

# FY 2023-2026 Transportation Improvement Program



NEA Regional Transportation Planning Commission

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**NORTHEAST ARKANSAS  
REGIONAL TRANSPORTATION  
PLANNING COMMISSION**

**RESOLUTION 23-03**

**A RESOLUTION ADOPTING THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**WHEREAS**, the Transportation Policy Committee of the Jonesboro Area Transportation Study (JATS) is the officially designated Metropolitan Planning Organization (MPO) for the Jonesboro metropolitan area; and

**WHEREAS**, the Transportation Improvement Program (TIP) must include a listing and/or phase of each transportation project as well as the amount and source(s) of federal funds to be programmed each year for each project; and

**WHEREAS**, the TIP must have a horizon of 4 years, and include a financial plan that demonstrates how the approved plan can be implemented; and

**WHEREAS**, the Fixing America's Surface Transportation (FAST) Act and subsequent Infrastructure Investment and Jobs (IIJA) Act requires that the TIP address the national performance measures, and document the anticipated progress of established performance targets through the implementation of the TIP; and

**WHEREAS**, the Transportation Policy Committee has reviewed the FY 2023-2026 Transportation Improvement Program (TIP), which includes designated transportation projects and federal funding for the Jonesboro Area Transportation Study (JATS) region during the given fiscal years; and

**WHEREAS**, the Transportation Policy Committee agrees that the FY 2023-2026 TIP reflects the investment priorities established in the current Metropolitan Transportation Plan (MTP); and

**WHEREAS**, the Transportation Policy Committee has found the FY 2023-2026 TIP to be in compliance with the aforementioned requirements, and in compliance with the Public Participation Plan.

**NOW, THEREFORE, BE IT RESOLVED**, that the Transportation Policy Committee of the Northeast Arkansas Regional Transportation Planning Commission does hereby adopt the FY 2023-2026 Transportation Improvement Program (TIP).

Duly recorded this \_\_\_\_ day of \_\_\_\_\_, 2022.

**SIGNED:** \_\_\_\_\_  
John Street  
Chairperson  
Council Member, City of Jonesboro

**ATTEST:** \_\_\_\_\_  
Alan Pillow  
Secretary  
MPO Director

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# Northeast Arkansas Regional Transportation Planning Commission

## FY 2023-2026 Transportation Improvement Program

**This plan was prepared by N.A.R.T.P.C. Staff:**

Alan Pillow, MPO Director

Nadia Hamdani, MPO Transportation Planner

**In cooperation with:**

The Cities of Bay, Bono, Brookland, and Jonesboro

The County of Craighead

The Jonesboro Economical Transportation System (JET)

The Arkansas Department of Transportation (ARDOT)

The Federal Highway Administration (FHWA)

The Federal Transit Administration (FTA)

### NOTICE OF NONDISCRIMINATION

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[DDouglas@jonesboro.org](mailto:DDouglas@jonesboro.org).

Title VI complaints related to MPO programs and activities may be directed to Mr. Alan Pillow, MPO Director/Title VI Coordinator, N.A.R.T.P.C., P. O. Box 1845, Jonesboro, Arkansas, 72403-1845, (870)933-4623 (Voice/TTY 711). Ms. Pillow can also be contacted at the following email address:

[apillow@jonesboro.org](mailto:apillow@jonesboro.org). Free language assistance for Limited English Proficiency individuals is available upon request.

The preparation and publication of this document was financed in part by funds provided by the United States Department of Transportation, Federal Highway Administration, and Federal Transit Administration. The provision of Federal financial assistance should not be construed as denoting U.S. Government approval of plans, policies, programs or projects contained herein.

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# Transportation Policy Committee 2022

<b>Committee Member</b>	<b>Agency</b>
Mayor Darrell Kirby	City of Bay
Mayor Dan Shaw	City of Bono
Mayor Kenneth Jones	City of Brookland
Mayor Harold Copenhaver	City of Jonesboro
Judge Marvin Day	Craighead County
Hannah Towell	Craighead County Assessor
Council Member John Street	City of Jonesboro
Council Member Ann Williams	City of Jonesboro
Inderpreet Farmahan	Arkansas Department of Transportation, MPO Coordinator
Brad Smithee	Arkansas Department of Transportation, District 10 Engineer
Judy Casteel	JET Community Advisory Board Representative

# Technical Advisory Committee 2022

<b>Committee Member</b>	<b>Agency</b>
William Hall	Arkansas State University
Craig Light	City of Jonesboro, Engineering Department
Derrel Smith	City of Jonesboro, Planning Department
Danny Kapales	City of Jonesboro, Parks & Recreation Department
John Broadway	Craighead County Representative
Jeremy Austin	Craighead County Representative
Billy Holland	MPO Area Smaller Communities Representative (USDA)
Anthony Hunter	Arkansas Department of Transportation, MPO Coordinator

Alan Walter	<b>Arkansas Department of Transportation, District 10 Engineer</b>
Michael Black	<b>Jonesboro Economical Transit System (JET)</b>
Cathe Carnes	<b>Bicycle Representative (NEA Bicycle Coalition)</b>
John Caufield	<b>Railroad Representative (BNSF)</b>
George Jackson	<b>Jonesboro Municipal Airport</b>
Bryan Russell	<b>Pedestrian/Safe Routes to School/School Administration</b>
Valera McDaniel*	<b>Federal Highway Administration</b>

*\*Indicates Non-Voting Member*

## Citizen Advisory Committee 2022

### Committee Member

Andy Davis

Ana Saucedo

Harold Carter

John Sloan

Steve Ewart

Vic Moore

Yoshara Barber



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## Introduction

### What is the TIP?

The Transportation Improvement Program (TIP) is a fiscally constrained, short-term listing of roadway and transit improvement projects identified for the Metropolitan Planning Organization (MPO) area over a four-year period. The TIP project listing includes designated project sponsors, estimated project costs, and federal and local funding sources. Brief project descriptions and identification numbers are included in the TIP along with maps of associated project locations.

Additionally, the transportation planning activities of the MPO, including the development of the TIP, must be carried out in a Continuing, Cooperative, and Comprehensive manner ("3C") according to federal legislation. To help track the status of TIP projects, federal regulations require the MPO to publish an annual list of obligated projects (ALOP). This document is developed each year, and lists all transportation projects in the MPO area for which federal funds were obligated in the previous fiscal year. All ALOP documents for the N.A.R.T.P.C. can be found here:

<https://www.jonesboro.org/489/Archive>

### TIP Highlights

Four-Year Span

Secure Funding Sources for Roadway & Transit Projects

Conforms with Statewide TIP

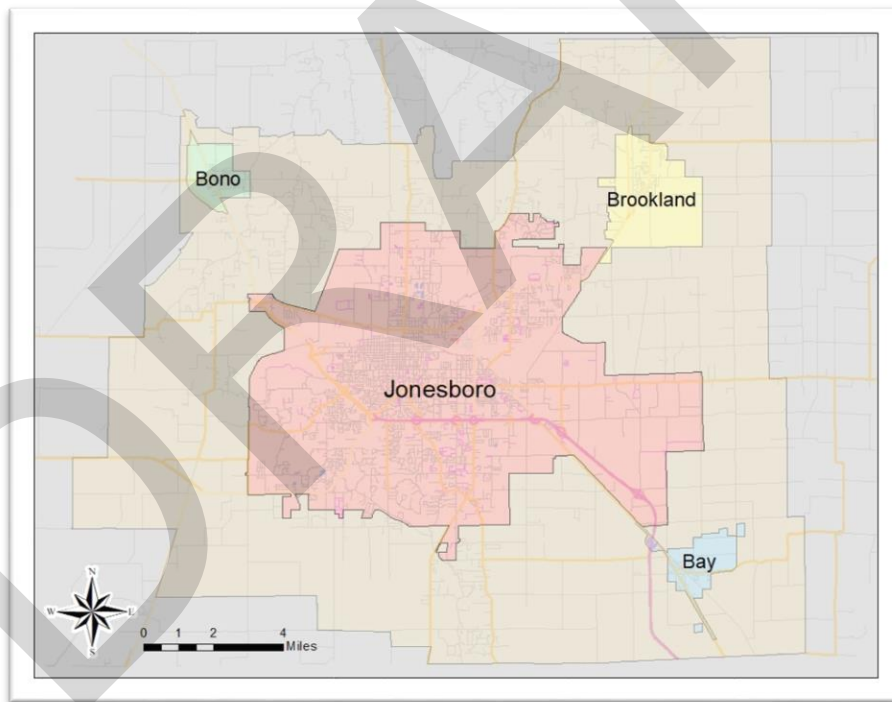
Approved by MPO & State Governor

Can be amended post-adoption in accordance with federal guidelines

## The MPO's Role in the TIP

In 2003, the Cities of Bay, Bono, Brookland, Jonesboro, and Craighead County agreed with the State of Arkansas to participate in establishing the Metropolitan Planning Organization (MPO) for the Jonesboro Area Study (JATS). **See Figure 1** Since that time, the Northeast Arkansas Regional Transportation Planning Commission (N.A.R.T.P.C.) has served as the designated transportation planning body for the region. As the official MPO of the JATS boundary, the N.A.R.T.P.C. is responsible for preparing and approving the TIP to maintain receipt of federal funds for the implementation of designated TIP projects. The FY2023-2026 TIP covers the period from October 1, 2023 to September 30, 2026. Please note that projects identified in this TIP have been given priority based on the region's long-range transportation plan as well as relevance to the established statewide targets for the assigned federal performance measures.

**Figure 1.1: N.A.R.T.P.C. Planning Area**



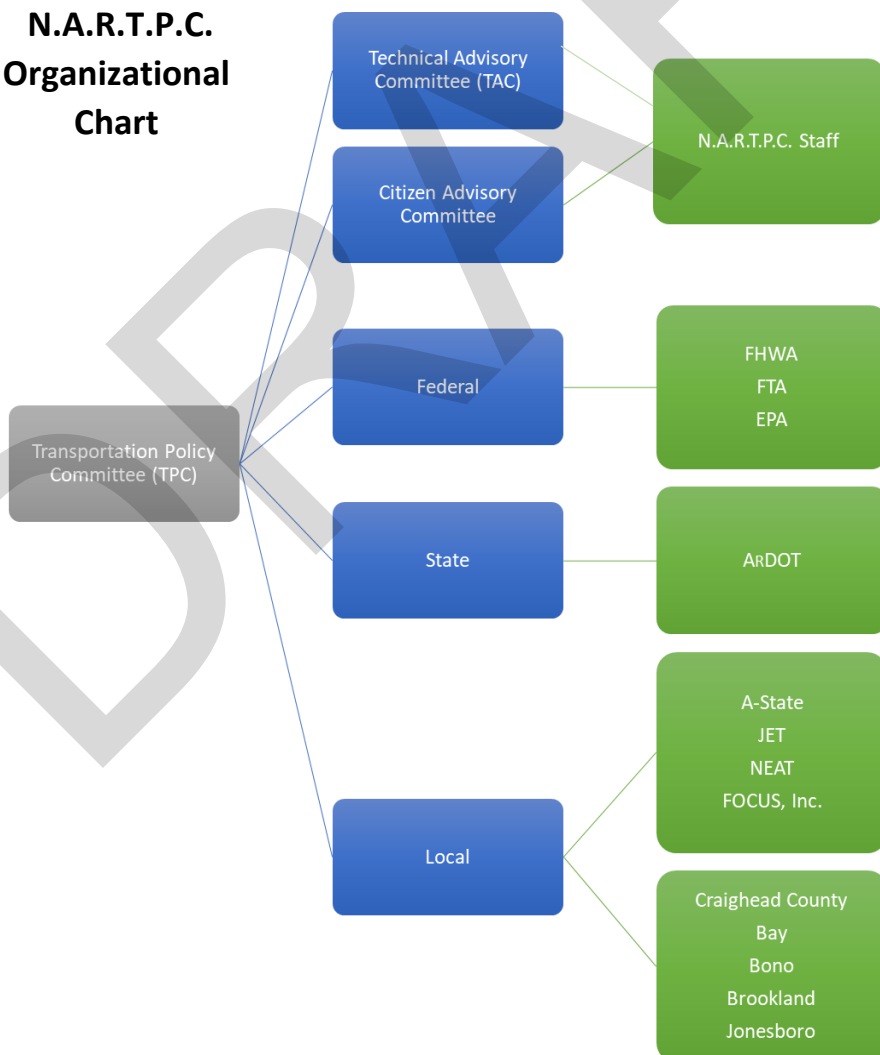
The N.A.R.T.P.C. is governed by the Transportation Policy Committee (TPC), which is comprised of eleven (11) members that include elected officials from the local jurisdictions and representatives from the Arkansas Department of Transportation (ARDOT). The TPC sets policies for the MPO, and also has the final decision-making responsibilities for major transportation planning and

# FY 23-26 Transportation Improvement Program

programming issues. There are two (2) other committees of the MPO, each of which are charged with making recommendations to the TPC in their areas of expertise. **See Figure 2 Below**

In January 2021, the Transportation Policy Committee adopted the 2045 Metropolitan Transportation Plan (MTP), which addresses long-term multimodal transportation planning in the Jonesboro metropolitan planning area (MPA) and includes a fiscally constrained project listing for transportation and transit improvements to be implemented over the next twenty-five year period. This TIP was developed from the list of projects included in the current MTP with directives from the Arkansas Department of Transportation ARDOT to ensure conformity with the proposed State Transportation Improvement Program (STIP), which was developed by ARDOT and the Arkansas State Highway Commission.

**Figure 2:  
N.A.R.T.P.C.  
Organizational  
Chart**



## The Process for TIP Project Selection

In accordance with Section 134(h)(2) of Title 23 U.S.C., as amended, the N.A.R.T.P.C. TPC approves the following procedures pertaining to project selection during FY 2023 – FY 2026.

- The approved Transportation Improvement Program shall be utilized for programming projects within the metropolitan area.
- Any projects listed in the first year of the approved Transportation Improvement Program shall be considered the first priority and may be implemented as soon as plans are completed and funds are appropriated.
- Should any project not be implemented from the first priority, then projects should be selected from the second year which shall be considered the second priority, and those projects may be implemented as plans are completed and funds are appropriated.

## Statewide Project Funding

The fiscal year schedules for certain highway and transit projects listed in this TIP may be categorized as “Statewide.” This means that portions of these federal funds will be available to MPOs or non-MPOs, and have been placed in each MPO's TIP to avoid TIP and STIP modifications should/when a project is approved for improvement within a metropolitan area.

Arkansas receives an annual apportionment for the Sections 5310, 5311, 5329 and 5339 programs (listed as Statewide projects in the TIP). ARDOT solicits a statewide annual application process from transit providers in both urbanized and rural areas. Based on submitted applications, applicant eligibility, project eligibility, rating system and available funds, ARDOT approves projects for funding which are subsequently submitted to the Federal Transit Administration (FTA) for their approval. Once approved by the FTA, agencies throughout the state are informed of grant awards and contracts are executed.

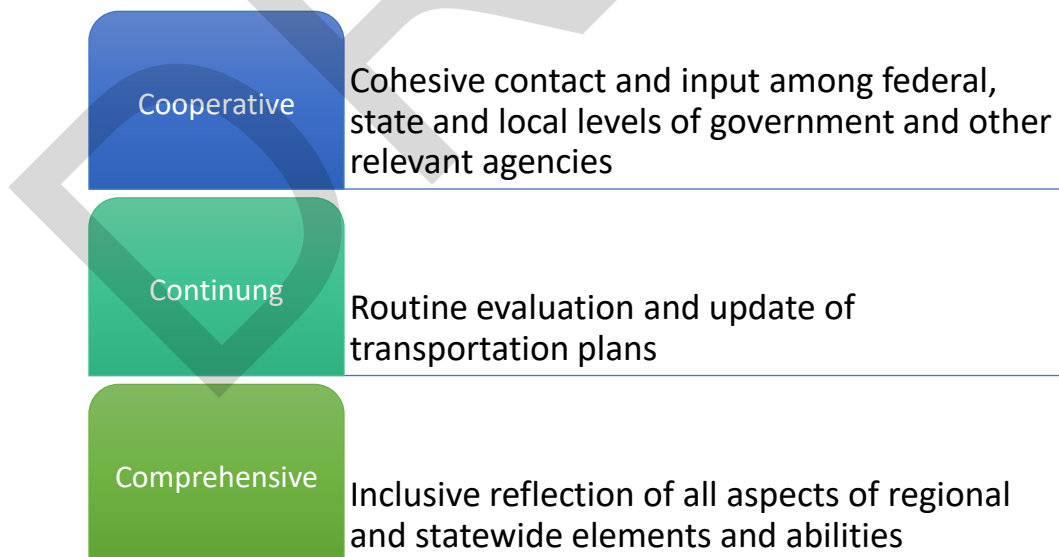
## TIP Revisions & Amendments

Typically, the TIP operates within an annual cycle. However, the plan remains subject to revisions and amendments as needed and agreed upon by the N.A.R.T.P.C. and ARDOT. Projects can and may be modified, added, and/or deleted in accordance with the established procedures for amendments to the STIP/TIP.

## 3-C Collaboration

In 1973, the Federal-Aid Highway Act of 1973 established MPOs to ensure that decisions about existing and future expenditures for transportation projects and programs within metropolitan areas are representative of a “continuing, cooperative and comprehensive” (3-C) planning process.<sup>1</sup> **See Figure 3.** Therefore, all jurisdictions within the N.A.R.T.P.C. boundary are committed to maintaining involvement in the selection, review, and/or design of transportation and transit projects outlined in this TIP by ARDOT to help confirm that all aspects of community preference as well as environmental justice and impact are being considered in the engineering progressions.

**Figure 3: 3-C Planning Process**



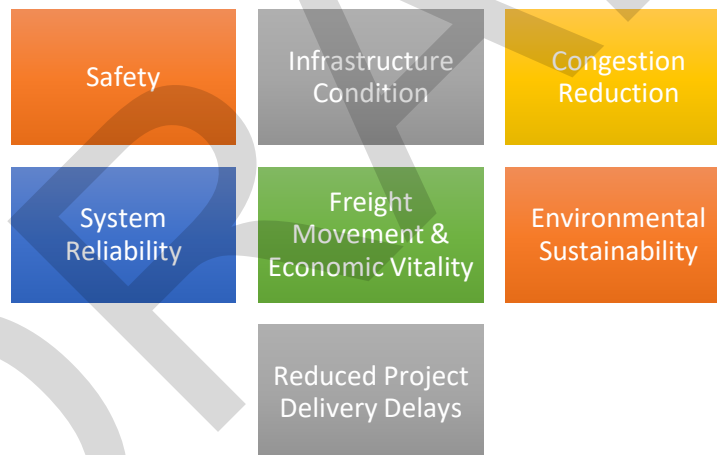
<sup>1</sup> See Appendix D for Memorandum of Agreement



## Performance-Based Planning

Federal legislation outlined in MAP-21, the 2015 FAST Act, and now the 2021 Infrastructure Investment and Jobs Act stipulate that all state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are required to incorporate performance measures in the transportation planning process in order to maintain receipt of federal planning funds. The purpose of enacting performance-based planning is to allow for the identification and correction of challenges to the existing surface transportation system. All DOTs and MPOs must establish performance targets to address the given national performance goals/measures outlined by the Federal Highway Administration (FHWA), and work to meet those targets through the selection of significant transportation improvement projects. **See Figure 4.**

**Figure 4: National Performance Goals**



***Both the N.A.R.T.P.C. and ARDOT intend to fulfill the federal requirements in support of established statewide performance targets by collecting, analyzing, and monitoring available data to aid in the recommendation and/or selection of transportation improvement projects for inclusion in the STIP/TIP that could help enhance the overall safety, functionality, connectivity, and accessibility of the region's current transportation system.*** Such processes and projects regarding the listed performance goals/measures will be documented in all updated N.A.R.T.P.C. long- and short-term transportation plans. The TIP shall include, to the maximum extent practicable, a discussion of the anticipated effect of the

TIP toward achieving the performance targets identified by the MPO by linking investment priorities to established performance targets. As necessary, the N.A.R.T.P.C. will also develop additional plans and/or documents to provide a more comprehensive address of performance data as it relates to the MPO jurisdiction.

## PM 1: Safety

Of the seven national performance goals, Safety has been the first to be implemented. Safety performance based planning requirements began May 27, 2018 for MPOs. Rather than setting safety targets, the N.A.R.T.P.C. has elected to support the safety targets established by ARDOT as published in the Strategic Highway Safety Plan (SHSP). The SHSP 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 the **five safety performance measures** *determined to significantly reduce the number and rate of fatal and serious injury crashes, including non-motorized, on all public roads.* Safety projects included within the TIP/STIP 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; and
- Determination of benefits vs. cost.

The projects are intended to have a positive effect on the State’s highway safety performance, moving toward achievement of the performance goals outlined in the SHSP. Project evaluation is conducted annually through the HSIP report.<sup>2</sup>

Since 2018, ARDOT has continued to develop annual performance targets to support the SHSP goals in accordance with federal legislation. As well, the N.A.R.T.P.C. has elected to support those annual safety performance targets

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<sup>2</sup> <https://safety.fhwa.dot.gov/hsip/reports/pdf/2019/ar.pdf>

established by the State. In addition to the selection of the transportation projects currently outlined in this plan, and at the request of the TAC, the N.A.R.T.P.C. developed the MPO Safety Action Plan (SAP), which identifies critical corridor areas and outlines safety recommendations that could help reinforce support for fatal and serious injury crash reduction within the region.<sup>3</sup> The SAP will be updated biennially by MPO staff upon analysis of crash and traffic performance improvements.

In addition, the Jonesboro Economical Transit System (JET) also developed a Public Transportation Agency Safety Plan (PTASP) for the Jonesboro metropolitan area to ensure that safety remains the foremost concern in every aspect of service delivery involving public transportation.<sup>4</sup> As a recipient of FTA Section 5307 funding, JET collaborated with ARDOT in July 2020 to develop the PTASP in order to reinforce compliance with 49 CFR Part 673 through the establishment of safety targets for the following measures concerning fixed-route and demand response operations for region:

- Fatalities
- Rate of Fatalities
- Injuries
- Rate of Injuries
- Safety Events
- Rate of Safety Events
- System Reliability

As with ARDOT, the N.A.R.T.P.C is in support of any and all efforts made by JET to accomplish the safety targets outlined in the PTASP for the metropolitan area.

## PM 2: Infrastructure Condition

In November 2018, targets for Pavement and Bridge Condition Measures were implemented by the state of Arkansas. Like safety, the N.A.R.T.P.C. elected to support the targets set by ARDOT for **infrastructure measures** in order to *improve and/or maintain the pavement and bridge condition of the highway system*

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<sup>3</sup> <https://www.jonesboro.org/DocumentCenter/View/8777/2022-Safety-Action-Plan>

<sup>4</sup> [https://www.jonesboro.org/DocumentCenter/View/7198/JET-Public-Transportation-Agency-Safety-Plan\\_7222020](https://www.jonesboro.org/DocumentCenter/View/7198/JET-Public-Transportation-Agency-Safety-Plan_7222020)

(both interstate and non-interstate) based on available funding. To accomplish this, ARDOT developed the Transportation Asset Management Plan (TAMP)<sup>5</sup> in compliance with 23 CFR 515. A risk-based plan, the TAMP establishes how ARDOT is/will manage existing assets by utilizing TAM principles and life-cycle planning information to identify projects (and appropriate time spans) that will help reduce the overall cost of assets to maintain a safe and efficient system for all.

In October 2020, ARDOT published a mid-performance report assessing the current statewide infrastructure and reliability conditions. As a result, updated four-year targets were established by the state and subsequently adopted by the N.A.R.T.P.C.

## PM 3: System Reliability

As with Infrastructure Condition, targets for System Reliability Measures were implemented by the state of Arkansas in November 2018 as well. Like the previous measures, the N.A.R.T.P.C. elected to support the targets set by ARDOT for maintaining **System Reliability** of the National Highway System (NHS), both Interstate and non-Interstate, by improving travel time during peak hours in order to reduce congestion and enhance air quality. Travel time reliability is defined as the ratio of the longer travel time (80th percentile) to a normal travel time (50th percentile). Roadway segments that have a travel time reliability greater than 1.5 are considered unreliable. Freight reliability is based on the truck travel time reliability index that is defined as the 95th percentile truck travel time divided by the 50th percentile truck travel time. The NHS is assessed using FHWA's National Performance Management Research Data Set (NPMRDS) for travel time reliability and freight movement.

## Transit Asset Management (TAM)

In September 2018, JET completed development and implementation of the **Transit Asset Management (TAM) Plan** for the region to *help ensure that the condition of all public transportation capital assets (equipment, facilities, rolling stock, and infrastructure) is inventoried and monitored in order to achieve and maintain a "state of good repair" not beyond the Useful Life Benchmark for the improvement of safety, reliability, and performance of the existing public transit system.*<sup>6</sup> Like all other federal performance measures, the N.A.R.T.P.C remains in

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<sup>5</sup> [http://www.jonesboro.org/DocumentCenter/View/4716/ARDOT-TAMP\\_42018](http://www.jonesboro.org/DocumentCenter/View/4716/ARDOT-TAMP_42018)

<sup>6</sup> <https://www.jonesboro.org/DocumentCenter/View/7200/JET-Transit-Asset-Management-Plan>

support of any and all efforts made by JET and the state of Arkansas to accomplish the TAM targets outlined in the TAM plan.

## Funding & Fiscal Constraint

The TIP contains transportation and transit projects that were originally derived from the MPO long-range Metropolitan Transportation Plan (MTP) for the region as well as projects selected by ARDOT in accordance with the statewide targets for the federal performance measures. The MTP illustrates financial estimates of available Federal and State funding intended for the MPO region over a 25-year span. These projects along with their cost estimates have been used to demonstrate financial constraint consistent with available funding projections for the JATS area, which have been broken down in the short-term for implementation through the TIP. Notably, project totals and fund marks for the region may vary from the MTP and are subject to change at the direction of ARDOT based on priority and readiness.

In addition, fiscal year schedules for both highways and transit projects may show various funds listed as “Statewide.” Portions of these funds can be made available to MPOs or non-MPOs, and have been placed in each MPO's TIP to avoid TIP and STIP modifications if/when a relative project is approved for improvement within a metropolitan area. Arkansas receives an annual apportionment for the Sections 5310, 5311, 5329 and 5339 programs (**listed as statewide projects in the TIP**). To determine annual allocation, ARDOT solicits a statewide application process from transit providers in both urbanized and rural areas. Projects are approved based on submitted applications, applicant eligibility, project eligibility, priority, and available funding. Approved projects are then submitted to the Federal Transit Administration (FTA) for their approval, and upon receipt, notifications of grant awards are distributed and official contracts are executed.

## TIP Project Funding Per Year of Expenditure – JATS AREA

MPO (JATS) Area Highway Projects						
Funding Category	FY 2023	FY 2024	FY 2025	FY 2026	TBD	Total
STBGP	\$ 7,120,000	\$ 2,000,000	\$ 6,400,000	\$ 4,000,000	\$ 5,120,000	\$ 24,640,000
NHPP	\$ 3,152,000	\$ -	\$ -	\$ 13,984,000	\$ 6,800,000	\$ 23,936,000
BFP	\$ 2,368,000	\$ -	\$ -	\$ 2,176,000	\$ -	\$ 4,544,000
BFP (Off System)	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ 600,000
CAP	\$ 58,776,000	\$ -	\$ -	\$ -	\$ -	\$ 58,776,000
Earmark	\$ 924,000	\$ -	\$ -	\$ -	\$ -	\$ 924,000
<b>Total</b>	<b>\$ 72,340,000</b>	<b>\$ 2,000,000</b>	<b>\$ 6,400,000</b>	<b>\$ 20,760,000</b>	<b>\$ 11,920,000</b>	<b>\$ 113,420,000</b>
<b>State</b>	<b>\$ 3,160,000</b>	<b>\$ 500,000</b>	<b>\$ 1,600,000</b>	<b>\$ 4,040,000</b>	<b>\$ 2,980,000</b>	<b>\$ 12,280,000</b>
<b>Local</b>	<b>\$ 400,000</b>	<b>\$ -</b>	<b>\$ 2,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ -</b>	<b>\$ 3,400,000</b>
<b>Grand Total</b>	<b>\$ 75,900,000</b>	<b>\$ 2,500,000</b>	<b>\$ 10,000,000</b>	<b>\$ 25,800,000</b>	<b>\$ 14,900,000</b>	<b>\$ 129,100,000</b>

*\* Please note that System Preservation projects with an FFY of TBD are shown for informational purposes. Actual locations are subject to change as schedules and priorities warrant. Any deviations from this list will not require a TIP or MTP Amendment.*

JET Projects						
Funding Category	FY 2023	FY 2024	FY 2025	FY 2026	Total	Comments
FTA-5307	\$ 602,000	\$ 607,000	\$ 620,000	\$ 626,000	\$ 2,455,000	
FTA-5305	\$ 136,000	\$ 136,000	\$ 136,000	\$ 144,000	\$ 552,000	
FTA-5339 (JET ONLY)	\$ 1,003,000	\$ 124,000	\$ 126,000	\$ 126,000	\$ 1,379,000	\$878,584 from Low or No Emission Vehicle Program (FY 2023)
<b>Total</b>	<b>\$ 1,741,000</b>	<b>\$ 867,000</b>	<b>\$ 882,000</b>	<b>\$ 896,000</b>	<b>\$ 4,386,000</b>	
<b>State</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 36,000</b>	<b>\$ 5,000</b>	<b>\$ 41,000</b>	
<b>Local</b>	<b>\$ 693,000</b>	<b>\$ 543,000</b>	<b>\$ 514,000</b>	<b>\$ 552,000</b>	<b>\$ 2,302,000</b>	\$155,044 local match for Low or No Emission Vehicle Program (FY 2023)
<b>Grand Total</b>	<b>\$ 2,434,000</b>	<b>\$ 1,410,000</b>	<b>\$ 1,432,000</b>	<b>\$ 1,453,000</b>	<b>\$ 6,729,000</b>	

## STIP Project Funding Per Year of Expenditure – STATEWIDE

Statewide Highway Projects					
Funding Category	FY 2023	FY 2024	FY 2025	FY 2026	Total
<b>NHPP</b>	\$ 103,261,000	\$ 79,061,000	\$ 78,236,000	\$ 66,092,000	\$ 326,650,000
<b>NHFP</b>	\$ 600,000	\$ 577,000	\$ 600,000	\$ 600,000	\$ 2,377,000
<b>STBGP</b>	\$ 50,957,000	\$ 35,792,000	\$ 57,050,000	\$ 34,632,000	\$ 178,431,000
<b>STBGP (Br Off)</b>	\$ 4,600,000	\$ 4,600,000	\$ 4,600,000	\$ 4,600,000	\$ 18,400,000
<b>BFP (Off System)</b>	\$ 2,800,000	\$ 3,800,000	\$ 3,800,000	\$ 3,800,000	\$ 14,200,000
<b>Rail Hwy</b>	\$ 3,017,000	\$ 4,013,000	\$ 4,013,000	\$ 4,013,000	\$ 15,056,000
<b>TAP</b>	\$ 14,685,000	\$ 13,044,000	\$ 15,280,000	\$ 15,585,000	\$ 58,594,000
<b>RTP</b>	\$ 1,374,000	\$ 1,494,000	\$ 1,494,000	\$ 1,494,000	\$ 5,856,000
<b>HSIP</b>	\$ 29,758,000	\$ 36,842,000	\$ 41,514,000	\$ 42,424,000	\$ 150,538,000
<b>CMAQ Flex</b>	\$ 435,000	\$ 286,000	\$ 250,000	\$ 250,000	\$ 1,221,000
<b>Amendment 101</b>	\$ 24,380,000	\$ 114,039,000	\$ 5,960,000	\$ 107,620,000	\$ 251,999,000
<b>FLAP</b>	\$ 3,350,000	\$ 3,350,000	\$ 3,350,000	\$ 3,350,000	\$ 13,400,000
<b>FLTP</b>	\$ 4,819,000	\$ 5,485,000	\$ 3,017,000	\$ -	\$ 13,321,000
<b>ERFO</b>	\$ 4,602,000	\$ -	\$ -	\$ -	\$ 4,602,000
<b>NEVFP</b>	\$ 11,528,000	\$ 11,528,000	\$ 11,528,000	\$ 11,528,000	\$ 46,112,000
<b>CRP Flex</b>	\$ 6,937,000	\$ 14,420,000	\$ 9,808,000	\$ 15,003,000	\$ 46,168,000
<b>PROTECT</b>	\$ 10,188,000	\$ 19,776,000	\$ 20,171,000	\$ 4,255,000	\$ 54,390,000
<b>Ferry Boat</b>	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 400,000
<b>DBE</b>	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 600,000
<b>OJT</b>	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 400,000
<b>ACT 416</b>	\$ 98,200,000	\$ 101,880,000	\$ 102,000,000	\$ 102,000,000	\$ 404,080,000
<b>Total</b>	\$ 375,841,000	\$ 450,337,000	\$ 363,021,000	\$ 417,596,000	\$ 1,606,795,000
<b>State</b>	\$ 18,491,000	\$ 23,940,000	\$ 27,183,000	\$ 30,780,000	\$ 100,394,000
<b>Local</b>	\$ 5,907,000	\$ 5,527,000	\$ 6,086,000	\$ 6,162,000	\$ 23,682,000
<b>State/Local</b>	\$ 5,765,000	\$ 6,640,000	\$ 6,553,000	\$ 6,640,000	\$ 25,598,000
<b>Grand Total</b>	<b>\$ 406,004,000</b>	<b>\$ 486,444,000</b>	<b>\$ 402,843,000</b>	<b>\$ 461,178,000</b>	<b>\$ 1,756,469,000</b>

## STIP Project Funding Per Year of Expenditure – STATEWIDE

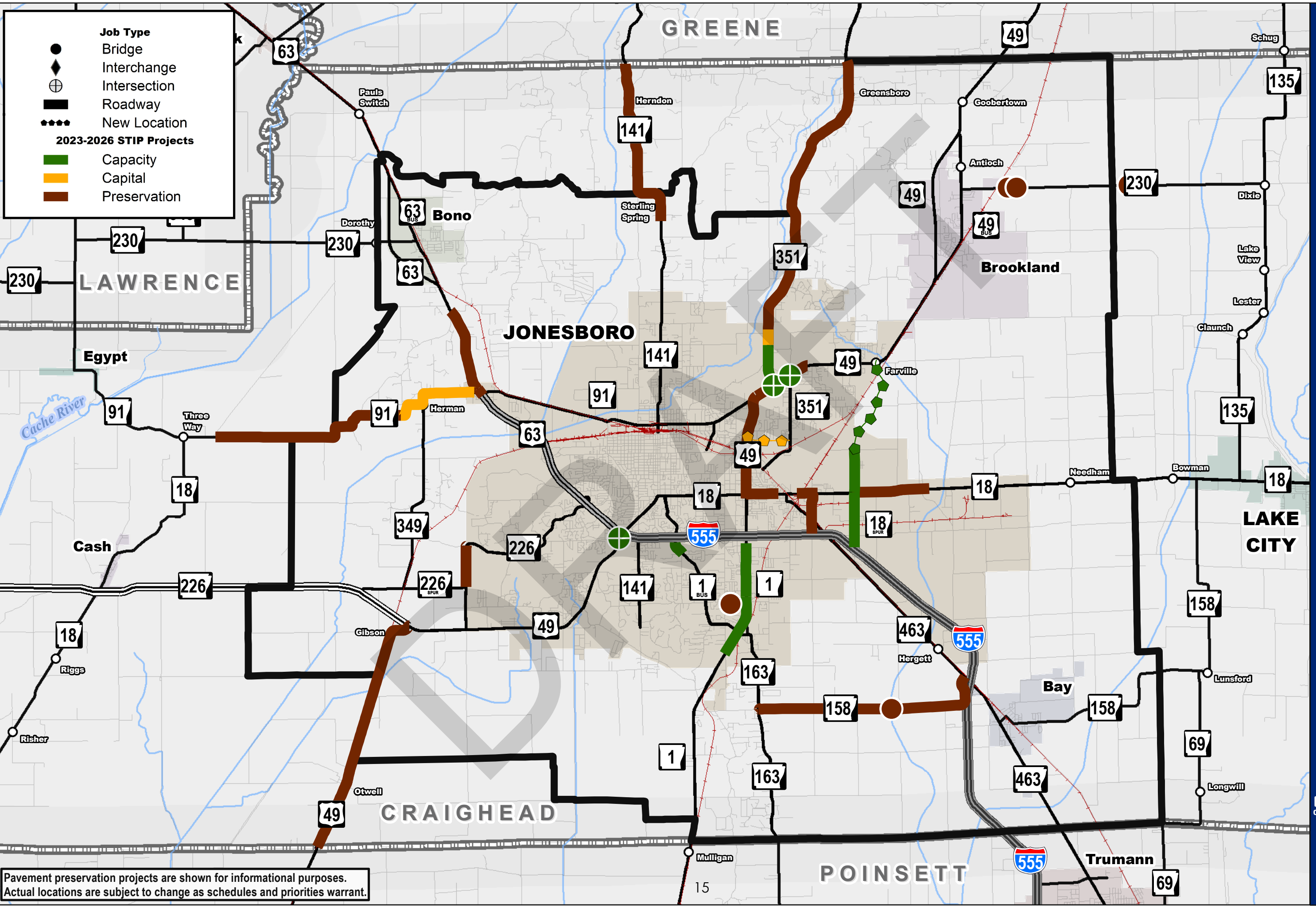
Statewide Transit Projects					
Funding Category	FY 2023	FY 2024	FY 2025	FY 2026	Total
<b>FTA-5310</b>	\$ 3,402,000	\$ 3,444,000	\$ 3,014,000	\$ 3,015,000	\$ 12,875,000
<b>FTA-5311</b>	\$ 14,272,000	\$ 14,534,000	\$ 14,549,000	\$ 14,629,000	\$ 57,984,000
<b>FTA-5339 &lt;200,000</b>	\$ 640,000	\$ 640,000	\$ 640,000	\$ 640,000	\$ 2,560,000
<b>FTA-5339 Rural</b>	\$ 3,500,000	\$ 3,500,000	\$ 3,540,000	\$ 3,540,000	\$ 14,080,000
<b>FTA-5329</b>	\$ 211,000	\$ 211,000	\$ 216,000	\$ 216,000	\$ 854,000
<b>FTA-5304</b>	\$ 117,000	\$ 117,000	\$ 119,000	\$ 119,000	\$ 472,000
<b>Total</b>	\$ 22,142,000	\$ 22,446,000	\$ 22,078,000	\$ 22,159,000	\$ 88,825,000
<b>State</b>	\$ 5,350,000	\$ 5,350,000	\$ 5,350,000	\$ 5,350,000	\$ 21,400,000
<b>Local</b>	\$ 12,360,000	\$ 12,549,000	\$ 12,459,000	\$ 12,479,000	\$ 49,847,000
<b>Grand Total</b>	<b>\$ 39,852,000</b>	<b>\$ 40,345,000</b>	<b>\$ 39,887,000</b>	<b>\$ 39,988,000</b>	<b>\$ 160,072,000</b>



## Jonesboro Area Transportation Study 2023-2026 STIP

Job Number	Job Name	District	County	Route	Section	Length
100657	I-555 – Hwy. 49 (Dr. Martin Luther King Jr. Dr. Extension) (Jonesboro) (S)	10	Craighead	New & 18S	0P/1/4S	4.59
100875	Hwy. 351 North & South Inters. Impvts. (Jonesboro) (S)	10	Craighead	351	1/2	0.96
100879	Hwy. 49/Parker Rd. Inters. Impvts. (Jonesboro) (S)	10	Craighead	49	4	-
100881	Parker Rd. – South (Hwy. 1B) (Jonesboro) (S)	10	Craighead	1B	17B	0.33
100979	Caraway Rd. – I-555 (Jonesboro) (S)	10	Craighead	1	17	2.70
101052	Hwy. 226 Spur – North (Jonesboro) (S)	10	Craighead	226	3	0.96
101066	West of Co. Rd. 132 – Jonesboro (S)	10	Craighead	91	2	2.10
A00042	S. of Bono – Hwy. 91 (S)	10	Craighead	I-555 & 63	3/6	2.16
101073	Hwy. 351 Connector (Aggie Rd.) (Jonesboro) (S)	10	Craighead	New	0	-
101074	Co. Rd. 150 – W. of Co. Rd. 132 (S)	10	Craighead	91	2	4.67
101078	Hwy. 463 – Hwy. 163 (S)	10	Craighead	158	5	5.45
101080	Jonesboro – Greene Co. Line (S)	10	Craighead	351	2	7.25
101081	Hwy. 226 – Hwy. 14 (Sel. Secs.) (S)	10	Craighead & Poinsett	49	4/5	14.31
101093	Hwy. 230 Strs. & Apprs. (Craighead Co.) (S)	10	Craighead	230	10	-
101099	Hwy. 886 Str. & Apprs. (Jonesboro) (S)	10	Craighead	886	2	-
101126	Whiteman Creek Str. & Apprs. (S)	10	Craighead	158	5	-
101135	Pleasant View Dr. – Peachtree Ave. (Jonesboro) (S)	10	Craighead	351	2	0.36
10X623	Hwy. 49 – East (Sel. Secs.) (Jonesboro) (S)	10	Craighead	18	4	3.02
10X697	Co. Rd. 764 – Greene Co. Line (S)	10	Craighead	141	1	4.15
A00042	Paragould Dr. – Hwy. 18 (Sel. Secs.) (Jonesboro) (S)	10	Craighead	49	3	3.50
A00047	I-555 – Hwy. 18 (Jonesboro) (S)	10	Craighead	351	0	0.95

**2023-2026 Statewide Transportation Improvement Program**  
**Jonesboro Area Transportation Study**



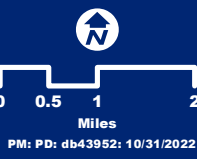
**Job Type**

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

**2023-2026 STIP Projects**

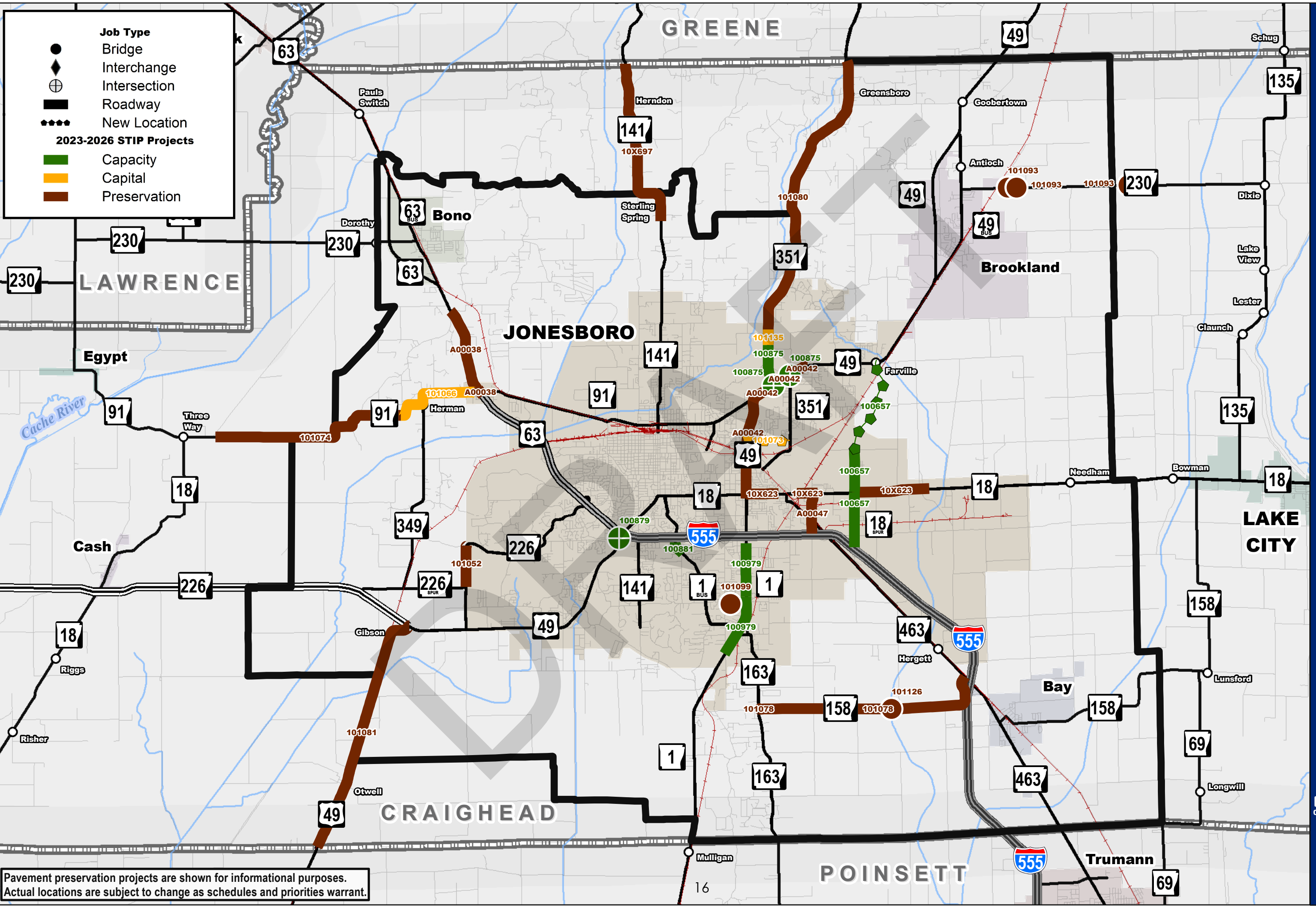
- Capacity
- Capital
- Preservation

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

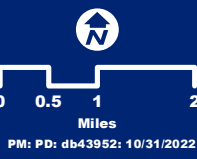


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**2023-2026 Statewide Transportation Improvement Program**  
**Jonesboro Area Transportation Study**



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



# 2023-2026 JATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
100979	Craighead	1	Caraway Rd. – I-555 (Jonesboro) (S)	2.70	Major Widening	16,800 - TOTAL 13,440 - NHPP 3,360 - State	State	2026	JATS
100881	Craighead	1B	Parker Rd. – South (Hwy. 1B) (Jonesboro) (S)	0.33	Major Widening	2,900 - TOTAL 2,000 - STBGP 500 - State 400 - Local	State	2023	JATS
Partnering project. City to contribute match of federal funds, up to \$400K. City's consultant will design project and those costs will count towards the overall partnering commitment.									
100879	Craighead	49	Hwy. 49/Parker Rd. Inters. Impvts. (Jonesboro) (S)	-	Intersection Improvements	3,200 - TOTAL 2,560 - NHPP 640 - State	State	2023	JATS
Partnering project. City's consultant will design project and those costs will count towards the overall partnering commitment.									
101066	Craighead	91	West of Co. Rd. 132 – Jonesboro (S)	2.10	Major Widening	10,000 - TOTAL 6,400 - STBGP 1,600 - State 2,000 - Local	State	2025	JATS
Potential Partnering Project.									
101126	Craighead	158	Whiteman Creek Str. & Apprs. (S)	-	Str. & Apprs.	3,700 - TOTAL 592 - NHPP 2,368 - BFP 740 - State	State	2023	JATS
101093	Craighead	230	Hwy. 230 Strs. & Apprs. (Craighead Co.) (S)	-	Str. & Apprs.	3,400 - TOTAL 544 - NHPP 2,176 - BFP 680 - State	State	2026	JATS
100875	Craighead	351	Hwy. 351 North & South Inters. Impvts. (Jonesboro) (S)	0.96	Intersection Improvements	6,400 - TOTAL 5,120 - STBGP 1,280 - State	State	2023	JATS
101135	Craighead	351	Pleasant View Dr. – Peachtree Ave. (Jonesboro) (S)	0.36	Major Widening	2,500 - TOTAL 2,000 - STBGP 500 - State	State	2024	JATS

# 2023-2026 JATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
101099	Craighead	886	Hwy. 886 Str. & Apprs. (Jonesboro) (S)	-	Str. & Apprs.	600 - TOTAL 600 - BFP (Off System)	State	2026	JATS
100657	Craighead	New & 18S	I-555 – Hwy. 49 (Dr. Martin Luther King Jr. Dr. Extension) (Jonesboro) (S)	4.59	Major Widening & New Location	59,700 - TOTAL 924 - Earmark 58,776 - CAP	State	2023	JATS
Partnering project. City to accept ownership of Highway 141 and a portion of Highway 226 upon completion of Jobs 100657 and 101052.									
101073	Craighead	New	Hwy. 351 Connector (Aggie Rd.) (Jonesboro) (S)	1.02	New Location	5,000 - TOTAL 4,000 - STBGP 1,000 - Local	State	2026	JATS
Renew Arkansas Highways Project. Potential partnering arrangement; City to contribute \$1M and assume ownership of Hwy. 351 from intersection with connector to Hwy. 49, ASU to donate ROW for project.									
XX2023-01			IRP Debt Service	-	Miscellaneous	50,000 - TOTAL 50,000 - NHPP	State	2023	All
XX2023-02			Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 13,400 - NHPP 1,000 - BFP (Off System) 3,600 - State	State	2023	All
XX2023-04			Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2023	All
XX2023-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	2,867 - TOTAL 2,867 - Rail Hwy	State/RR	2023	All
XX2023-06			Various Transportation Alternative Projects	-	Miscellaneous	18,356 - TOTAL 14,685 - TAP 3,671 - Local	Local	2023	All
XX2023-07			Various Trail Projects	-	Miscellaneous	1,718 - TOTAL 1,374 - RTP 344 - Local	Local	2023	All
XX2023-08			Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R   Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2023	All

# 2023-2026 JATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2023-09			Various Off-System Bridge Rehab / Replacement on City Streets / County Roads	-	Strs. & Apprs.	4,000 - TOTAL 1,800 - Off-System Bridge 1,800 - BFP (Off System) 400 - Local	State	2023	All
XX2023-10			PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 8,000 - NHPP 600 - NHFP 2,000 - HSIP 150 - Rail Hwy 4,815 - STBGP 435 - CMAQ Flex 4,000 - State/Local	State	2023	All
Funding in this category may be used for the development of any project within the 2023-2026 STIP.									
XX2023-11			Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2023	All
XX2023-12			Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2023	All
XX2023-13			Various Statewide Safety Improvements	-	Safety Improvements	28,620 - TOTAL 25,758 - HSIP 2,862 - State	State	2023	All
XX2023-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 5,100 - NHPP 1,000 - HSIP 3,500 - STBGP 2,400 - State	State	2023	All
XX2023-15			Workforce Training and Development	-	Miscellaneous	2,000 - TOTAL 2,000 - Off-System Bridge	State	2023	All
XX2023-16			Various Pavement Preservation Projects	-	System Preservation	170,857 - TOTAL 22,761 - NHPP 1,000 - HSIP 25,231 - STBGP 24,380 - Amendment 101 2,285 - State 95,200 - Act 416	State	2023	All

# 2023-2026 JATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2023-17			Various Signal and Intersection Improvements	-	Intersection Improvements	625 - TOTAL 500 - STBGP 125 - State/Local	State	2023	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2023-18			Various Sealing Projects	-	System Preservation	15,000 - TOTAL 4,000 - NHPP 8,000 - STBGP 3,000 - Act 416	State	2023	All
XX2023-19			Various Federal Lands Projects	-	Miscellaneous	13,611 - TOTAL 3,350 - FLAP 4,819 - FLTP 4,602 - ERFO 840 - State/Local	Federal Lands/State/ Local	2023	All
Funding for the category is detailed in Appendix B.									
XX2023-20			Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2023	All
XX2023-21			Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2023	All
Funding amount is approximate.									
XX2023-22			On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2023	All
Funding amount is approximate.									
XX2023-23			Various Electric Vehicle Infrastructure Projects	-	Miscellaneous	14,410 - TOTAL 11,528 - NEVFP 2,882 - State	State	2023	All
XX2023-24			Various Intelligent Transportation System (ITS) Projects	-	ITS Improvements	8,671 - TOTAL 6,937 - CRP Flex 1,734 - State	State	2023	All
XX2023-25			Various Transportation Resiliency Projects	-	Miscellaneous	13,360 - TOTAL 500 - STBGP 10,188 - PROTECT 2,672 - State	State	2023	All
XX2024-01			IRP Debt Service	-	Miscellaneous	50,000 - TOTAL 50,000 - NHPP	State	2024	All

# 2023-2026 JATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2024-02			Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 12,400 - NHPP 2,000 - BFP (Off System) 3,600 - State	State	2024	All
XX2024-04			Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2024	All
XX2024-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	2,883 - TOTAL 2,883 - Rail Hwy	State/RR	2024	All
XX2024-06			Various Transportation Alternative Projects	-	Miscellaneous	16,305 - TOTAL 13,044 - TAP 3,261 - Local	Local	2024	All
XX2024-07			Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2024	All
XX2024-08			Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R   Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2024	All
XX2024-09			Various Off-System Bridge Rehab / Replacement on City Streets / County Roads	-	Strs. & Apprs.	4,000 - TOTAL 1,800 - Off-System Bridge 1,800 - BFP (Off System) 400 - Local	State	2024	All
XX2024-10			PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 7,007 - NHPP 577 - NHFP 2,000 - HSIP 1,130 - Rail Hwy 5,000 - STBGP 286 - CMAQ Flex 4,000 - State/Local	State	2024	All
Funding in this category may be used for the development of any project within the 2023-2026 STIP.									
XX2024-11			Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2024	All
XX2024-12			Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2024	All



# 2023-2026 JATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2024-13			Various Statewide Safety Improvements	-	Safety Improvements	36,491 - TOTAL 32,842 - HSIP 3,649 - State	State	2024	All
XX2024-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 5,100 - NHPP 1,000 - HSIP 3,500 - STBGP 2,400 - State	State	2024	All
XX2024-15			Workforce Training and Development	-	Miscellaneous	2,000 - TOTAL 2,000 - Off-System Bridge	State	2024	All
XX2024-16			Various Pavement Preservation Projects	-	System Preservation	223,533 - TOTAL 554 - NHPP 1,000 - HSIP 6,381 - STBGP 114,039 - Amendment 101 2,679 - State 98,880 - Act 416	State	2024	All
XX2024-17			Various Signal and Intersection Improvements	-	Intersection Improvements	5,000 - TOTAL 4,000 - STBGP 1,000 - State/Local	State	2024	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2024-18			Various Sealing Projects	-	System Preservation	15,000 - TOTAL 4,000 - NHPP 8,000 - STBGP 3,000 - Act 416	State	2024	All
XX2024-19			Various Federal Lands Projects	-	Miscellaneous	9,675 - TOTAL 3,350 - FLAP 5,485 - FLTP 840 - State/Local	Federal Lands/State/ Local	2024	All
Funding for the category is detailed in Appendix B.									
XX2024-20			Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2024	All
XX2024-21			Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2024	All
Funding amount is approximate.									

# 2023-2026 JATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2024-22			On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2024	All
Funding amount is approximate.									
XX2024-23			Various Electric Vehicle Infrastructure Projects	-	Miscellaneous	14,410 - TOTAL 11,528 - NEVFP 2,882 - State	State	2024	All
XX2024-24			Various Intelligent Transportation System (ITS) Projects	-	ITS Improvements	18,025 - TOTAL 14,420 - CRP Flex 3,605 - State	State	2024	All
XX2024-25			Various Transportation Resiliency Projects	-	Miscellaneous	25,345 - TOTAL 500 - STBGP 19,776 - PROTECT 5,069 - State	State	2024	All
XX2025-01			IRP Debt Service	-	Miscellaneous	38,000 - TOTAL 38,000 - NHPP	State	2025	All
XX2025-02			Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 12,400 - NHPP 2,000 - BFP (Off System) 3,600 - State	State	2025	All
XX2025-04			Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2025	All
XX2025-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	2,883 - TOTAL 2,883 - Rail Hwy	State/RR	2025	All
XX2025-06			Various Transportation Alternative Projects	-	Miscellaneous	19,100 - TOTAL 15,280 - TAP 3,820 - Local	Local	2025	All
XX2025-07			Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2025	All
XX2025-08			Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R   Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2025	All

# 2023-2026 JATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2025-09			Various Off-System Bridge Rehab / Replacement on City Streets / County Roads	-	Str. & Apprs.	4,000 - TOTAL 1,800 - Off-System Bridge 1,800 - BFP (Off System) 400 - Local	State	2025	All
XX2025-10			PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 7,020 - NHPP 600 - NHFP 2,000 - HSIP 1,130 - Rail Hwy 5,000 - STBGP 250 - CMAQ Flex 4,000 - State/Local	State	2025	All
Funding in this category may be used for the development of any project within the 2023-2026 STIP.									
XX2025-11			Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2025	All
XX2025-12			Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2025	All
XX2025-13			Various Statewide Safety Improvements	-	Safety Improvements	41,682 - TOTAL 37,514 - HSIP 4,168 - State	State	2025	All
XX2025-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 5,100 - NHPP 1,000 - HSIP 3,500 - STBGP 2,400 - State	State	2025	All
XX2025-15			Workforce Training and Development	-	Miscellaneous	2,000 - TOTAL 2,000 - Off-System Bridge	State	2025	All
XX2025-16			Various Pavement Preservation Projects	-	System Preservation	151,622 - TOTAL 11,716 - NHPP 1,000 - HSIP 27,589 - STBGP 5,960 - Amendment 101 6,357 - State 99,000 - Act 416	State	2025	All

# 2023-2026 JATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2025-17			Various Signal and Intersection Improvements	-	Intersection Improvements	4,563 - TOTAL 3,650 - STBGP 913 - State/Local	State	2025	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2025-18			Various Sealing Projects	-	System Preservation	15,000 - TOTAL 4,000 - NHPP 8,000 - STBGP 3,000 - Act 416	State	2025	All
XX2025-19			Various Federal Lands Projects	-	Miscellaneous	7,207 - TOTAL 3,350 - FLAP 3,017 - FLTP 840 - State/Local	Federal Lands/State/ Local	2025	All
Funding for the category is detailed in Appendix B.									
XX2025-20			Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2025	All
XX2025-21			Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2025	All
Funding amount is approximate.									
XX2025-22			On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2025	All
Funding amount is approximate.									
XX2025-23			Various Electric Vehicle Infrastructure Projects	-	Miscellaneous	14,410 - TOTAL 11,528 - NEVFP 2,882 - State	State	2025	All
XX2025-24			Various Intelligent Transportation System (ITS) Projects	-	ITS Improvements	12,260 - TOTAL 9,808 - CRP Flex 2,452 - State	State	2025	All
XX2025-25			Various Transportation Resiliency Projects	-	Miscellaneous	25,839 - TOTAL 500 - STBGP 20,171 - PROTECT 5,168 - State	State	2025	All
XX2025-26			Various ADA Facility Upgrades	-	Miscellaneous	500 - TOTAL 400 - STBGP 100 - State	State	2025	All

# 2023-2026 JATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2026-01			IRP Debt Service	-	Miscellaneous	17,000 - TOTAL 17,000 - NHPP	State	2026	All
This is the final repayment of the bond program.									
XX2026-02			Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 12,400 - NHPP 2,000 - BFP (Off System) 3,600 - State	State	2026	All
XX2026-04			Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2026	All
XX2026-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Project Development	2,883 - TOTAL 2,883 - Rail Hwy	State/RR	2026	All
XX2026-06			Various Transportation Alternative Projects	-	Miscellaneous	19,481 - TOTAL 15,585 - TAP 3,896 - Local	Local	2026	All
XX2026-07			Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2026	All
XX2026-08			Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R   Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2026	All
XX2026-09			Various Off-System Bridge Rehab / Replacement on City Streets / County Roads	-	Str. & Apprs.	4,000 - TOTAL 1,800 - Off-System Bridge 1,800 - BFP (Off System) 400 - Local	State	2026	All
XX2026-10			PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 7,020 - NHPP 600 - NHFP 2,000 - HSIP 1,130 - Rail Hwy 5,000 - STBGP 250 - CMAQ Flex 4,000 - State/Local	State	2026	All

Funding in this category may be used for the development of any project within the 2023-2026 STIP.

# 2023-2026 JATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2026-11			Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2026	All
XX2026-12			Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2026	All
XX2026-13			Various Statewide Safety Improvements	-	Safety Improvements	42,693 - TOTAL 38,424 - HSIP 4,269 - State	State	2026	All
XX2026-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 5,100 - NHPP 1,000 - HSIP 3,500 - STBGP 2,400 - State	State	2026	All
XX2026-15			Workforce Training and Development	-	Miscellaneous	2,000 - TOTAL 2,000 - Off-System Bridge	State	2026	All
XX2026-16			Various Pavement Preservation Projects	-	System Preservation	245,546 - TOTAL 20,572 - NHPP 1,000 - HSIP 4,821 - STBGP 107,620 - Amendment 101 12,533 - State 99,000 - Act 416	State	2026	All
XX2026-17			Various Signal and Intersection Improvements	-	Intersection Improvements	5,000 - TOTAL 4,000 - STBGP 1,000 - State/Local	State	2026	All
			Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.						
XX2026-18			Various Sealing Projects	-	System Preservation	15,000 - TOTAL 4,000 - NHPP 8,000 - STBGP 3,000 - Act 416	State	2026	All
XX2026-19			Various Federal Lands Projects	-	Miscellaneous	4,190 - TOTAL 3,350 - FLAP 840 - State/Local	Federal Lands/State/ Local	2026	All
			Funding for the category is detailed in Appendix B.						
XX2026-20			Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2026	All

# 2023-2026 JATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2026-21			Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2026	All
Funding amount is approximate.									
XX2026-22			On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2026	All
Funding amount is approximate.									
XX2026-23			Various Electric Vehicle Infrastructure Projects	-	Miscellaneous	14,410 - TOTAL 11,528 - NEVFP 2,882 - State	State	2026	All
XX2026-24			Various Intelligent Transportation System (ITS) Projects	-	ITS Improvements	18,754 - TOTAL 15,003 - CRP Flex 3,751 - State	State	2026	All
XX2026-25			Various Transportation Resiliency Projects	-	Miscellaneous	5,944 - TOTAL 500 - STBGP 4,255 - PROTECT 1,189 - State	State	2026	All
XX2026-26			Various ADA Facility Upgrades	-	Miscellaneous	500 - TOTAL 400 - STBGP 100 - State	State	2026	All
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	800 - TOTAL 640 - FTA-5339 160 - Local	Local	2023	All
114FTA			Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,375 - TOTAL 3,500 - FTA-5339 875 - Local	Local	2023	All
115FTA			Safety Oversight	-	Transit	264 - TOTAL 211 - FTA-5329 53 - Local	Local	2023	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	146 - TOTAL 117 - FTA-5304 29 - Local	Local	2023	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	290 - TOTAL 290 - FTA-5310	Local	2023	All

# 2023-2026 JATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,300 - TOTAL 2,640 - FTA-5310 660 - Local	Local	2023	All
119FTA			Rural Transit - State Admin	-	Transit	1,395 - TOTAL 1,395 - FTA-5311	Local	2023	All
120FTA			Rural Transit - Project Admin	-	Transit	3,730 - TOTAL 2,984 - FTA-5311 746 - Local	Local	2023	All
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	283 - TOTAL 226 - FTA-5311 57 - Local	Local	2023	All
122FTA			Rural Transit - Capital - Intercity	-	Transit	718 - TOTAL 574 - FTA-5311 144 - Local	Local	2023	All
123FTA			Rural Transit - Operating - Rural	-	Transit	15,096 - TOTAL 7,548 - FTA-5311 7,548 - Local	Local	2023	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	2,390 - TOTAL 1,195 - FTA-5311 1,195 - Local	Local	2023	All
125FTA			Rural Transit - RTAP	-	Transit	350 - TOTAL 350 - FTA-5311	Local	2023	All
127FTA			Capital - Rolling Stock CRRSAA	-	Transit	590 - TOTAL 472 - FTA-5310 118 - Local	Local	2023	All
Amended into 2021-2024 STIP after the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program.									
200PTF			Public Transit Trust Fund	-	Transit	5,000 - TOTAL 5,000 - State	Local	2023	All
201TLS			Translease	-	Transit	775 - TOTAL 775 - Local	Local	2023	All
202HUA			HUA	-	Transit	350 - TOTAL 350 - State	Local	2023	All
JETS01			Operating Assistance	-	Transit	860 - TOTAL 430 - FTA-5307 430 - Local	Local	2023	JATS



# 2023-2026 JATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
JETS02			Capital - Preventive Maintenance	-	Transit	25 - TOTAL 20 - FTA-5307 5 - Local	Local	2023	JATS
JETS03			Capital - Paratransit Service	-	Transit	190 - TOTAL 152 - FTA-5307 38 - Local	Local	2023	JATS
JETS04			Capital - Rolling Stock/Support Equipment	-	Transit	1,189 - TOTAL 1,003 - FTA-5339 186 - Local	Local	2023	JATS
JET was awarded a Low or No Emission Vehicle Program grant in FFY 2022 in the amount of \$878,584 to be matched 85/15 (\$879K/\$155K) to be used to purchase hybrid trolley-style buses. Total amounts shown include \$124K in other FTA-5339 funds and \$31K in local matching funds available for other capital purchases.									
JETS05			Consolidated Planning Grant (MPO)	-	Transit	170 - TOTAL 136 - FTA-5305 34 - Local	Local	2023	JATS
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	800 - TOTAL 640 - FTA-5339 160 - Local	Local	2024	All
114FTA			Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,375 - TOTAL 3,500 - FTA-5339 875 - Local	Local	2024	All
115FTA			Safety Oversight	-	Transit	264 - TOTAL 211 - FTA-5329 53 - Local	Local	2024	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	146 - TOTAL 117 - FTA-5304 29 - Local	Local	2024	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	292 - TOTAL 292 - FTA-5310	Local	2024	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,350 - TOTAL 2,680 - FTA-5310 670 - Local	Local	2024	All
119FTA			Rural Transit - State Admin	-	Transit	1,420 - TOTAL 1,420 - FTA-5311	Local	2024	All
120FTA			Rural Transit - Project Admin	-	Transit	3,800 - TOTAL 3,040 - FTA-5311 760 - Local	Local	2024	All

# 2023-2026 JATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	287 - TOTAL 230 - FTA-5311 57 - Local	Local	2024	All
122FTA			Rural Transit - Capital - Intercity	-	Transit	720 - TOTAL 576 - FTA-5311 144 - Local	Local	2024	All
123FTA			Rural Transit - Operating - Rural	-	Transit	15,386 - TOTAL 7,693 - FTA-5311 7,693 - Local	Local	2024	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	2,430 - TOTAL 1,215 - FTA-5311 1,215 - Local	Local	2024	All
125FTA			Rural Transit - RTAP	-	Transit	360 - TOTAL 360 - FTA-5311	Local	2024	All
127FTA			Capital - Rolling Stock CRRSAA	-	Transit	590 - TOTAL 472 - FTA-5310 118 - Local	Local	2024	All
Amended into 2021-2024 STIP after the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program.									
200PTF			Public Transit Trust Fund	-	Transit	5,000 - TOTAL 5,000 - State	Local	2024	All
201TLS			Translease	-	Transit	775 - TOTAL 775 - Local	Local	2024	All
202HUA			HUA	-	Transit	350 - TOTAL 350 - State	Local	2024	All
JETS01			Operating Assistance	-	Transit	870 - TOTAL 435 - FTA-5307 435 - Local	Local	2024	JATS
JETS02			Capital - Preventive Maintenance	-	Transit	25 - TOTAL 20 - FTA-5307 5 - Local	Local	2024	JATS
JETS03			Capital - Paratransit Service	-	Transit	190 - TOTAL 152 - FTA-5307 38 - Local	Local	2024	JATS

# 2023-2026 JATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
JETS04			Capital - Rolling Stock/Support Equipment	-	Transit	155 - TOTAL 124 - FTA-5339 31 - Local	Local	2024	JATS
JETS05			Consolidated Planning Grant (MPO)	-	Transit	170 - TOTAL 136 - FTA-5305 34 - Local	Local	2024	JATS
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	800 - TOTAL 640 - FTA-5339 160 - Local	Local	2025	All
114FTA			Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,425 - TOTAL 3,540 - FTA-5339 885 - Local	Local	2025	All
115FTA			Safety Oversight	-	Transit	270 - TOTAL 216 - FTA-5329 54 - Local	Local	2025	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	149 - TOTAL 119 - FTA-5304 30 - Local	Local	2025	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	294 - TOTAL 294 - FTA-5310	Local	2025	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,400 - TOTAL 2,720 - FTA-5310 680 - Local	Local	2025	All
119FTA			Rural Transit - State Admin	-	Transit	1,420 - TOTAL 1,420 - FTA-5311	Local	2025	All
120FTA			Rural Transit - Project Admin	-	Transit	3,800 - TOTAL 3,040 - FTA-5311 760 - Local	Local	2025	All
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	291 - TOTAL 233 - FTA-5311 58 - Local	Local	2025	All
122FTA			Rural Transit - Capital - Intercity	-	Transit	722 - TOTAL 578 - FTA-5311 144 - Local	Local	2025	All

# 2023-2026 JATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
123FTA			Rural Transit - Operating - Rural	-	Transit	15,386 - TOTAL 7,693 - FTA-5311 7,693 - Local	Local	2025	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	2,430 - TOTAL 1,215 - FTA-5311 1,215 - Local	Local	2025	All
125FTA			Rural Transit - RTAP	-	Transit	370 - TOTAL 370 - FTA-5311	Local	2025	All
200PTF			Public Transit Trust Fund	-	Transit	5,000 - TOTAL 5,000 - State	Local	2025	All
201TLS			Translease	-	Transit	780 - TOTAL 780 - Local	Local	2025	All
202HUA			HUA	-	Transit	350 - TOTAL 350 - State	Local	2025	All
JETS01			Operating Assistance	-	Transit	880 - TOTAL 440 - FTA-5307 440 - Local	Local	2025	JATS
JETS02			Capital - Preventive Maintenance	-	Transit	25 - TOTAL 20 - FTA-5307 5 - State	Local	2025	JATS
JETS03			Capital - Paratransit Service	-	Transit	200 - TOTAL 160 - FTA-5307 40 - Local	Local	2025	JATS
JETS04			Capital - Rolling Stock/Support Equipment	-	Transit	157 - TOTAL 126 - FTA-5339 31 - State	Local	2025	JATS
JETS05			Consolidated Planning Grant (MPO)	-	Transit	170 - TOTAL 136 - FTA-5305 34 - Local	Local	2025	JATS
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	800 - TOTAL 640 - FTA-5339 160 - Local	Local	2026	All
114FTA			Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,425 - TOTAL 3,540 - FTA-5339 885 - Local	Local	2026	All

# 2023-2026 JATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
115FTA			Safety Oversight	-	Transit	270 - TOTAL 216 - FTA-5329 54 - Local	Local	2026	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	149 - TOTAL 119 - FTA-5304 30 - Local	Local	2026	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	295 - TOTAL 295 - FTA-5310	Local	2026	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,400 - TOTAL 2,720 - FTA-5310 680 - Local	Local	2026	All
119FTA			Rural Transit - State Admin	-	Transit	1,420 - TOTAL 1,420 - FTA-5311	Local	2026	All
120FTA			Rural Transit - Project Admin	-	Transit	3,900 - TOTAL 3,120 - FTA-5311 780 - Local	Local	2026	All
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	291 - TOTAL 233 - FTA-5311 58 - Local	Local	2026	All
122FTA			Rural Transit - Capital - Intercity	-	Transit	722 - TOTAL 578 - FTA-5311 144 - Local	Local	2026	All
123FTA			Rural Transit - Operating - Rural	-	Transit	15,386 - TOTAL 7,693 - FTA-5311 7,693 - Local	Local	2026	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	2,430 - TOTAL 1,215 - FTA-5311 1,215 - Local	Local	2026	All
125FTA			Rural Transit - RTAP	-	Transit	370 - TOTAL 370 - FTA-5311	Local	2026	All
200PTF			Public Transit Trust Fund	-	Transit	5,000 - TOTAL 5,000 - State	Local	2026	All
201TLS			Translease	-	Transit	780 - TOTAL 780 - Local	Local	2026	All

# 2023-2026 JATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
202HUA			HUA	-	Transit	350 - TOTAL 350 - State	Local	2026	All
JETS01			Operating Assistance	-	Transit	890 - TOTAL 445 - FTA-5307 445 - Local	Local	2026	JATS
JETS02			Capital - Preventive Maintenance	-	Transit	25 - TOTAL 20 - FTA-5307 5 - State	Local	2026	JATS
JETS03			Capital - Paratransit Service	-	Transit	201 - TOTAL 161 - FTA-5307 40 - Local	Local	2026	JATS
JETS04			Capital - Rolling Stock/Support Equipment	-	Transit	157 - TOTAL 126 - FTA-5339 31 - Local	Local	2026	JATS
JETS05			Consolidated Planning Grant (MPO)	-	Transit	180 - TOTAL 144 - FTA-5305 36 - Local	Local	2026	JATS
A00038	Craighead	I-555 & 63	S. of Bono – Hwy. 91 (S)	2.16	System Preservation	2,200 - TOTAL 1,760 - NHPP 440 - Act 416	State	TBD	JATS
10X623	Craighead	18	Hwy. 49 – East (Sel. Secs.) (Jonesboro) (S)	3.02	System Preservation	600 - TOTAL 480 - NHPP 120 - State	State	TBD	JATS
A00042	Craighead	49	Paragould Dr. – Hwy. 18 (Sel. Secs.) (Jonesboro) (S)	3.50	System Preservation	2,200 - TOTAL 1,760 - NHPP 440 - Act 416	State	TBD	JATS
101081	Craighead & Poinsett	49	Hwy. 226 – Hwy. 14 (Sel. Secs.) (S)	14.31	System Preservation	3,500 - TOTAL 2,800 - NHPP 700 - State	State	TBD	JATS
101074	Craighead	91	Co. Rd. 150 – W. of Co. Rd. 132 (S)	4.67	System Preservation	2,100 - TOTAL 1,680 - STBGP 420 - State	State	TBD	JATS

# 2023-2026 JATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
10X697	Craighead	141	Co. Rd. 764 – Greene Co. Line (S)	4.15	System Preservation	1,400 - TOTAL 1,120 - STBGP 280 - State	State	TBD	JATS
101078	Craighead	158	Hwy. 463 – Hwy. 163 (S)	5.45	System Preservation	1,900 - TOTAL 1,520 - STBGP 380 - State	State	TBD	JATS
101052	Craighead	226	Hwy. 226 Spur – North (Jonesboro) (S)	0.96	System Preservation	200 - TOTAL 160 - STBGP 40 - State	State	TBD	JATS
Partnering project. City to accept ownership of Highway 141 and a portion of Highway 226 upon completion of Jobs 100657 and 101052.									
A00047	Craighead	351	I-555 – Hwy. 18 (Jonesboro) (S)	0.95	System Preservation	200 - TOTAL 160 - STBGP 40 - Act 416	State	TBD	JATS
101080	Craighead	351	Jonesboro – Greene Co. Line (S)	7.25	System Preservation	600 - TOTAL 480 - STBGP 120 - State	State	TBD	JATS

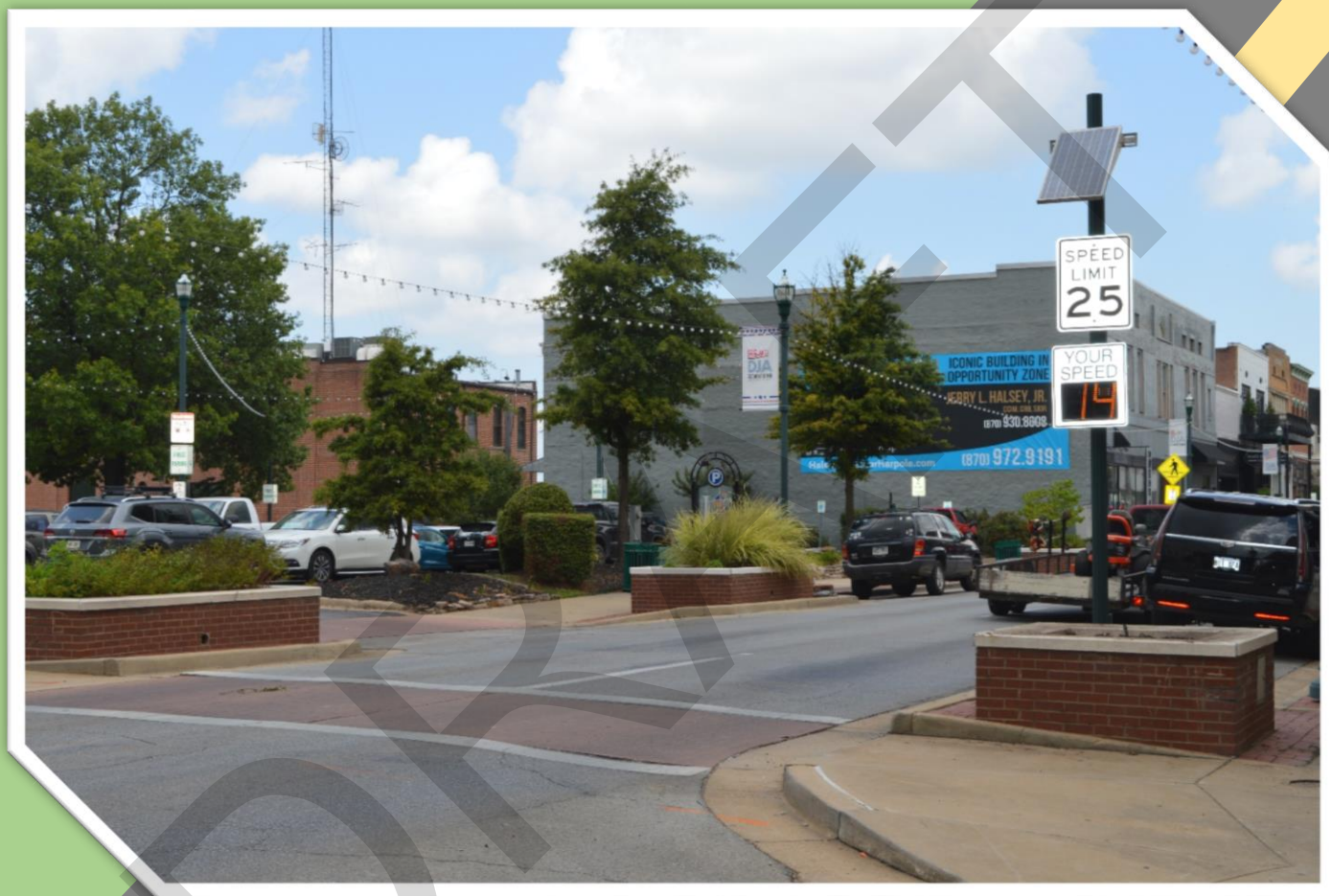
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# FY 2023-2026 Transportation Improvement Program: Appendices



NEA Regional Transportation Planning Commission

Email: [mpo@jonesboro.org](mailto:mpo@jonesboro.org) Tel: 870-933-4623

Web: <https://www.jonesboro.org/191/Metropolitan-Planning-Organization>

## GLOSSARY OF TERMS, ABBREVIATIONS, & ACRONYMS

4-R	Resurfacing, Restoration, Rehabilitation and Reconstruction
AC	Advance Construction - one of several Federal-aid fund management tools designed to provide states with greater flexibility in managing Federal-aid highway funds. The primary benefit of AC is that it allows states to accelerate transportation projects using non-Federal funds while maintaining eligibility to be reimbursed with Federal-aid funds at a later date.
ADA	Americans with Disabilities Act
ArDOT	Arkansas Department of Transportation
BFP	Bridge Formula Program. See Information on Federal Funding.
BFP (Off)	Bridge Formula Program - set-aside funds for off-system bridges. See Information on Federal Funding.
BR	Bridge
CAP	Connecting Arkansas Program - In 2012, through a voter-approved constitutional amendment, the people of Arkansas passed a 10-year, half-cent sales tax to improve the State's transportation system, including projects that widen and improve approximately 200 miles of highways and interstates.
Capacity Improvements	Widening of existing facilities or construction of new facilities to increase capacity.
CARTS	Central Arkansas Regional Transportation Study - the Metropolitan Planning for the urbanized area in Pulaski, Saline, Faulkner, and a portion of Lonoke Counties. (See also Metroplan.)
CENG	Construction Engineering and Inspection
CHBP	Competitive Highway Bridge Program. Federal-aid grant from FHWA to provide funding that will go toward highway bridge replacement or rehabilitation projects on public roads that demonstrate cost savings by bundling at least two highway bridge projects into a single contract.
CMAQ	Congestion Mitigation and Air Quality Improvement Program. See Information on Federal Funding.
CMAQ AQ	Congestion Mitigation and Air Quality Improvement Program - air quality use only. See Information on Federal Funding.
CMAQ FLEX	Congestion Mitigation and Air Quality Improvement Program - flexible use. See Information on Federal Funding.
COVID	Coronavirus Response and Relief Supplemental Appropriations Act. See Information on Federal Funding.
CR	County Road

## GLOSSARY OF TERMS, ABBREVIATIONS, & ACRONYMS

<b>CRP</b>	Carbon Reduction Program. See Information on Federal Funding.
<b>CRP&gt;200K</b>	Carbon Reduction Program - set-aside funds for areas with greater than 200,000 population. See Information on Federal Funding.
<b>CS</b>	City Street
<b>DBE</b>	Disadvantaged Business Enterprises. See Information on Federal Funding.
<b>Earmark</b>	Federal funds that are designated for a particular purpose.
<b>EFLHD</b>	Eastern Federal Lands Highway Division of the Federal Highway Administration - a division of the USDOT that promotes administration of federal public roads and bridges; protects and enhances natural resources and provides transportation access for Native Americans.
<b>Eng.</b>	Engineering
<b>Env.</b>	Environmental
<b>ERFO</b>	Emergency Relief for Federally Owned Roads. See Information on Federal Funding.
<b>FAST Act</b>	Fixing America's Surface Transportation Act - this act funds the Federal Highway Program from Federal Fiscal Years (FFY) 2016 - 2020.
<b>Federal Lands</b>	Lands owned or administered by the Federal government. Examples are: National parks, national wildlife refuges, military reservations, federal prisons and public domain land.
<b>Ferry Boat</b>	Ferry Boat Program. See Information on Federal Funding.
<b>FFY</b>	Federal Fiscal Year - a pre-defined 12 month period from October 1 to September 30.
<b>FHWA</b>	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.
<b>FLAP</b>	Federal Lands Access Program. See Information on Federal Funding.
<b>FLTP</b>	Federal Lands Transportation Program. See Information on Federal Funding.
<b>FRONTIER</b>	Frontier Transportation Study - the Metropolitan Planning Organization (MPO) for the urbanized area in Crawford and Sebastian Counties. (See also MPO.)
<b>FTA</b>	Federal Transit Administration - an agency within the USDOT that provides financial and technical assistance to local public transit systems.
<b>FTA-5304</b>	Federal funding for transit system statewide planning and programming.
<b>FTA-5305</b>	Federal funding for transit system planning programs.
<b>FTA-5307</b>	Urbanized area formula grants - provides competitive Federal funding to public transit systems in urbanized areas.

## GLOSSARY OF TERMS, ABBREVIATIONS, & ACRONYMS

<b>FTA-5310</b>	Federal funding for enhanced mobility of seniors and individuals with disabilities.
<b>FTA-5311</b>	Federal formula grant funds for transit in rural areas / populations < 50,000.
<b>FTA-5329</b>	Federal funds for transit safety and oversight programs.
<b>FTA-5337</b>	State of good repair grants - federally funded capital assistance for maintenance, replacement and rehabilitation of motorbus systems. Additionally, can be used for Transit Asset Management plans.
<b>FTA-5339</b>	Federal Buses and Bus Facilities Grants Program - must be "low" or "no" emission transit or equipment.
<b>GARVEE Bonds</b>	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.
<b>HIP</b>	Highway Infrastructure Program. See Information on Federal Funding.
<b>HIP &gt;200K</b>	Highway Infrastructure Program - set-aside funds for areas with greater than 200,000 population. See Information on Federal Funding.
<b>HSATS</b>	Hot Springs Area Transportation Study - the Metropolitan Planning Organization (MPO) for the urbanized area in Garland County. (See also MPO.)
<b>HSIP</b>	Highway Safety Improvement Program. See Information on Federal Funding.
<b>Improve Air Quality</b>	Improve air quality in nonattainment areas.
<b>INFRA</b>	Infrastructure for Rebuilding America. Federal-aid grant from the U.S. Department of Transportation to help fund infrastructure improvements using innovative approaches to improve the processes for building significant projects, and increasing accountability for the projects that are built.
<b>Intchnng. Impvts.</b>	Interchange Improvements - improvements to the junction between two or more roadways, typically including a grade separation and ramps.
<b>Inters. Impvts.</b>	Intersection Improvements - improvements to the junction between two or more roadways that meet at grade.
<b>IRP</b>	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.
<b>JATS</b>	Jonesboro Area Transportation Study - the Metropolitan Planning Organization (MPO) for the urbanized area in Craighead County. (See also MPO.)
<b>JETS</b>	Jonesboro Economical Transit System - provides public transportation for the City of Jonesboro.

## GLOSSARY OF TERMS, ABBREVIATIONS, & ACRONYMS

<b>Local</b>	Local Funds / City or County
<b>Major Widening</b>	Widening of an existing roadway to improve capacity or enhance safety.
<b>Metroplan</b>	Metroplan is the federally designated Metropolitan Planning Organization (MPO) for central Arkansas. (See also CARTS and MPO).
<b>Metropolitan Planning Organization</b>	A federally mandated and funded transportation policy making organization that is made up of representatives from local government and government transportation authorities.
<b>Miscellaneous</b>	Any number of improvements.
<b>MPO</b>	See Metropolitan Planning Organizations.
<b>NARTS</b>	Northwest Arkansas Regional Transportation Study. The Metropolitan Planning Organization (MPO) for all of Washington and Benton Counties. (See also MPO.)
<b>NEPA</b>	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.
<b>NEVI</b>	National Electric Vehicle Infrastructure Program. See Information on Federal Funding.
<b>New Location</b>	Construction of a roadway on a location not previously developed for vehicular transportation.
<b>NHFP</b>	National Highway Freight Program. See Information on Federal Funding.
<b>NHPP</b>	National Highway Performance Program. See Information on Federal Funding.
<b>NHS</b>	National Highway System - includes the Interstate Highway System and other roads important to the nation's economy, defense and mobility.
<b>Off System Bridge</b>	See Information on Federal Funding.
<b>OJT</b>	On-the-Job Training. See Information on Federal Funding.
<b>Operational Improvements</b>	Improves traffic operations on existing roadways.
<b>P.E. or PE</b>	Preliminary Engineering - includes surveys, environmental analysis, and design.
<b>Partnering Project</b>	A project that has a partnering arrangement between ARDOT and local governments and other state agencies that results in project acceleration.
<b>Passing Lane(s)</b>	Construction of an additional lane or lanes intended for passing on a two lane roadway.
<b>PBATS</b>	Pine Bluff Area Transportation Study - the Metropolitan Planning Organization (MPO) for the urbanized area in Jefferson County. (See also MPO.)
<b>Planning</b>	Determination of existing or future needs.

## GLOSSARY OF TERMS, ABBREVIATIONS, & ACRONYMS

<b>Project Development</b>	Combination of preliminary engineering, environmental analysis, design, right of way acquisition, and utility relocation activities.
<b>PROTECT</b>	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program. See Information on Federal Funding
<b>Rail Hwy</b>	Railway-Highway Crossing Program. See Information on Federal Funding.
<b>Reconstruction</b>	Rebuilding of an existing roadway.
<b>Rehabilitation</b>	Pavement restoration, patching, heat scarifying, etc., of an existing roadway.
<b>ROW</b>	Right of Way - acquisition 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.
<b>RR</b>	Railroad
<b>RR Grade Separation</b>	Construction of a bridge over or under a railroad track(s) at an at-grade crossing.
<b>RTP</b>	Recreational Trails Program. See Information on Federal Funding.
<b>Sealing</b>	Application of an asphalt seal coat to an existing roadway.
<b>Sel. Secs.</b>	Selected Sections
<b>SHSP</b>	Strategic Highway Safety Plan - a Federally required statewide-coordinated safety plan for reducing highway fatalities and serious injuries on all public roads.
<b>State</b>	State Funds
<b>State Local</b>	State funds, Local funds, or a combination of the two.
<b>STBGP</b>	Surface Transportation Block Grant Program. See Information on Federal Funding.
<b>STBGP &gt;200K</b>	Surface Transportation Block Grant Program - set-aside funds for areas with greater than 200,000 population. See Information on Federal Funding.
<b>STIP</b>	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.
<b>Str(s). &amp; Apprs.</b>	Structure(s) and Approaches - including, but not limited to, bridge replacement, grade separation, etc.
<b>System Preservation</b>	Various projects to preserve, rehabilitate, or reconstruct an existing roadway.
<b>TAP</b>	Transportation Alternatives Program. See Information on Federal Funding.
<b>TAP &gt;200k</b>	Transportation Alternatives Program - set-aside funds for areas with greater than 200,000 population. See Information on Federal Funding.

## GLOSSARY OF TERMS, ABBREVIATIONS, & ACRONYMS

<b>TIP</b>	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.
<b>TMA</b>	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.
<b>Transit</b>	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.
<b>TUTS</b>	Texarkana Urban Transportation Study - the Metropolitan Planning Organization (MPO) for the urbanized area in Miller County. (See also MPO.)
<b>U of A</b>	University of Arkansas
<b>Utility</b>	Adjustment and/or relocation of utilities.
<b>Widening</b>	Widening an existing roadway - one or more lanes.
<b>WMATS</b>	West Memphis-Marion Area Transportation Study - the Metropolitan Planning Organization (MPO) for the urbanized area in Crittenden County. (See also MPO.)

# FEDERAL FUNDING CATEGORIES

Federal funding for projects includes:

## **NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)**

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

## **NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)**

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

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

## **SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)**

The STBGP provides flexible funding that may be used by States for projects to preserve and improve the conditions and performance on any State highway or bridge.

A portion of these funds are set aside and sub-allocated as follows:

- **Set-asides**  
Transportation Alternatives and Recreational Trails Projects (**TAP** or **RTP**), which provides funding for a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.  
Bridges not on Federal-aid highways (**Off System Bridge**)
- **Sub-allocation**  
A percentage of a State's STBGP apportionment (after set-asides) is to be obligated in the following areas in proportion to their relative shares of the State's population:
  - ✓ Urbanized areas with population greater than 200,000 (**STBGP>200K**)
  - ✓ Areas with population greater than 5,000 but no more than 200,000 (**STBGP**)
  - ✓ Areas with population of 5,000 or less (**STBGP**)



### **BRIDGE FORMULA PROGRAM (BFP)**

The BFP provides funding for projects such as bridge replacement, rehabilitation, preservation, protection, and construction of new bridges on public roads. Funding is distributed based on a formula that compares replacing all poor bridges in a State and rehabilitating all fair bridges in a State. A portion of these funds are set aside as follows:

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

### **CARBON REDUCTION PROGRAM**

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

- ✓ **Sub-allocation**  
A percentage of a State's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population:
  - Urbanized areas with a population greater than 200,000 (CRP > 200K)
  - Areas with population greater than 5,000 but no more than 200,000 (CRP 5K < 200K)
  - Areas with population of 5,000 or less (CRP <5K)

### **HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**

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

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

### **CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)**

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

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

**FEDERAL LANDS ACCESS PROGRAM (FLAP)**

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

**FERRY BOAT PROGRAM (Ferry Boat)**

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

**DISADVANTAGED BUSINESS ENTERPRISE SUPPORTIVE SERVICES PROGRAM (DBE)**

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

**ON THE JOB TRAINING PROGRAM (OJT)**

The OJT Program is funded by the Workforce Innovation and Opportunity Act and allows States to hire and train skilled workers and get reimbursed for these efforts.

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

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

**NATIONAL ELECTRICAL VEHICLE INFRASTRUCTURE FORMULA PROGRAM (NEVI)**

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

# GENERIC PROJECT DESCRIPTIONS

## **IRP Debt Service**

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

## **Various Bridge Preservation**

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

## **Bridge Inspection/Inspection Equipment**

Routine inspection of bridges and purchase of bridge inspection equipment.

## **Railroad Crossing Protective Devices/Surfacing/Hazard Elimination**

Safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.

## **Various Transportation Alternative Projects**

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

## **Various Trail Projects**

Projects in this category will be approved through a competitive selection process with the solicitation of applications. Eligible projects include motorized and non-motorized trails and trail facilities.

## **Various Resurfacing/Restoration/Rehabilitation/Reconstruction/Bridge Replacement/Bridge Rehabilitation on County Roads**

Federal funds dedicated for pavement and bridge improvement projects on the County Road System.

## **Various Bridge Replacement/Bridge Rehabilitation on County Roads**

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

## **PE/Right-of-Way/Utilities/Construction Engineering**

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

**Various Wildflower Programs**

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

**Motor Fuel Enforcement Activities**

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

**Various Statewide Safety Improvements**

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

**Statewide Pavement Markings & Signing Projects**

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

**Workforce Training and Development**

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

**Various Pavement Preservation Projects**

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

**Various Signals and Intersection Improvements**

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

**Various Sealing Projects**

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

**Various Federal lands Access Program (FLAP) Projects**

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

**Various Ferry Boat Program Projects**

Restoration or construction of ferry boats and/or ferry terminal facilities. This is a competitive grant program.

**Disadvantaged Business Enterprises (DBE) Supportive Services**

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

**On-the-Job Training (OJT) Supportive Services**

Hire and train workers in various highway construction skills.

**Various Electric Vehicle Infrastructure Projects**

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

**Various Intelligent Transportation System (ITS) Projects**

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

**Various Transportation Resiliency Projects**

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

**Various ADA Facility Upgrades**

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

DRAFT



**NORTHEAST ARKANSAS  
REGIONAL TRANSPORTATION  
PLANNING COMMISSION**

**METROPOLITAN TRANSPORTATION PLANNING PROCESS  
SELF-CERTIFICATION**

The Arkansas Department of Transportation (ARDOT) and the Northeast Arkansas Regional Transportation Planning Commission (N.A.R.T.P.C.), the designated Metropolitan Planning Organization (MPO) for the Jonesboro Area, certify that the Transportation Planning Process is being carried out in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

ARDOT

JATS MPO

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Date:  
Division Engineer  
ARDOT Transportation and Planning

---

Date:  
John Street, Chairperson  
JATS Transportation Policy Committee

**Memorandum of Agreement  
Between  
The Northeast Arkansas Regional Transportation Planning Commission (N.A.R.T.P.C. -designated  
MPO for Jonesboro MPA),  
The Arkansas Department of Transportation (ARDOT),  
and Jonesboro Economic Transit (JET)**

It is the purpose of this agreement to make provision for cooperative mutual responsibilities in carrying out the metropolitan transportation planning process in the Jonesboro Area Transportation Study (JATS) area and to provide a single agreement between the N.A.R.T.P.C., the Arkansas Department of Transportation, and JET, in accordance with current Federal legislation (23 USC 134), which mandates a comprehensive, continuing, and cooperative (3-C) planning process between State and local governments in urbanized areas.

**WHEREAS**, the Fixing America's Surface Transportation (FAST) Act promulgated regulations 23 CFR §450.314 that require the MPO, the State, and public transportation operator cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process; and

**WHEREAS**, it is recommended that to the extent possible, a single agreement between all responsible parties be developed to include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation Plan (MTP) (23 CFR §450.324), the metropolitan Transportation Improvement Program (TIP) (23 CFR §450.326), and development of the Annual Listing of Obligated Projects (23 CFR §450.334); and

**WHEREAS**, these responsibilities shall be clearly identified in written agreements among the MPO, the State(s), and the providers of public transportation serving the MPA.

**NOW THEREFORE**, the parties do agree as follows:

To cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process;

To make provisions for cooperatively developing and sharing information related to the development of financial plans that support the MTP, the TIP, and performance based planning and programming;

To 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;

And, that the Unified Planning Work Program will detail and document these responsibilities, deliverables and associated costs.

**Article I  
Metropolitan Transportation Plan (MTP)**

The MPO will:

- Lead the development of the MTP, establish a plan development/update schedule, and ensure the update of the plan is completed by the established federal deadline.

ARDOT will:

- Provide, as appropriate, technical assistance and /or guidance in the collection, processing and forecasting of various data needed for the development of the MTP.
- Coordinate with N.A.R.T.P.C. and JET to cooperatively identify projects, provide cost estimate information, estimate funding levels for the plan timeframe, and project prioritization.

JET will:

- Coordinate with N.A.R.T.P.C. and ARDOT to provide cost estimates and estimate funding levels for the plan timeframe with regard to planning efforts for future transit operations and capital investments.

**Article II  
Transportation Improvement Program (TIP)**

The MPO will:

- Lead the development of the TIP and ensure the TIP is completed by the established state and federal deadlines.
- Coordinate with ARDOT and JET to identify and prioritize local projects and amend TIP as needed.

ARDOT will:

- Provide, as appropriate, technical assistance and /or guidance in the collection, processing and forecasting various data needed for the development of the TIP.
- Coordinate with N.A.R.T.P.C. and JET to cooperatively identify projects, provide cost estimate information, and project prioritization and to develop/amend plan as needed.

JET will:

- Coordinate with N.A.R.T.P.C. and ARDOT with regard to planning efforts for future transit operations and capital investments.

**Article III  
Annual Listing of Obligated Projects (ALOP)**

The MPO will:

- Develop the ALOP by compiling information from planning partners, federal and state agencies, and local jurisdictions
- Publish the completed document online and notify public and planning partners when document is available for review.

ARDOT will:

- Provide project level information for any federally funded projects within the MPO boundary which had funding obligations during the previous year.

JET will:


- Provide any information related to transit projects/operating/capital investments which had funding obligations during the previous year.

N.A.R.T.P.C.  
Policy Board Chair

  
John Street

9/27/2018  
Date

Arkansas Department of Transportation  
Director

  
Scott E. Bennett, P.E.  
*ch*

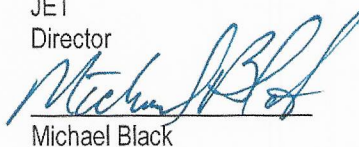
10-10-18  
Date

N.A.R.T.P.C.  
Director

  
Erica Talt

9/27/18  
Date

JET  
Director

  
Michael Black

10-2-2018  
Date





**NORTHEAST ARKANSAS  
REGIONAL TRANSPORTATION  
PLANNING COMMISSION**

**RESOLUTION 22-02**

**A RESOLUTION IN SUPPORT OF THE SAFETY PERFORMANCE TARGETS OF THE ARKANSAS  
DEPARTMENT OF TRANSPORTATION (ARDOT)**

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

**WHEREAS**, pursuant to 23 USC 148, ARDOT has prepared a Highway Safety Improvement Program (HSIP) Annual Report and has established **2022** 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:

- Number of Fatalities 631.5
- Rate of Fatalities 1.808 per 100 Million Vehicle Miles Travelled
- Number of Serious Injuries 2,996.9
- Rate of Serious Injuries 8.608 per 100 Million Vehicle Miles Travelled
- Number of Non-Motorized Fatalities and Serious Injuries 229.2;

and

**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, and the MPOs have the option of either agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT targets for each performance measure, setting their own targets for each performance measure, or a mix of both options; and

**WHEREAS**, the Technical Advisory Committee and Transportation Policy Committee have reviewed the corresponding safety data for the MPO region related to the measures listed above; and

**WHEREAS**, the Transportation Policy Committee is the decision-making body of the MPO and this Committee approves and adopts all the transportation planning activities of the Metropolitan Planning Organization.

**NOW, THEREFORE, BE IT RESOLVED**, that the Transportation Policy Committee of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) has chosen to support all of the State’s safety performance targets for 2022, and agrees to plan and program projects in support of these targets.

Duly recorded this 28<sup>th</sup> day of September, 2021.

**SIGNED:** John Street  
John Street, Chairperson  
Council Member, City of Jonesboro

**ATTEST:** Alan Pillow  
Alan Pillow, Secretary  
MPO Director

# TARGET SETTING FOR 2022

## SAFETY

### PERFORMANCE MEASURES



In accordance with 23 CFR 490.207, the national performance measures for State Departments of Transportation (DOTs) to use in managing the Highway Safety Improvement Program (HSIP) for all public roads are shown below.

Performance Measures
Number of Fatalities
Rate of Fatalities (per 100 million vehicle miles traveled)
Number of Serious Injuries
Rate of Serious Injuries (per 100 million vehicle miles traveled)
Number of Non-Motorized Fatalities and Serious Injuries

#### DATA SOURCES

**Fatality Data:** Fatality Analysis Reporting System (FARS).

**Serious Injury Data:** State motor vehicle crash database. Updated definition for "Suspected Serious Injury (A)" from the *Model Minimum Uniform Crash Criteria* (MMUCC) 4<sup>th</sup> edition was adopted by Arkansas State Police on January 1, 2018.

**Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries:** FARS and State motor vehicle crash database. Fatalities with attribution codes for pedestrians, bicyclists, other cyclists, and persons on personal conveyance are included. Serious injuries are associated with pedestrians or pedalcyclists as defined in the *American National Standard Manual on Classification of Motor Vehicle Traffic Accidents* (ANSI D16.1-2007).

**Volume Data:** State Vehicle Miles Traveled (VMT) data is derived from the Federal Highway Administration (FHWA) and the Arkansas Department of Transportation (ARDOT).

#### TARGET SETTING REQUIREMENTS

**State DOTs:**

- Must establish targets for all public roads.
- Must establish statewide annual targets by June 30<sup>th</sup> of each year and report targets by August 31<sup>st</sup> of each year in the HSIP Report.
- State DOTs shall coordinate with the State Highway Safety Office to set identical targets on three common performance measures (Number of Fatalities, Rate of Fatalities, and Number of Serious Injuries).
- State DOTs shall coordinate with Metropolitan Planning Organizations (MPOs) when establishing targets, to the maximum extent practicable.

**Metropolitan Planning Organizations (MPOs):**

- Shall support the relevant State DOT annual target or establish their own targets within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

**METHODOLOGY**

Through extensive coordination with the Arkansas Highway Safety Office, FHWA, the National Highway Traffic Safety Administration (NHTSA), all MPOs, and other stakeholders, a methodology to determine the targets was finalized in 2017.

**Description of Methodology**

The target-setting method, similar to previous years, is generally described below:

1. Calculate moving averages for the last five years. A moving average “smooths” the variation from year to year. For this target setting, the moving average was calculated for the last five years that crash data is available (2011-2015, 2012-2016, 2013-2017, 2014-2018, and 2015-2019).
2. Calculate the average of these five data points.
3. Consider external factors to account for uncertainties. Past safety performance alone is not necessarily the best indicator of future performance, given numerous external factors outside of ARDOT’s control. For instance, to account for the fact that 2020 crash data is incomplete, an adjustment factor may be considered to account for the uncertainty of what the final numbers will be, rather than attempting to predict exact numbers.
4. Apply any adjustment factors as needed based on Step 3 to the averages calculated in Step 2 to determine targets.

**Step One: Calculate Moving Averages**

Calculate the moving average for each of the performance measures for the last five years, as shown in Table 1.

**Step Two: Calculate the Average**

The average of the five data points for each of the performance measures is then calculated, as shown in Table 2.

Table 1 – Calculation of Moving Averages

Data						Moving Averages					
Year	Number of Fatalities	Rate of Fatalities	Number of Serious Injuries	Rate of Serious Injuries	Number of Non-Motorized Fatalities and Serious Injuries	Years	Number of Fatalities	Rate of Fatalities	Number of Serious Injuries	Rate of Serious Injuries	Number of Non-Motorized Fatalities and Serious Injuries
2011	551	1.672	3,239	9.829	149						
2012	560	1.671	3,226	9.624	147						
2013	498	1.487	3,066	9.154	149						
2014	470	1.381	3,154	9.270	141						
2015	550	1.576	2,888	8.276	112	2011-2015	525.8	1.557	3,114.6	9.231	139.6
2016	561	1.569	3,032	8.480	154	2012-2016	527.8	1.537	3,073.2	8.961	140.6
2017	525	1.443	2,816	7.739	189	2013-2017	520.8	1.491	2,991.2	8.584	149.0
2018 <sup>1</sup>	516	1.407	2,272	6.195	205	2014-2018	524.4	1.475	2,832.4	7.992	160.2
2019 <sup>2</sup>	511	1.377	2,389	6.440	213	2015-2019	532.6	1.474	2,679.4	7.426	174.6
Notes:											
<sup>1</sup> 2018 Fatalities are from FARS Final <sup>2</sup> 2019 Fatalities are from National Safety Council (NSC)											

**Table 2 – Calculation of the Averages**

<b>Performance Measure</b>	<b>2011-2015</b>	<b>2012-2016</b>	<b>2013-2017</b>	<b>2014-2018</b>	<b>2015-2019</b>	<b>Average</b>
Number of Fatalities	525.8	527.8	520.8	524.4	532.6	<b>526.3</b>
Rate of Fatalities	1.557	1.537	1.491	1.475	1.474	<b>1.507</b>
Number of Serious Injuries	3,114.6	3,073.2	2,991.2	2,832.4	2,679.4	<b>2,938.2</b>
Rate of Serious Injuries	9.231	8.961	8.584	7.992	7.426	<b>8.439</b>
Number of Non-Motorized Fatalities and Serious Injuries	139.6	140.6	149.0	160.2	174.6	<b>152.8</b>

**Step Three: Consider External Factors**

As shown below, several external factors that may have an impact on safety performance were identified through coordination with safety stakeholders mentioned on page 2.

*Legalization of medical marijuana in Arkansas, and increase of opioid use*

There is considerable uncertainty regarding the impact of medical marijuana and opioid use on highway safety. Arkansas State Police have noticed a significant increase in crashes involving drug use in the state over the past couple of years.

*Speed limit increase on rural freeways in Arkansas in 2020*

State Act 784 of 2019 increased the maximum allowable speed limit for motor vehicles on rural freeways to 75 miles per hour (mph) effective July 1, 2020. Due to 2020 crash data being incomplete, we are uncertain how this will impact highway safety.

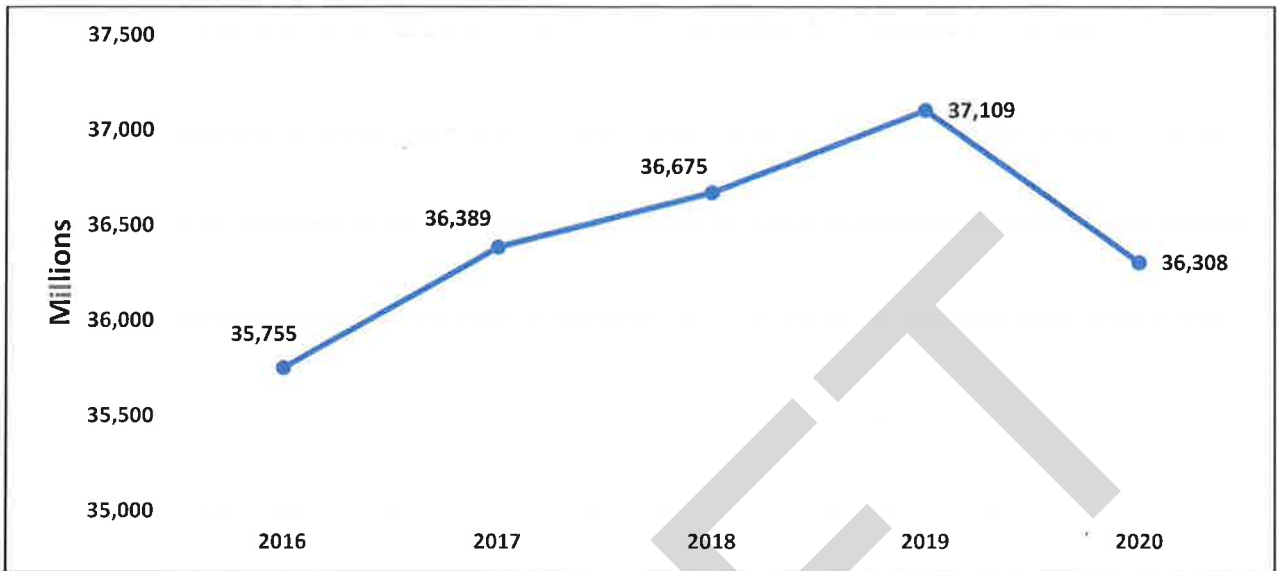
*Sudden decrease in vehicle miles traveled in Arkansas*

The vehicle miles traveled (VMT) in Arkansas decreased significantly in 2020 due to the Covid-19 pandemic. As shown in Figure 1, the VMT in Arkansas was increasing yearly until 2020. While the total number of crashes decreased in 2020, it is believed that the lack of congestion led to more high-speed collisions which resulted in more severe crashes. We are uncertain if VMT will continue to remain this low in the coming years.

*Increase in speeding citations*

Citations involving a vehicle traveling at speeds greater than 100 miles per hour (mph) increased by seventy-seven percent in 2020 when compared to 2019 (1,292 citations in 2019 and 2,285 citations in 2020).

**Figure 1 – Vehicle Miles Traveled (VMT) in Arkansas**

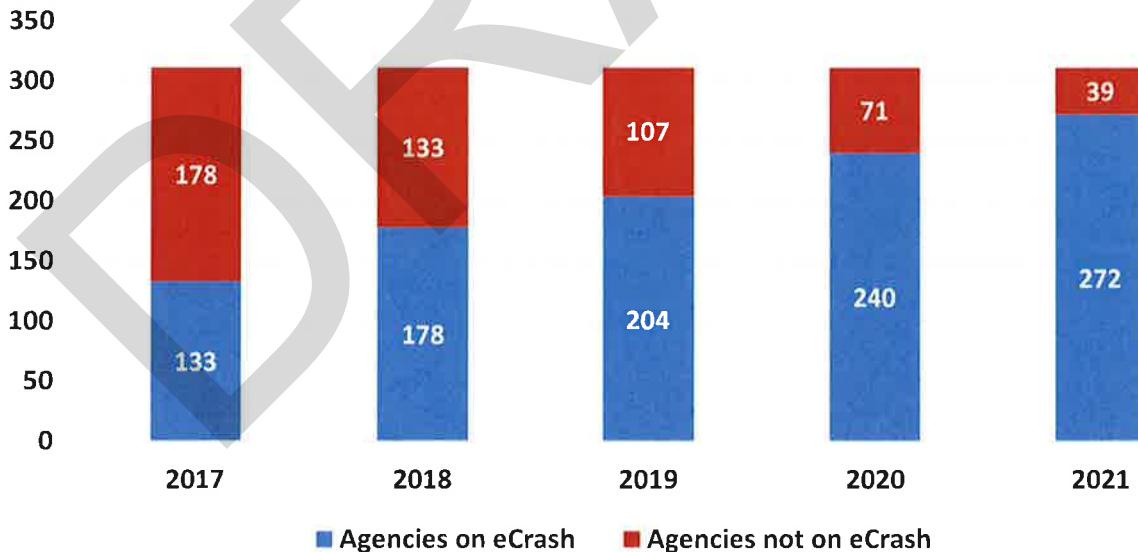


Data Source: FHWA and ARDOT

Continued transition to eCrash system

The eCrash system has made crash reporting more timely and consistent. Since first implemented by Arkansas State Police in 2015, law enforcement agencies throughout Arkansas have been transitioning to the eCrash system. To date, 87 percent of all law enforcement agencies now use eCrash as shown in Figure 2. However, there are still several agencies that have yet to make the transition.

**Figure 2 – eCrash Use in Arkansas**



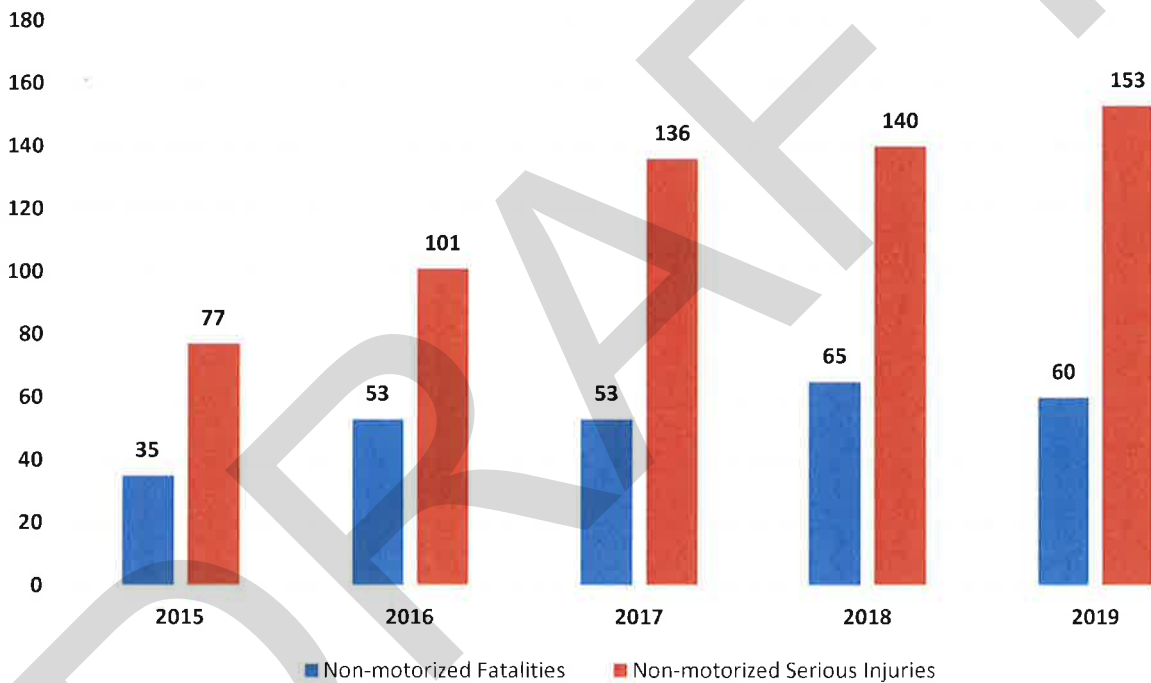
There is uncertainty regarding data quality not entered through eCrash, primarily regarding serious injuries. Although Arkansas State Police has an official definition of suspected serious injuries, it has been noted in the past that the definition was not applied consistently. Until all law enforcement agencies

begin using eCrash, and proper training on the definition is conducted, there will continue to be much uncertainty regarding data accuracy.

Underreported fatal crashes

It had been the general understanding that agencies not reporting their crashes were still reporting fatal crashes; however, in late 2020 ASP discovered that those agencies were also not reporting their fatalities. This underreporting has an impact on both fatality data and non-motorized crash data. As shown in Figure 3, the number of non-motorized fatalities and serious injuries can vary significantly. The variability of the Number of Non-Motorized Fatalities and Serious Injuries performance measures compared to other safety performance measures is illustrated in Attachment A. As shown in this attachment, the coefficient of variation for this performance measure is at 21 percent, which is significantly higher than the other performance measures ranging from 4 to 13 percent.

**Figure 3 – Number of Non-Motorized Fatalities & Serious Injuries**



**Step Four: Apply Adjustment Factors**

The various external factors mentioned under Step Three could impact Arkansas’ safety performance. However, there is little to no research to justify the application of specific adjustment factors to account for external factors such as medical marijuana. With that said, in consultation with other safety stakeholders, it was determined that a twenty percent adjustment factor can be justifiably applied to the Number of Fatalities and Rate of Fatalities safety performance measures. This adjustment factor is based on the average percent increase of multiple external factors such as the increase in speeding citations (77%), DWI citations (3%), aggressive operation crashes (35%), and agencies reporting crashes (18%).

A higher adjustment factor has been applied to the Number of Non-Motorized Fatalities and Serious Injuries performance measure. The known number of non-motorized fatalities and serious injuries has

increased in 2019 compared to previous years, as shown in Figure 3. Therefore, it was determined that the 50 percent adjustment factor continue to be applied to the Number of Non-Motorized Fatalities and Serious Injuries performance measure, as it has been in previous years.

It was also mutually agreed upon by safety stakeholders that an adjustment factor of two percent should be applied to the Number of Serious Injuries and Rate of Serious Injuries safety performance measures. This adjustment factor is less than others due to the serious injury definition change in 2018, which caused the total number of serious injuries to decrease significantly.

## TARGETS

Based on the methodology described, targets for each of the five performance measures are shown below in Table 3, as well as in Attachment B.

**Table 3 – 2022 Performance Targets**

Performance Measure	Average <sup>1</sup>	Adjustment Factor <sup>2</sup>	Target
Number of Fatalities	526.3	+20%	<b>631.5</b>
Rate of Fatalities	1.507	+20%	<b>1.808</b>
Number of Serious Injuries	2,938.2	+2%	<b>2,996.9</b>
Rate of Serious Injuries	8.439	+2%	<b>8.608</b>
Number of Non-Motorized Fatalities and Serious Injuries	152.8	+50%	<b>229.2</b>

<sup>1</sup> See Table 2

<sup>2</sup> Description of justification found in Step Four

To gauge how these averages, adjustments, and targets compare to last year's targets, see Table 4.

**Table 4 – Comparison of 2021 & 2022 Performance Targets**

Performance Measure	2021			2022		
	Average	Adjust.	Target	Average <sup>1</sup>	Adjust	Target
Number of Fatalities	525.8	+2%	<b>536.3</b>	526.3	+20%	<b>631.5</b>
Rate of Fatalities	1.529	+2%	<b>1.560</b>	1.507	+20%	<b>1.808</b>
Number of Serious Injuries	3,042.9	+2%	<b>3,103.8</b>	2,938.2	+2%	<b>2,996.9</b>
Rate of Serious Injuries	8.886	+2%	<b>9.043</b>	8.439	+2%	<b>8.608</b>
Number of Non-Motorized Fatalities and Serious Injuries	146.8	+50%	<b>220.3</b>	152.8	+50%	<b>229.2</b>

<sup>1</sup> See Table 2

## FHWA ASSESSMENT OF 2020 PERFORMANCE TARGETS

FHWA will conduct an assessment to determine whether states have met or made significant progress toward meeting their previous year's targets in December of each year. For 2020, the assessment will be made in December of 2021 by comparing the actual 2016-2020 performance to the 2020 targets and the 2014-2018 baseline performance. At least four of the five targets must either meet (i.e., equal to or less than the target) or be better than the baseline performance to make significant progress. This means that states have two chances to "pass" the test for each performance measure. In some cases, a state may



not be better than the baseline performance for any given measure but may meet the target it set. In such cases, the state would “pass” the test for that measure.

As shown in Table 5, it is predicted that ARDOT will meet all of the targets except for the total number of fatalities. Therefore, FHWA will consider ARDOT as having “made significant progress” and thus avoid the penalty associated with safety performance.

**Table 5 – 2020 Performance Assessment**

Performance Measure	2016-2020 Average	2020 Targets	2014-2018 Baseline	Meets Target?	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	550.6 <sup>1</sup>	541.2	524.4	No	No	<b>YES</b> (4 out of 5 targets met or made significant progress)
Rate of Fatalities	1.512 <sup>1</sup>	1.595	1.475	Yes	No	
Number of Serious Injuries	2,583.4 <sup>2</sup>	3,201.4	2,832.4	Yes	Yes	
Rate of Serious Injuries	7.097 <sup>2</sup>	9.441	7.992	Yes	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	199.4 <sup>2</sup>	300.3	160.2	Yes	No	
Notes: <sup>1</sup> Value is based on the actual FARS fatality numbers for 2016, 2017 and 2018, NSC numbers for 2019 and 2020. <i>Example: Number of Fatalities = (561+525+516+511+640)/5=550.6</i> <sup>2</sup> Value is based on the actual serious injury numbers for 2016-2019, and an assumed number for 2020.						

If FHWA determines that a state has not “made significant progress” toward meeting its safety targets, the penalty as outlined in 23 USC 148(i) is as follows:

- Use obligation authority equal to the HSIP apportionment for the year prior to the target year, only for HSIP projects.
- Submit an HSIP Implementation Plan that describes actions the state will take to meet or make significant progress toward meeting its targets.

## ATTACHMENT A

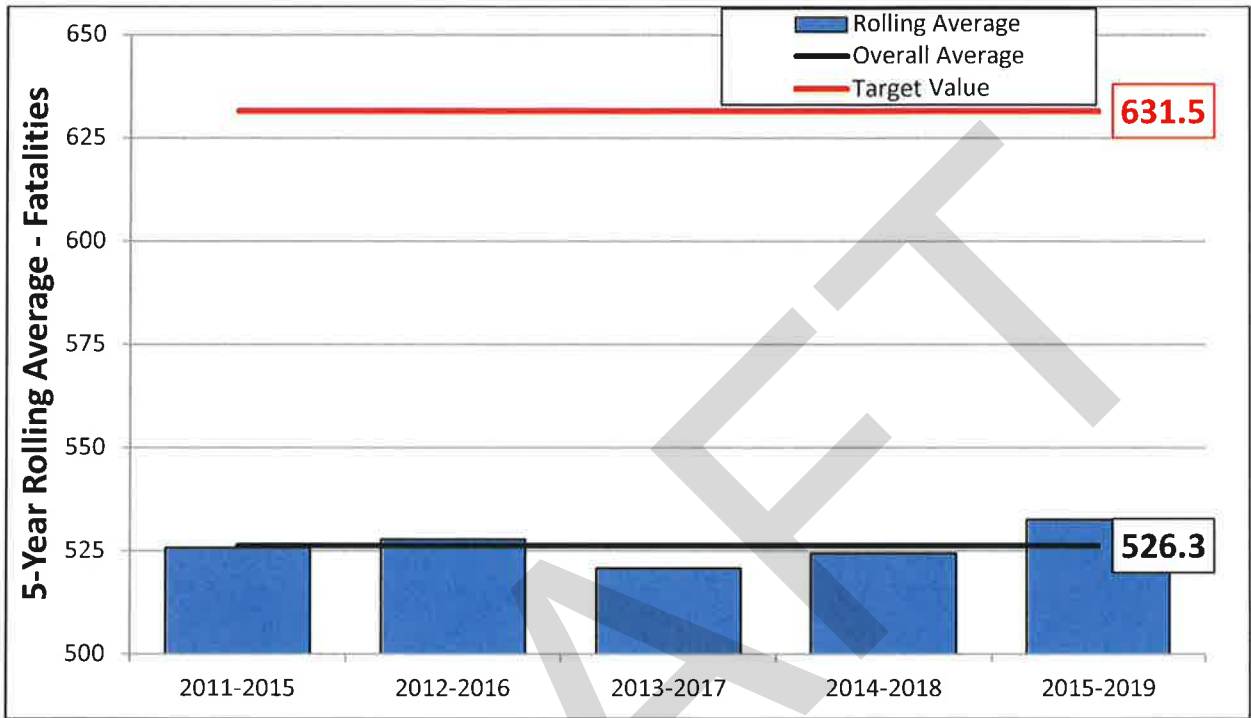
### Data Variability Analysis

<b>Number of Fatalities</b>			
2015	550	Mean Standard Deviation Coefficient of Variation	532.6 20 4%
2016	561		
2017	525		
2018	516		
2019	511		
<b>Rate of Fatalities</b>			
2015	1.576	Mean Standard Deviation Coefficient of Variation	1.474 0.083 6%
2016	1.569		
2017	1.443		
2018	1.407		
2019	1.377		
<b>Number of Serious Injuries</b>			
2015	2,888	Mean Standard Deviation Coefficient of Variation	2679.4 296 11%
2016	3,032		
2017	2,816		
2018	2,272		
2019	2,389		
<b>Rate of Serious Injuries</b>			
2015	8.276	Mean Standard Deviation Coefficient of Variation	7.426 1 13%
2016	8.480		
2017	7.739		
2018	6.195		
2019	6.440		
<b>Number of Non-Motorized Fatalities and Serious Injuries</b>			
2015	112	Mean Standard Deviation Coefficient of Variation	174.6 37 21%
2016	154		
2017	189		
2018	205		
2019	213		

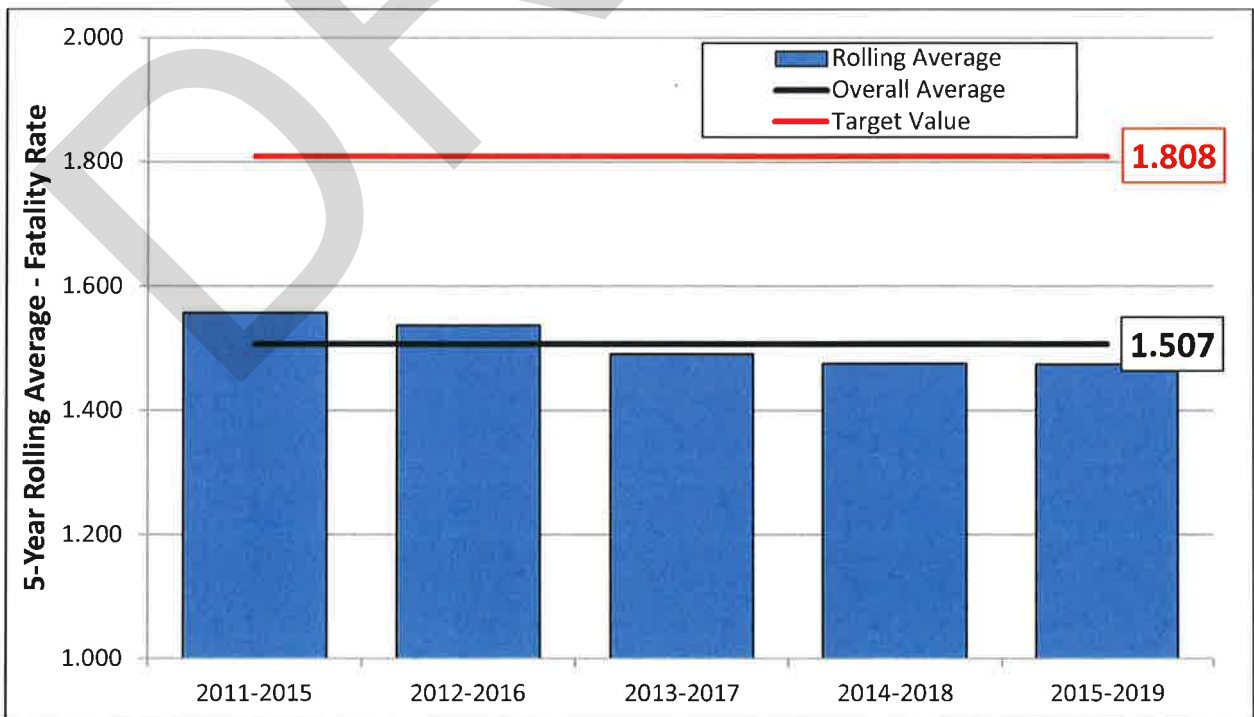
The Coefficient of Variation is a statistical measure of the dispersion of data around the mean. It is a useful statistic for comparing the degree of variation from one data set to another, even if the means are drastically different from one another.

## ATTACHMENT B

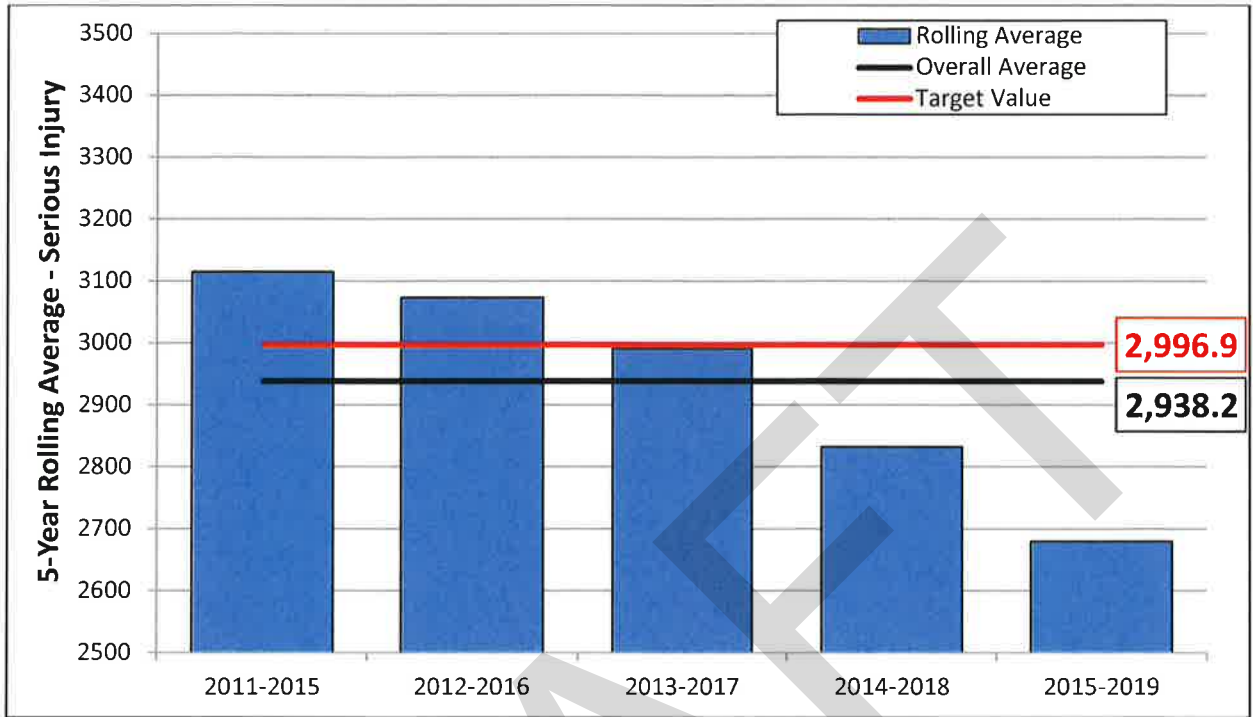
### HSIP 2022 Target – Number of Fatalities



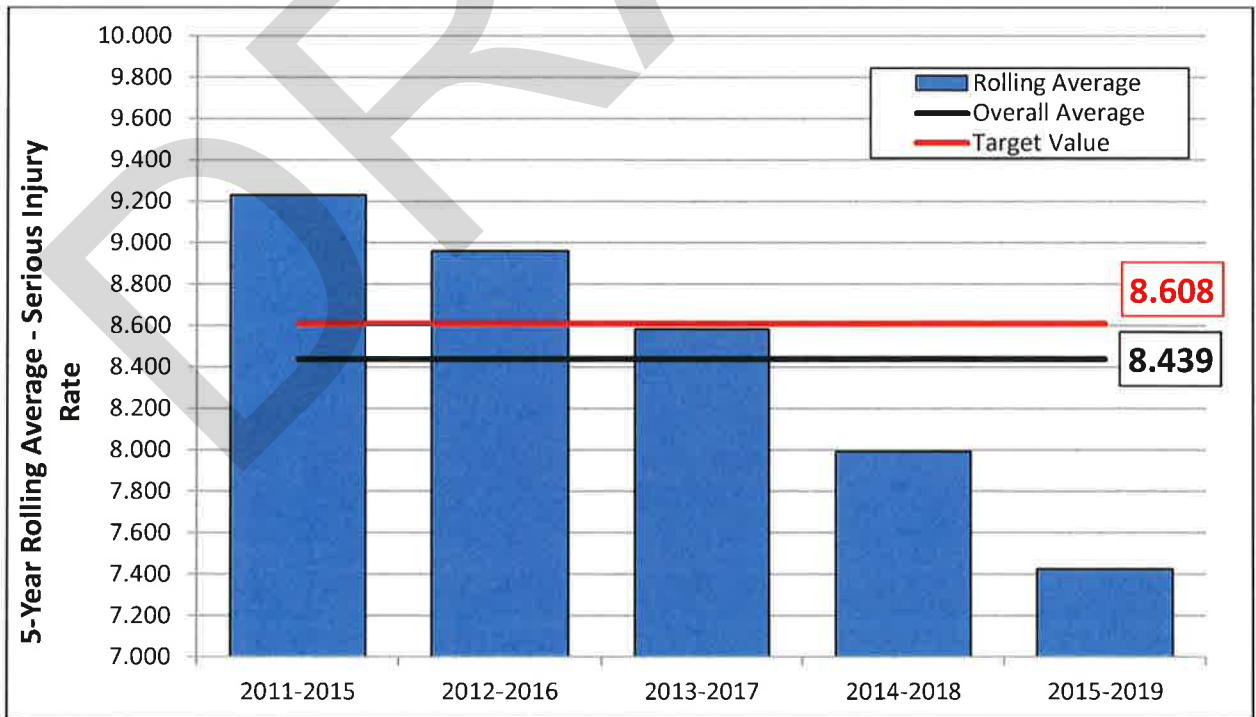
### HSIP 2022 Target – Fatality Rate



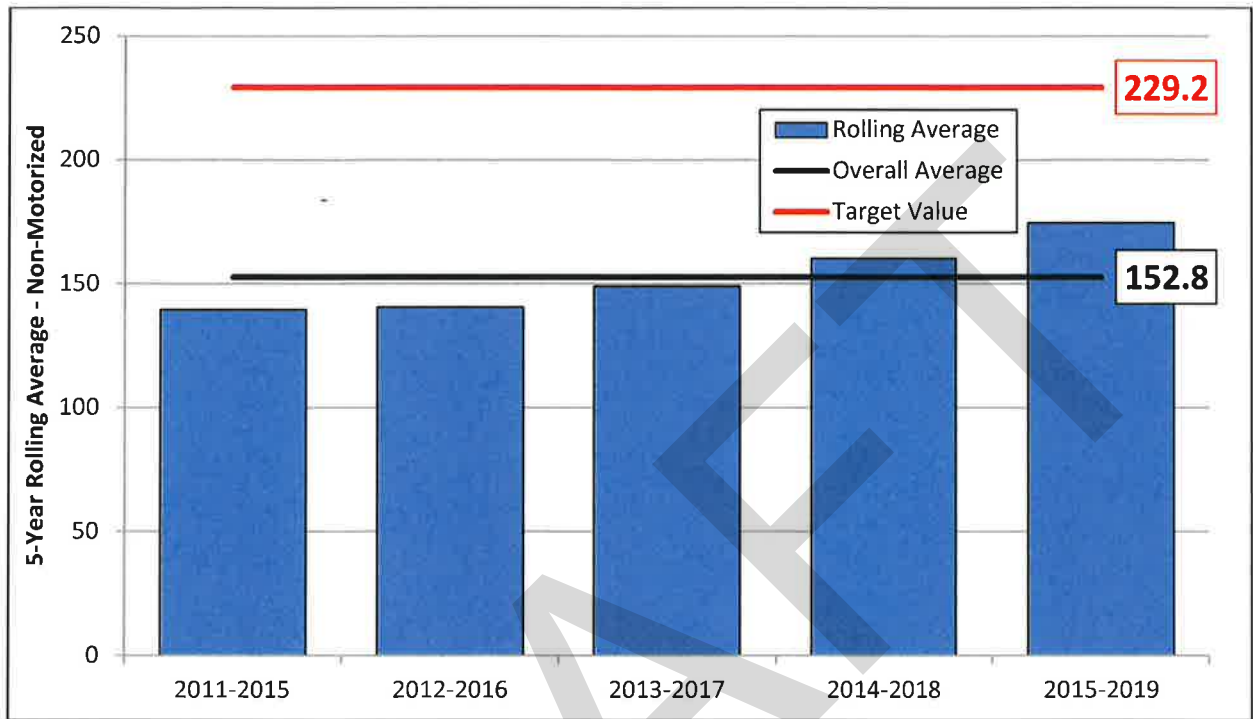
### HSIP 2022 Target – Number of Serious Injuries



### HSIP 2022 Target – Serious Injury Rate



### HSIP 2022 Target - Number of Non-Motorized Fatalities and Serious Injuries



DRY



RESOLUTION 19-05

**A RESOLUTION IN SUPPORT OF THE INFRASTRUCTURE PERFORMANCE TARGETS OF THE ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)**

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

**WHEREAS**, pursuant to 23 CFR 490, ARDOT has established 2- and 4-year statewide performance targets for the evaluation, maintenance, and enhancement of the condition of pavement on Interstate and non-Interstate roads within the National Highway System (NHS) in Arkansas:

	<u>2-Year</u>	<u>4-Year</u>
• 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%; and

**WHEREAS**, pursuant to 23 CFR 490, ARDOT has established 2- and 4-year statewide performance targets for the assessment and maintenance of the condition of existing bridges within the National Highway System (NHS) in Arkansas:

	<u>2-Year</u>	<u>4-Year</u>
• Percent of NHS bridges by deck area classified as Good condition	50%	50%
• Percent of NHS bridges by deck area classified as Poor condition	4%	6%

**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, and the MPOs have the option of either agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT targets for each performance measure, setting their own targets for each performance measure, or a mix of both options; and

**WHEREAS**, the Technical Advisory Committee and Transportation Policy Committee have reviewed the corresponding infrastructure data for the MPO region related to the measures listed above; and

**WHEREAS**, the Transportation Policy Committee is the decision-making body of the MPO and this Committee approves and adopts all the transportation planning activities of the Metropolitan Planning Organization.

**NOW, THEREFORE, BE IT RESOLVED**, that the Transportation Policy Committee of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) has chosen to support all of the State’s infrastructure performance targets, and in light of the current statewide highway funding limitations, agrees to plan and program projects in support of these targets.

Duly recorded this 27<sup>th</sup> day of September, 2018.

SIGNED: John Street  
John Street, Chairperson  
Council Member, City of Jonesboro

ATTEST: [Signature]  
Erica Tait, Secretary  
MPO Director

TARGET SETTING

# BRIDGE PERFORMANCE MEASURES



In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in managing bridge performance on the National Highway System (NHS). The following is a list of the required performance measures for bridges.

Performance Measures
Percent of NHS bridges by deck area classified as Good condition
Percent of NHS bridges by deck area classified as Poor condition

## CONDITION BASED PERFORMANCE MEASURES

- Measures are based on deck area.
- The classification is based on National Bridge Inventory (NBI) condition ratings for deck, superstructure, substructure, and bridge length culverts.
- Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert.
  - If the lowest rating is greater than or equal to 7, the structure is classified as good.
  - If it is less than or equal to 4, the classification is poor.
  - Structures rated below 7 but above 4 will be classified as fair.
- Deck area is computed using structure length, and deck width or approach roadway width (for bridge length culverts).

## TARGET SETTING REQUIREMENTS

### State DOTs:

- Must establish targets for all bridges carrying the NHS, which includes on-ramps and off-ramps connected to the NHS, and bridges carrying the NHS that cross a State border, regardless of ownership.
- Must establish statewide 2- and 4-year targets by May 20, 2018 and report targets by October 1, 2018 in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant MPOs on the selection of targets to ensure consistency, to the maximum extent practicable.

### Metropolitan Planning Organizations (MPOs):

- Shall support the relevant State DOT 4-year target or establish their own within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

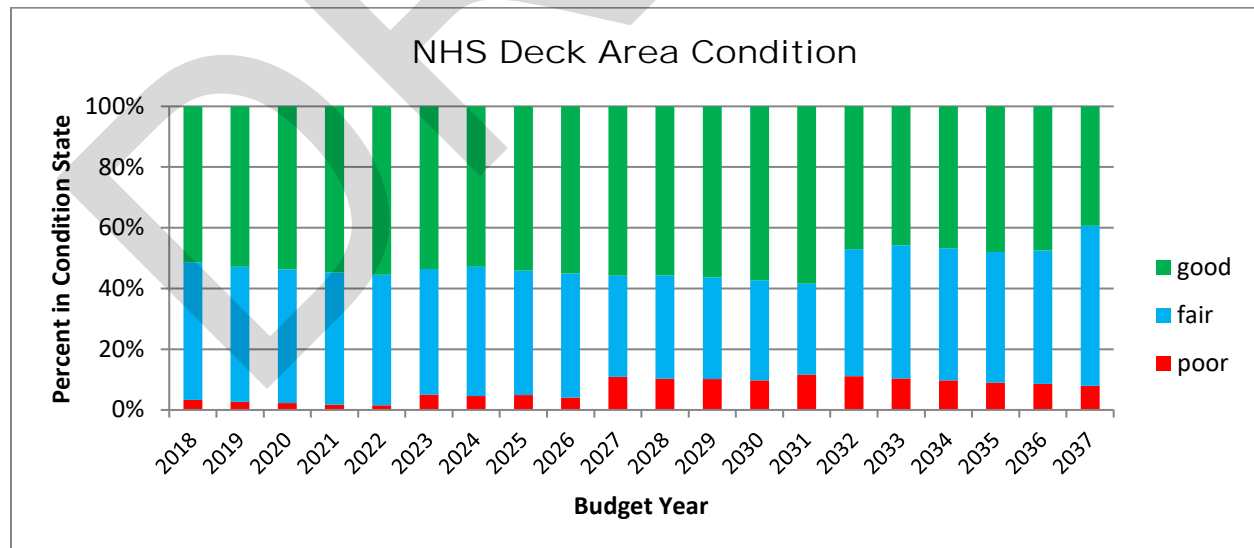
### Other Information:

- State DOT targets should be determined from asset management analyses and procedures. The targets reflect investment strategies that aim to achieve a state of good repair over the life cycle of assets at minimum practicable cost.
- If for three consecutive years more than 10% of a State DOT's NHS bridges total deck area is classified as Poor, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds to eligible bridge projects on the NHS.

## METHODOLOGY

In order to develop the performance targets, a bridge model is required to forecast future conditions based on anticipated funding. In October of 2015, Heavy Bridge Maintenance (HBM) entered into an agreement to use Deighton's dTIMS software as ARDOT's bridge modeling platform<sup>1</sup>.

Based on a \$90-million budget for all state-owned bridges, the model provides a 20-year condition forecast<sup>2</sup> for NHS bridges as shown below:

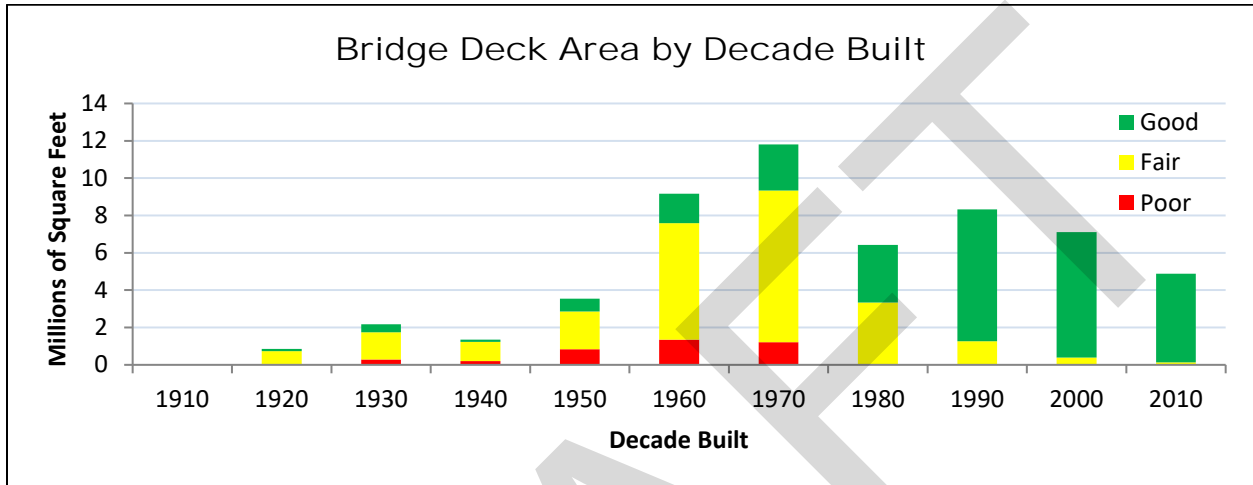


<sup>1</sup> While the model is still being refined, the projections seem reasonable and the proposed performance targets are based on those projections.

<sup>2</sup> The bridge model does not consider the additional funding made available for the 30 Crossing project. The 30 Crossing project will address over one percent of the poor deck area currently in the NHS bridges.



As shown in the 20-year condition forecast chart, the poor deck area is currently at 3.3 percent while the good deck area is at 51.3 percent. There is a jump in percent poor deck area in 10 years. This jump can be explained by the large inventory of bridges that were built in the 1960s and 1970s (as shown in the following figure) and will reach the end of their 50-year design life within the next 10 years. With additional planned model calibration, the jump may be less severe. However, additional deck area could be rated poor earlier than year 2027.



## TARGETS

The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to minimizing deterioration of the existing bridge infrastructure in an environment where available resources are less than optimal. The targets represent what is attainable if the strategies and funding estimates in the Transportation Asset Management Plan (TAMP) are implemented.

Performance Targets		
	2-year	4-year
Percent of NHS bridges by deck area classified as Good condition	50%	50%
Percent of NHS bridges by deck area classified as Poor condition	4%	6%

It should be noted that the shift toward bridge preservation in the last couple of years should enabled the Department to stay below 10 percent of NHS bridges classified as poor for the state-wide bridge inventory at the anticipated 90-million funding level according to the model. Future model calibrations will allow better performance forecasting, which would enable ARDOT to make adjustments in funding and/or strategies to stay below the penalty threshold for NHS bridges.

**TARGET SETTING**

**PAVEMENTS  
PERFORMANCE MEASURES**



In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in managing pavement performance on the National Highway System (NHS). The following is a list of the required performance measures for pavements.

Performance Measures
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

**CONDITION BASED PERFORMANCE MEASURES**

**Data Collection Requirements:**

- Starting January 1, 2018, pavement data collected on the Interstate must include International Roughness Index (IRI), percent cracking, rutting, and faulting. This data must be reported in the Highway Performance Monitoring System (HPMS) by April 15, 2019. This data will be gathered and re-submitted every year on a full extent basis.
- The same requirements become effective for non-Interstate NHS pavement data beginning January 1, 2020 with a HPMS report date of June 15, 2021. This data will be gathered and re-submitted at least every two years on a full extent basis.

**Pavement Condition Determination:**

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

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

**Pavement Condition Thresholds:**

	<b>Good</b>	<b>Fair</b>	<b>Poor</b>
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)

**TARGET SETTING REQUIREMENTS****State DOTs:**

- Must establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS.
- Must establish statewide 2- and 4-year targets for the non-Interstate NHS and 4-year targets for the Interstates by May 20, 2018 and report targets by October 1, 2018 in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant MPOs on the selection of targets to ensure consistency, to the maximum extent practicable.

**Metropolitan Planning Organizations (MPOs):**

- Shall support the relevant State DOT 4-year target or establish their own within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

**Other Information:**

- State DOT targets should be determined from asset management analyses and procedures. The targets reflect investment strategies that aim to achieve a state of good repair over the life cycle of assets at minimum practicable cost.
- The minimum acceptable condition for interstate pavements is no more than 5% in poor condition. FHWA will make this determination using the data in HPMS by June 15 of each year. Any State DOT that does not meet the minimum condition will be required to obligate a portion of its National Highway Preservation Program (NHPP) and Surface Transportation Program (STP) funds to address interstate pavement conditions. The first assessment will occur in June 2019.

**METHODOLOGY**

The Current Condition and 2- and 4-Year Pavement Performance Targets for the non-Interstate NHS pavements were developed in accordance with the methodology presented in Appendix C of *FHWA*

*Computation Procedure for the Pavement Condition Measures (FHWA-HIF-18-022)* for use during the “transition” period. This methodology was also used to establish the Current Condition for Interstate pavements in Arkansas. Based on the *Discussion of Section 490.105(e)(7) Phase-in Requirements for Interstate Pavement Measures* the 4-Year Pavement Performance Target for Arkansas’ Interstate pavements was estimated. Factors that were taken into consideration as part of this estimation included the calculated Current Condition, Interstate projects that are anticipated to be completed by 2021, estimated deterioration rates for Interstate pavements, and the anticipated level of available funding.

<b>Performance Rating</b>	
	<b>Current*</b>
Percent of Interstate pavements in Good condition	77%
Percent of Interstate pavements in Poor condition	4%
Percent of non-Interstate NHS pavements in Good condition	52%
Percent of non-Interstate NHS pavements in Poor condition	8%
* Condition rating based on ARDOT’s 2017 HPMS pavement dataset.	

## TARGETS

The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to minimizing deterioration of the existing pavements on the Interstate and non-Interstate NHS in an environment where available resources are less than optimal. The targets represent what is attainable if the strategies and funding estimates in the Transportation Asset Management Plan (TAMP) are implemented.

<b>Performance Targets</b>		
	<b>2-year</b>	<b>4-year</b>
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%



**RESOLUTION 21-06**

**A RESOLUTION IN SUPPORT OF THE 2020 MID-PERFORMANCE TARGETS FOR INFRASTRUCTURE & SYSTEM RELIABILITY SET BY THE ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)**

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

**WHEREAS**, pursuant to 23 U.S.C 150 and CFR 490, ARDOT has conducted the required biennial assessment for Infrastructure (PM 2) and established updated 4-year statewide performance targets for the evaluation, maintenance, and enhancement of the condition of pavement on Interstate and non-Interstate roads within the National Highway System (NHS) as well as existing bridges within the NHS in Arkansas:

- 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; and

**WHEREAS**, pursuant to 23 U.S.C 150 and CFR 490, ARDOT has conducted the required biennial assessment for System Reliability (PM 3) and established updated 4-year statewide performance targets for the assessment of the system performance regarding travel time and truck (freight) travel time on the Interstate and non-Interstate National Highway System (NHS) in Arkansas:

- Percent of Person-Miles Traveled on the Interstate that are Reliable;
- Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable;
- Truck Travel Time Reliability on the Interstate System; and

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

**WHEREAS**, the Technical Advisory Committee and Transportation Policy Committee have reviewed the corresponding 2020 mid-performance report in **Attachment A** for Infrastructure and System Reliability along with current performance data for the MPO region; and

**WHEREAS**, the Transportation Policy Committee is the decision-making body of the MPO, and this Committee approves and adopts all the transportation planning activities of the organization.

**NOW, THEREFORE, BE IT RESOLVED**, that the Transportation Policy Committee of the Northeast Arkansas Regional Transportation Planning Commission has chosen to adopt the 2020 mid-performance targets in **Attachment A** for Infrastructure and System Reliability set by the state of Arkansas, and in



NORTHEAST ARKANSAS  
REGIONAL TRANSPORTATION  
PLANNING COMMISSION

light of the current statewide highway funding limitations, agrees to plan and program projects in support of these targets.

Duly recorded this 1<sup>st</sup> day of December, 2020.

SIGNED: John Street  
John Street, Chairperson  
Council Member, City of Jonesboro

ATTEST: Cecelie Cochran  
Cecelie Cochran, Secretary  
MPO Director

DRAFT

# Attachment A

Concur: \_\_\_\_\_

Date: SEP 28 2020

## Mid-Performance Report

## OVERVIEW

## PERFORMANCE MEASURES



In July 2012, Congress passed the Moving Ahead for Progress in the 21st Century Act (MAP-21) and created a performance-based surface transportation program. The Fixing America's Surface Transportation Act (FAST Act), signed into law in December 2015, continued and refined those efforts. MAP-21 and FAST Act integrated performance into many Federal surface transportation programs.

In January 2017, The Federal Highway Administration (FHWA) published in the Federal Register (82 FR 5970) two final rules, Performance Measure Rules No. 2 and No. 3 (PM2 & PM3). PM2 established performance measures to assess the condition of bridges and pavements on the National Highway System (NHS). PM3 set performance measures for State Departments of Transportation (DOTs) to use to report on the performance of the Interstate and non-Interstate NHS to carry out the National Highway Performance Program (NHPP); freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP); and traffic congestion and on-road mobile source emissions to carry out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. PM2 and PM3 became effective on May 20, 2017.

### PERFORMANCE MANAGEMENT FORM (PMF)

The federal rules require recurring four-year performance periods (Figure 1) for which two and four-year targets need to be established. The PMF is how these targets and supporting documentation are reported to meet the reporting requirements of 23 U.S.C. 150 and 23 CFR part 490. This Mid-Performance Report will provide the bases of filling out the PMF.

The first performance period takes place from January 1, 2018 to December 31, 2022. There are a total of three progress reports due for each performance period:

- Baseline Performance Report (submitted October 1, 2018)
- Mid-Performance Period Progress Report (October 1, 2020)
- Full Performance Period Progress Report (October 1, 2022)

FHWA is charged with determining the headway on each Progress Report. Significant progress is defined as achieving a condition that is equal to or better than the target, or better than the baseline condition. If significant progress is not attained, ARDOT must document how it plans to achieve it for the next report or explain the need to adjust the target.

In the 2018 Baseline Performance Report, 2-year and 4-year targets were set for all PM2 and PM3 measures. Now, in 2020, the current conditions are compared with the 2-year targets set in 2018. Four-year targets may be adjusted to address any gap between the predicted and the current state.

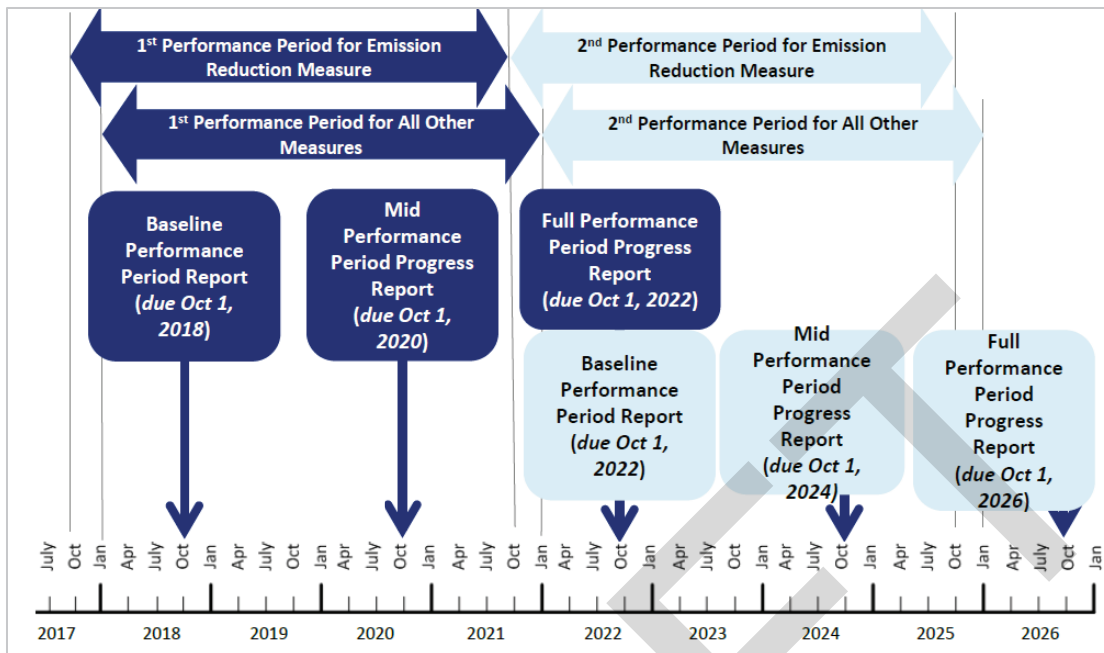


Figure 1. Performance Period and State DOT Biennial Performance Reporting (FHWA)

## TARGET SETTING REQUIREMENTS

### State DOTs:

- Must establish statewide 2-year and 4-year targets by May 20, 2018, and report targets by October 1, 2018, in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid-Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant Metropolitan Planning Organizations (MPOs) on the selection of targets to ensure consistency, to the maximum extent practicable.

### Metropolitan Planning Organizations (MPOs):

- Shall support the relevant State DOT 4-year target or establish their own targets within 180 days after the State DOT targets are set.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

Following is a summary of the measures with adjusted 4-year targets shown in red text. More information about the target setting and adjustments are provided later in this document.



# SUMMARY

## PAVEMENTS

<b>2018 Baseline Performance Report (IRI Only)</b>			
	<b>Baseline (2018) *</b>	<b>2-year (2020)</b>	<b>4-year (2022)</b>
Percent of Interstate pavements in Good condition	77%	N/A	79%
Percent of Interstate pavements in Poor condition	4%	N/A	5%
Percent of non-Interstate NHS pavements in Good condition	52%	48%	44%
Percent of non-Interstate NHS pavements in Poor condition	8%	10%	12%
<b>2020 Mid-Performance Report (IRI Only)</b>			
		<b>Current (2020) ^</b>	<b>4-year (2022) #</b>
Percent of Interstate pavements in Good condition		78%	79%
Percent of Interstate pavements in Poor condition		4%	5%
Percent of non-Interstate NHS pavements in Good condition		56%	59%
Percent of non-Interstate NHS pavements in Poor condition		8%	7%
* Condition rating based on ARDOT's 2017 HPMS pavement dataset – IRI Only			
^ Condition rating based on ARDOT's 2019 HPMS pavement dataset – IRI Only			
# Condition rating based on ARDOT's 2021 Projected pavement dataset – IRI Only			

<b>2018 Baseline Performance Report (Full Distress)</b>			
	<b>Baseline (2018) *</b>	<b>2-year (2020)</b>	<b>4-year (2022)</b>
Percent of Interstate pavements in Good condition	70%	N/A	72%
Percent of Interstate pavements in Poor condition	2%	N/A	5%
Percent of non-Interstate NHS pavements in Good condition	28%	36%	40%
Percent of non-Interstate NHS pavements in Poor condition	4%	4%	4%
<b>2020 Mid-Performance Report (Full Distress)</b>			
		<b>Current^ (2020)</b>	<b>4-year# (2022)</b>
Percent of Interstate pavements in Good condition		71%	72%
Percent of Interstate pavements in Poor condition		2%	5%
Percent of non-Interstate NHS pavements in Good condition		36%	40%
Percent of non-Interstate NHS pavements in Poor condition		4%	4%
* Condition rating based on ARDOT's 2017 HPMS pavement dataset – Full Distress			
^ Condition rating based on ARDOT's 2019 HPMS pavement dataset – Full Distress			
# Condition rating based on ARDOT's 2021 Projected pavement dataset – Full Distress			

## BRIDGES

2018 Baseline Performance Report			
	Baseline (2018)	2-year (2020)	4-year (2022)
Percent of NHS bridges by deck area classified as Good condition	50.3%	50.0%	50.0%
Percent of NHS bridges by deck area classified as Poor condition	3.9%	4.0%	6.0%
2020 Mid-Performance Report			
		Current (2020)	4-year (2022)
Percent of NHS bridges by deck area classified as Good condition		44.5%	42.0%
Percent of NHS bridges by deck area classified as Poor condition		3.6%	6.0%

## TRAVEL TIME RELIABILITY

2018 Baseline Performance Report			
	Baseline (2018)	2-year (2020)	4-year (2022)
Percent of Person-Miles Traveled on the Interstate that are Reliable	95%	91%	89%
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable	96%	N/A	90%
2020 Mid-Performance Report			
		Current (2020)	4-year (2022)
Percent of Person-Miles Traveled on the Interstate that are Reliable		97%	93%
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable		96%	92%

## FREIGHT RELIABILITY

2018 Baseline Performance Report			
	Baseline (2018)	2-year (2020)	4-year (2022)
Truck Travel Time Reliability on the Interstate System	1.21	1.45	1.52
2020 Mid-Performance Report			
		Current (2020)	4-year (2022)
Truck Travel Time Reliability on the Interstate System		1.21	1.40

**CONGESTION MITIGATION AND AIR QUALITY (CMAQ)**

<b>2018 Baseline Performance Report</b>			
	<b>Baseline (2018)</b>	<b>2-year (2020)</b>	<b>4-year (2022)</b>
Annual Hours of Peak Hour Excessive Delay per Capita	8.42	N/A	18.81
Percent Non-Single Occupancy Vehicle Travel	17.0%	16.5%	16.5%
<b>2020 Mid-Performance Report</b>			
		<b>Current (2020)</b>	<b>4-year (2022)</b>
Annual Hours of Peak Hour Excessive Delay per Capita		6.70	8.00
Percent Non-Single Occupancy Vehicle Travel		15.9%	14.5%

DRAFT



**RESOLUTION 19-06**

**A RESOLUTION IN SUPPORT OF THE SYSTEM RELIABILITY PERFORMANCE TARGETS OF THE ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)**

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

**WHEREAS**, pursuant to 23 CFR 490, ARDOT has established 2- and 4-year statewide performance targets for the assessment of the system performance regarding travel time reliability on the Interstate and non-Interstate National Highway System (NHS) in Arkansas:

- |  | <u>2-Year</u> | <u>4-Year</u> |
|--|---------------|---------------|
| • 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 | N/A           | 90%; and      |

**WHEREAS**, pursuant to 23 CFR 490, ARDOT has established 2- and 4-year statewide performance targets for the assessment of freight movement and truck travel time reliability on the Interstate System in Arkansas:

- |  | <u>2-Year</u> | <u>4-Year</u> |
|--|---------------|---------------|
| • Truck Travel Time Reliability on the Interstate System | 1.45          | 1.52          |

**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, and the MPOs have the option of either agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT targets for each performance measure, setting their own targets for each performance measure, or a mix of both options; and

**WHEREAS**, the Technical Advisory Committee and Transportation Policy Committee have reviewed the corresponding system reliability data for the MPO region related to the measures listed above; and

**WHEREAS**, the Transportation Policy Committee is the decision-making body of the MPO and this Committee approves and adopts all the transportation planning activities of the Metropolitan Planning Organization.

**NOW, THEREFORE, BE IT RESOLVED**, that the Transportation Policy Committee of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) has chosen to support all of the State’s system performance targets, and in light of the current statewide highway funding limitations, agrees to plan and program projects in support of these targets.

Duly recorded this 27<sup>TH</sup> day of September, 2018.

**SIGNED:** John W. Street  
John Street, Chairperson  
Council Member, City of Jonesboro

**ATTEST:** [Signature]  
Erica Tait, Secretary  
MPO Director

**TARGET SETTING**

**TRAVEL TIME RELIABILITY  
PERFORMANCE MEASURES**



In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in assessing system performance on the Interstate and non-Interstate National Highway System (NHS). The following is a list of the required performance measures for travel time reliability.

Performance Measures
Percent of Person-Miles Traveled on the Interstate that are Reliable
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable

**CONDITION BASED PERFORMANCE MEASURES**

- Measures are based on the Level of Travel Time Reliability (LOTTR) which is defined as the ratio of the longer travel time (80<sup>th</sup> percentile) to a “normal” travel time (50<sup>th</sup> percentile) using data from FHWA’s National Performance Management Research Data Set (NPMRDS) or equivalent.
- A LOTTR will be calculated for each of the following time periods for each segment of highway, known as a Traffic Message Channel (TMC):
  - 6:00 AM-10:00 AM Weekday
  - 10:00 AM-4:00 PM Weekday
  - 4:00 PM-8:00 PM Weekday
  - 6:00 AM-8:00 PM Weekends
- If any one of the four time periods has a LOTTR above 1.5, then the TMC will be considered unreliable.
- All TMCs will have their length multiplied by the average daily traffic and a vehicle occupancy factor of 1.7 (released by FHWA on 4/27/2018) to determine the person-miles traveled on that TMC. Then the reliable TMCs will be summed and divided by the total person-miles traveled.

**TARGET SETTING REQUIREMENTS**

**State DOTs:**

- Must establish targets for the Interstate and non-Interstate NHS.
- Must establish statewide 2- and 4-year targets by May 20, 2018 and report targets by October 1, 2018 in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant MPOs on the selection of targets to ensure consistency, to the maximum extent practicable.

### **Metropolitan Planning Organizations (MPOs):**

- Shall support the relevant State DOT 4-year target or establish their own targets within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

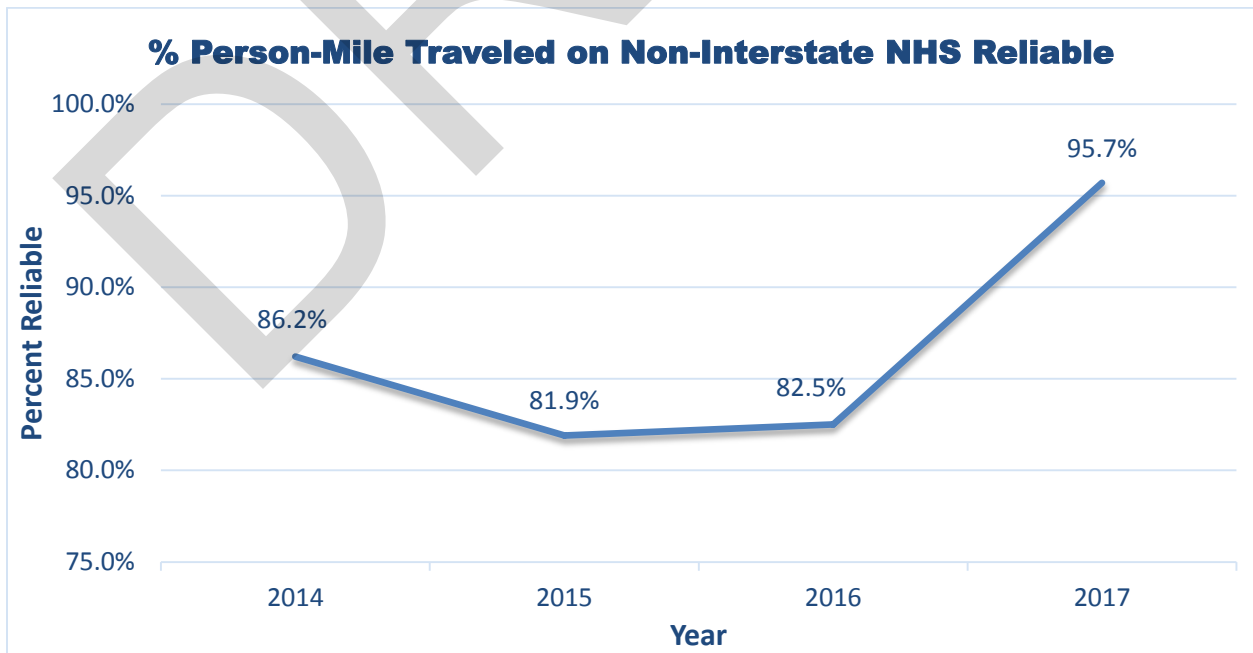
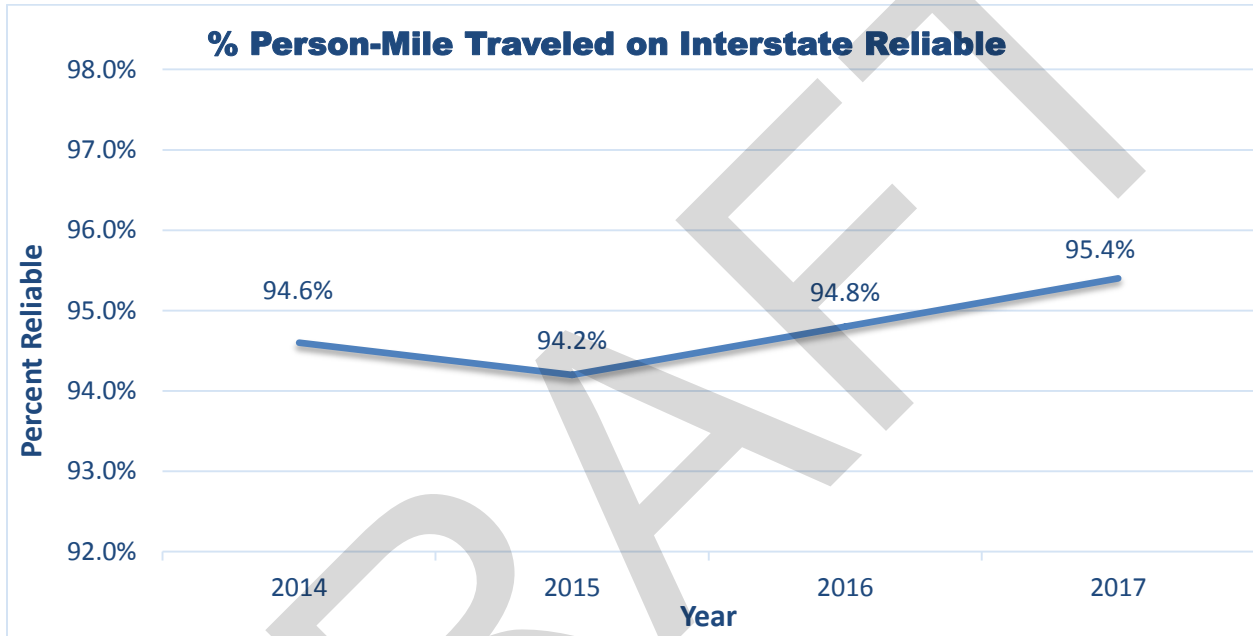
### **Other information**

- FHWA began introducing the NPMRDS provided by HERE in August 2013. The data was considered largely as raw probe data.
- In February 2017, FHWA switched the NPMRDS vendor from HERE to INRIX. Due to different data processing approaches by the vendors, there are inconsistencies in the NPMRDS.
- State DOT targets will be set based on four years of data (2014-2017) and only one year of data (2017) from the current vendor.
- As of March 2018, nationally there is 93 percent data coverage for Interstates and 53 percent for non-Interstate NHS.
- Population growth and increasing travels will affect travel time reliability, particularly in fast growing urban areas.
- A large construction program on the Interstate system could result in multiple major workzones. This scenario would have an effect on the reliability on the Interstates and non-Interstate routes.
- Arkansas is part a pooled fund project organized by AASHTO and led by the Rhode Island DOT to provide technical assistance for transportation performance management. As a member, Arkansas has direct access to the NPMRDS Analytics portal through the Regional Integrated Transportation Information System (RITIS) hosted by the University of Maryland.
- If FHWA determines that a state DOT has not made significant progress toward achieving the target, the State DOT shall document the actions it will take to achieve the NHS travel time targets. There is no financial penalty for not meeting the proposed targets.

### **METHODOLOGY**

In order to develop the performance targets, the current and past travel time reliability conditions were reviewed for Interstates and non-Interstate NHS. As shown on the figures on the next page, travel times on Arkansas' Interstates and non-Interstate NHS are largely considered reliable. However, without additional historical data, setting 2- and 4-year targets is difficult. Due to the data variation between vendors, historical trend was not considered appropriate for target setting.

After the review of the travel time reliability condition for 2014-2017, targets were developed by first identifying significant construction projects located on the Interstate and non-Interstate NHS systems. These project limits were identified and all TMCs within the project limits were considered unreliable to account for the workzones. For large construction projects, additional TMCs located near the project or on logical diversion routes were also considered unreliable. To account for the growth of traffic, TMCs located in urban areas that are currently reliable but have a LOTTR of 1.4 or greater (and no improvements planned) were considered unreliable as well.



## TARGETS

The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to understanding system reliability in an environment where available resources are less than optimal and various additional factors could affect travel such as the economy, trade policies, population growth, and land development patterns.

The proposed targets reflect a best estimate to account for major construction projects, anticipated traffic growth, data quality and availability, and other uncertainties.

<b>Performance Targets</b>		
	<b>2-year</b>	<b>4-year</b>
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%

DRAFT



**TARGET SETTING****FREIGHT RELIABILITY  
PERFORMANCE MEASURE**

In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in assessing freight movement on the Interstate System. The following is the required performance measure for freight reliability.

Performance Measure
Truck Travel Time Reliability on the Interstate System

**CONDITION BASED PERFORMANCE MEASURES**

- Measure is based on the Truck Travel Time Reliability (TTTR) Index.
- The TTTR is defined as the 95<sup>th</sup> percentile truck travel time divided by the 50<sup>th</sup> percentile truck travel time using data from FHWA's National Performance Management Research Data Set (NPMRDS) or equivalent.
- The TTTR will be calculated for each of the following five time periods for each segment of Interstate known as a Traffic Message Channel (TMC):
  - 6:00 AM-10:00 AM Weekday
  - 10:00 AM-4:00 PM Weekday
  - 4:00 PM-8:00 PM Weekday
  - 6:00 AM-8:00 PM Weekends
  - 8:00 PM-6:00 AM All Days
- The maximum TTTR for each TMC will be multiplied by the length of the TMC. Then the sum of all length-weighted segments divided by the total length of Interstate will generate the TTTR Index.

**TARGET SETTING REQUIREMENTS****State DOTs:**

- Must establish targets for all Interstates.
- Must establish statewide 2- and 4-year targets by May 20, 2018 and report targets by October 1, 2018 in the Baseline Performance Period Report.
- May adjust the 4-year target at the Mid Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant MPOs on the selection of targets to ensure consistency, to the maximum extent practicable.

**Metropolitan Planning Organizations (MPOs):**

- Shall support the relevant State DOT 4-year target or establish their own targets within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

**Other Information:**

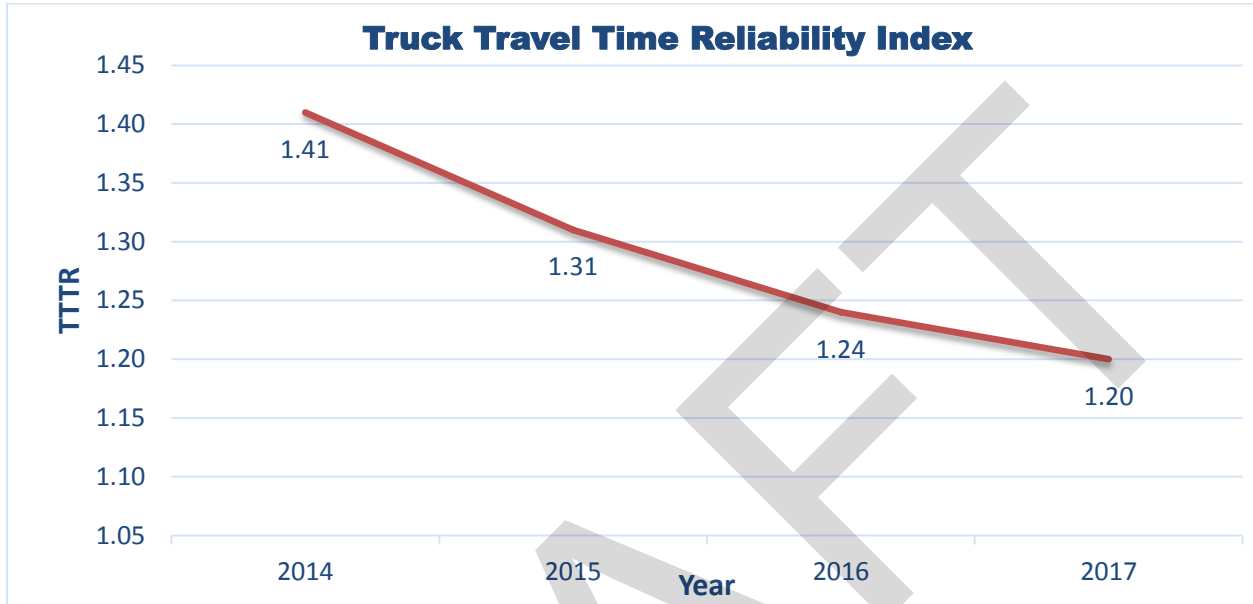
- FHWA began introducing the NPMRDS provided by HERE in August 2013. The data was considered largely as raw probe data.
- In February 2017, FHWA switched the NPMRDS vendor from HERE to INRIX. The change in vendor resulted in inconsistencies due to the different approaches in data processing.
- As of March 2018, nationally there is 85 percent freight probe data coverage for Interstates.
- Population growth and increasing travel will affect travel time reliability, particularly in fast growing urban areas.
- Urban congestion often affects freight reliability. For example, twenty of the highest 40 TTTR segments in Arkansas are located on urban Interstates where very little truck traffic exists.
- Arkansas is part a pooled fund project organized by AASHTO and led by the Rhode Island DOT to provide technical assistance for transportation performance management. As a member, Arkansas has direct access to the NPMRDS Analytics portal through the Regional Integrated Transportation Information System (RITIS) hosted by the University of Maryland.
- If FHWA determines that a state DOT has not made significant progress toward achieving the target, the State DOT shall include as part of the next performance target report an identification of significant freight trends, needs, and issues within the State as well as a description of the freight policies and strategies and an inventory of truck freight bottlenecks. There is no financial penalty for not meeting the proposed targets.

**METHODOLOGY**

In order to develop the performance targets, the current and past truck travel time reliability was reviewed for the Interstate system. As shown on the figure on the next page, truck travel times on Arkansas' Interstates are largely considered reliable. However, without additional historical data, setting 2- and 4-year targets is difficult. Due to the data variation between vendors, historical trend was not considered appropriate for target setting.

After the review of the travel time reliability condition for 2014-2017, targets were developed by first identifying significant construction projects located on the Interstates. All TMCs within the anticipated project limits were assigned an assumed TTTR of 5 to account for a potential decrease in reliability for those segments during construction. TTTR of 5 represents the travel time on the worst day of the week

is five times greater than the travel time on an average day. Based on a freight trend analysis (Arkansas State Freight Plan, 2017), it is anticipated that the freight growth by truck will increase by 44 percent by 2040. To account for the anticipated growth, the maximum TTTR for each TMC was increased by five percent.



It is anticipated with additional data becoming available and analytics continuously to improve, estimates would become more refined in the future.

**TARGETS**

The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to understanding system reliability in an environment where available resources are less than optimal and various additional factors could affect freight movement such as the economy, trade policies, population growth, and land development patterns.

The proposed targets reflect a best estimate to account for major construction projects, anticipated freight growth, data quality and availability, and other uncertainties.

Performance Targets		
	2-year	4-year
Truck Travel Time Reliability on the Interstate System	1.45	1.52



**NORTHEAST ARKANSAS  
REGIONAL TRANSPORTATION  
PLANNING COMMISSION**

**RESOLUTION 19-04**

**APPROVING N.A.R.T.P.C.'S SUPPORT OF JET'S TAM PLAN AND TARGETS**

**WHEREAS**, the Transportation Policy Committee of the Northeast Arkansas Regional Transportation Planning Commission (N.A.R.T.P.C.) is the officially designated Metropolitan Planning Organization (MPO) for the Jonesboro metropolitan area; and

**WHEREAS**, pursuant to the Fixing America's Surface Transportation (FAST) Act, the Federal Transit Administration (FTA) has promulgated rules to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance and to establish performance measures through a Transit Asset Management (TAM) Plan; and

**WHEREAS**, pursuant to the Fixing America's Surface Transportation (FAST) Act, the Federal Transit Administration (FTA) requires urban transit providers to develop a Transit Asset Management (TAM) Plan where they can set their own TAM targets, support the State's targets, or a mix of both options; and

**WHEREAS**, the Jonesboro Economical Transit System (JET), as the public transit provider for the Jonesboro metropolitan area, has developed the TAM Plan and established targets for the MPO region; and

**WHEREAS**, pursuant to its responsibilities as the Metropolitan Planning Organization (MPO) for the region, the MPO must concur in the performance targets and agree with such targets as being applicable to JET in the Jonesboro Metropolitan Area.

**NOW, THEREFORE, BE IT RESOLVED**, by the Transportation Policy Committee of the N.A.R.T.P.C.:

**The Northeast Arkansas Regional Transportation Planning Commission concurs with the adoption of the performance targets resulting from the state TAM plan, and accepts such targets as being applicable to public transit providers in the Jonesboro metropolitan area.**

Duly recorded this 27<sup>TH</sup> day of September 2018.

**SIGNED:**

John Street  
John Street, Chairperson  
Council Member, City of Jonesboro

**ATTEST:**

Erica Tait  
Erica Tait, Secretary  
MPO Director



**RESOLUTION 21-03**

**N.A.R.T.P.C.'S ADOPTION OF JET PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP) TARGETS**

**WHEREAS**, safety is a core business function of all public transportation providers and should be systematically applied to every aspect of service delivery, as the Federal Transit Administration (FTA) has adopted the principles and methods of Safety Management Systems (SMS) as the basis for enhancing the safety of public transportation in the United States; and

**WHEREAS**, on July 19, 2018 the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, 49 CFR Part 673, which took effect July 19, 2019 requiring all FTA Section 5307 recipient transit agencies to, within one calendar year after July 19, 2019, establish a PTASP that meets the requirements of Part 673; and

**WHEREAS**, the Jonesboro Economical Transit System (JET) is the public transit agency for the Jonesboro metropolitan area and a recipient of FTA Section 5307 funding; and

**WHEREAS**, JET, in coordination with the Arkansas Department of Transportation (ARDOT), established safety targets within their PTASP for Fixed Route and Demand Response operations as listed below:

1. Fatalities
2. Rate of Fatalities
3. Injuries
4. Rate of Injuries
5. Safety Events
6. Rate of Safety Events
7. System Reliability; and

**WHEREAS**, pursuant to 23 U.S. Code § 134, the MPOs shall maintain a transportation planning process that is "continuing, cooperative, and comprehensive" (3-C); and

**WHEREAS**, pursuant to the responsibilities as the MPO to integrate transit agency performance targets and performance plans into their planning documents as set in the FTA/FHWA planning rules.

**WHEREAS**, the Transportation Policy Committee of the Northeast Arkansas Regional Transportation Planning Commission (N.A.R.T.P.C.) is the officially designated Metropolitan Planning Organization (MPO) for the Jonesboro metropolitan area and is compliant with the MPO 3-C Agreement outlining collaboration and support of JET and ARDOT in the 3-C planning process.

**NOW, THEREFORE, BE IT RESOLVED**, by the Transportation Policy Committee of the N.A.R.T.P.C.:

**The Northeast Arkansas Regional Transportation Planning Commission does hereby adopt the PTASP Safety Targets identified in Attachment A by JET for the Jonesboro metropolitan area.**

Duly recorded this 24 day of September, 2020.

**SIGNED:** John Street  
John Street, Chairperson  
Council Member, City of Jonesboro

**ATTEST:** Cecelie Cochran  
Cecelie Cochran, Secretary  
MPO Director, N.A.R.T.P.C.

Jonesboro Economical Transit System

Agency Safety Plan



acknowledgement that SMS implementation will produce new information that will be needed to accurately set meaningful SPTs. We will set our targets at the current NTD reported five-year average as we begin the process of fully implementing our SMS and developing our targeted safety improvements. This will ensure that we do no worse than our baseline performance over the last five years.

**Table 6: Fixed Route (Bus) Safety Performance Targets**

Measures	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	1	1
Rate of Injuries*	0.00008%	0.00008%
Safety Events	2	2
Rate of Safety Events*	0.00015%	0.00015%
Mean Distance Between Major Mechanical Failure	312,196	312,196

\*rate = total number for the year/total revenue vehicle miles traveled

**Table 7: Demand Response Safety Performance Targets**

Measures	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	0	0
Rate of Injuries*	0	0
Safety Events	0	0
Rate of Safety Events*	0	0
Mean Distance Between Major Mechanical Failure	69,595	69,595
Other	0	0

\*rate = total number for the year/total revenue vehicle miles traveled

As part of the annual review of the ASP, JET will reevaluate our SPTs and determine whether the SPTs need to be refined. As more data is collected as part of the SRM process discussed later in this plan, JET may begin developing safety performance indicators to help inform management on safety related investments.

**G. Safety Performance Target Coordination 673.15(a)(b)**

JET will make our SPTs available to ARDOT and the NARTPC to aid in those agencies' respective regional and long-range planning processes. To the maximum extent practicable, JET will coordinate with ARDOT and the NARTPC in the selection of State and NARTPC SPTs as documented in the Interagency Memorandum of Understanding (MOU).

**Status of JATS Projects From Previous STIP/TIP (FY 2021-2024)**

<b>Job Number</b>	<b>Job Name</b>	<b>Route</b>	<b>Project Status</b>
100979	Fox Meadow Ln. - I-555 (Jonesboro) (S)	1	Rescheduled 04-2025
10X304	Hwy. 1B - Fox Meadow Ln. (Jonesboro)	1	Combined into Job 100979
100881	Parker Rd. - South (Hwy. 1B) (Jonesboro) (S)	1B	Rescheduled 05-2023
100879	Hwy. 49/Parker Rd. Inters. Impvts. (Jonesboro) (S)	49	Rescheduled 01-2024
101035	Hwy. 91 – Hwy. 49 (Jonesboro) (S)	63	Let 2021
101126	Whiteman Creek Str. & Apprs.	158	Rescheduled 01-2024
101054	Hwy. 230 Strs. & Apprs. (S)	230	Rescheduled 11-2022
100875	Hwy. 351 North & South Inters. Impvts. (Jonesboro) (S)	351	Rescheduled 05-2023
100942	Hwy. 351 RR Overpass (Airport Rd.) (Jonesboro) (S)	351	Let 2022
10X516	Pleasant View Dr. - Peachtree Ave. (Jonesboro)	351	Rescheduled 03-2024
100657	I-555 - Hwy. 49 (Dr. Martin Luther King Jr. Dr. Extension) (Jonesboro) (S)	New	Rescheduled 11-2022
101062	Hwy 18/Quality Way Signal (Jonesboro) (S)	18	Let 2022

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**Jonesboro Area Transportation Study (JATS)**

300 South Church Street  
P.O. Box 1845 (72403)  
Jonesboro, AR 72401

**Telephone:** (870) 933-4623

**Email:** [mpo@jonesboro.org](mailto:mpo@jonesboro.org)

<http://www.jonesboro.org/191/Metropolitan-Planning-Organization>