



Adopted: August 20, 2026

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

Table of Contents

Table of Contents	2
Notice of Non-Discrimination.....	4
Acronyms.....	5
Definitions	7
Introduction	9
History of Hot Springs.....	9
History of Tri-Lakes MPO	9
TLMPO MPA Map.....	10
Scope of the Metropolitan Transportation Planning Process.....	11
National Goals	11
Planning Factors.....	12
Planning Emphasis Areas	12
Performance Based Planning & Programming	13
TIP Development	17
Financial Summary.....	20
Federal-Aid Highway Program History & Process	20
Financial Resources	22
Financial Summary Tables	30
Community Participation.....	32
Projects	34
Status of FFY 2025-2028 TIP Projects	35
Generic Projects	36
Highways FFY 2027 - 2030 TIP Projects List	39
Highways FFY 2027 - 2030 TIP Projects Map	39
Transit FFY 2027 - 2030 TIP Projects List.....	40
Appendices	42
TLMPO Voting Members	42
TAC Voting List	42
Policy Board Voting List.....	44
Performance Measures and Targets	45
PM1 Targets.....	45
PM2 Targets.....	45
PM3 Targets.....	46
Transit Targets.....	46

Public Notices.....48

Self-Certification.....49

Resolution50

Revisions51

Notice of Non-Discrimination

The Tri-Lakes Metropolitan Planning Organization (MPO) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the MPO does not discriminate on the basis of race, sex, color, age, national origin, religion, disability, Limited English Proficiency (LEP), or low-income status in the admission, access to and treatment in the MPO's programs and activities, as well as the MPO's hiring or employment practices.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audio tape and Braille, upon request. Free language assistance will be provided to persons of LEP upon request. Complaints of alleged discrimination and inquiries regarding the MPO's nondiscrimination policies should be directed to:

Emmily Tiampati
MPO and ADA/504/Title VI Coordinator
Tri-Lakes Metropolitan Planning Organization
P.O. Box 6409
Hot Springs, AR 71902
501-525-7577, Voice/TTY 711
etiampati@wcapdd.org

La Organización de Planificación Metropolitana de Tri-Lakes (MPO) cumple con todas las disposiciones de derechos civiles de los estatutos federales y las autoridades relacionadas que prohíben la discriminación en programas y actividades que reciben asistencia financiera federal. Por lo tanto, la MPO no discrimina por motivos de raza, sexo, color, edad, origen nacional, religión, discapacidad, dominio limitado del inglés (LEP) o estado de bajos ingresos en la admisión, acceso y tratamiento en los programas de la MPO y actividades, así como las prácticas de contratación o empleo de la MPO.

Este aviso está disponible del Coordinador de ADA/504/Título VI en letra grande, en cinta de audio y Braille, a pedido. Se proporcionará asistencia lingüística gratuita a las personas de LEP que lo soliciten. Las quejas de supuesta discriminación y las consultas sobre las políticas de no discriminación de la MPO deben dirigirse a:

Emmily Tiampati
Coordinadora de MPO y ADA / 504 / Título VI
Organización de Planificación Metropolitana de Tri-Lakes
P.O. Box 6409
Hot Springs, AR 71902
501-525-7577, Voz / TTY 711
etiampati@wcapdd.org

Acronyms

3-C	Continuing, Cooperative, and Comprehensive
4-R	Resurfacing, Restoration, Rehabilitation and Reconstruction
ADA	Americans With Disabilities Act
AIM	Asset Inventory Module
ALOP	Annual Listing of Obligated Projects
ARDOT	Arkansas Department of Transportation
BFP	Bridge Formula Program
BR	Bridge
BUILD	Better Utilizing Investments to Leverage Development (BUILD) grant
CAP	Connecting Arkansas Program
CARES	Coronavirus Aid, Relief, and Economic Security Act
CENG	Construction Engineering and Inspection
CFR	Code of Federal Regulations
CHBP	Competitive Highway Bridge Program
CHS	City of Hot Springs
CIG	Capital Investment Grants
CMAQ	Congestion Mitigation and Air Quality
CR	County Rd
CRP	Carbon Reduction Program
EA	Environmental Assessment
EFLHD	Eastern Federal Lands Highway Division
FAST Act	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year, October 1 - September 30
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FLTP	Federal Lands Transportation Program
FTA	Federal Transit Administration
GARVEE	Grant Anticipation Revenue Vehicles
GIS	Geographic Information Systems
HPMS	Highway Performance and Monitoring System
HSATS	Hot Springs Area Transportation Study
HSIP	Highway Safety Improvement Program
HSIT	Hot Springs Intracity Transit
HSV	Hot Springs Village
IIJA	Infrastructure Investment and Jobs Act
INFRA	Infrastructure for Rebuilding America
IRP	Interstate Rehabilitation Program
ITS	Intelligent Transportation System
LPA	Local Public Agency
LRTP	Long Range fTransportation Plan

MAP-21	Moving Ahead for Progress in the 21st Century Act
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NEPA	National Environmental Policy Act
NHPP	National Highway Performance Program
NHS	National Highway System
NPMRDS	National Performance Management Research Data Set
NPS	National Park Service
NTD	National Transit Database
PE	Preliminary Engineering
PE	Professional Engineer
PEA	Planning Emphasis Areas
PEL	Planning and Environmental Linkages
PL	Planning Funds
PM	Performance Measures
PPP	Public Participation Plan
PTASP	Public Transportation Agency Safety Plan
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
ROW	Right-Of-Way
RSA	Road Safety Audit
RTP	Recreational Trails Program
SFY	State Fiscal Year, July 1 - June 30
SHSP	Strategic Highway Safety Plan
SS4A	Safe Streets and Roads For All
STBG	Surface Transportation Block Grant
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TAP	Transportation Alternatives Program
TDM	Transportation/Travel Demand Management
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
TLMPO	Tri-Lakes Metropolitan Planning Organization
TMA	Transportation Management Area
TOD	Transit Oriented Development
TrAMS	Transit Award Management System
TSM&O	Transportation Systems Management and Operations
U.S. DOT	United States Department of Transportation
UZA	Urbanized Area
WCAPDD	West Central Arkansas Planning & Development District

Definitions

The following are definitions of some of the commonly used metropolitan transportation planning terms.^{1 2}

Administrative Modification ~ Revision to an MTP, a TIP, a STIP, or a Statewide LRTP (SLRTP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, a redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Amendment ~ Revision to a Statewide LRTP, MTP, TIP, or STIP that involves a major change to a project included in an MTP, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a redemonstration of fiscal constraint. If an amendment involves “non-exempt” projects in nonattainment and maintenance areas, a conformity determination is required.

Apportionment ~ Distribution of funds to States as prescribed by a statutory formula.

Authorization ~ A bill/act/legislation/law that establishes or continues Federal programs or agencies and establishes an upper limit on the amount of funds for the program(s).

Available Funds ~ Funds derived from an existing source dedicated to or historically used for transportation purposes. For Federal funds, authorized and/or appropriated funds and the extrapolation of formula and discretionary funds at historic rates of increase are considered “available.” A similar approach may be used for State and local funds that are dedicated to or historically used for transportation purposes.

Committed Funds ~ Funds that have been dedicated or obligated for transportation purposes.

Coordination ~ Cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate.

Financial Plan ~ Documentation required to be included with the MTP and TIP (and optional for the Statewide LRTP and STIP) that demonstrates the consistency between reasonably available and projected sources of Federal, State, local, and private revenues and the costs of implementing proposed transportation system improvements.

Financially Constrained or Fiscal Constraint ~ Including sufficient financial information for demonstrating that projects in the MTP, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally

¹ <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-A>

² https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/FFAH_2017.pdf

supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first 2 years of the TIP and STIP only if funds are “available” or “committed.”

Metropolitan Planning Area (MPA) ~ The geographic area determined by agreement between the MPO for the area and the Governor, in which the metropolitan transportation planning process is carried out.

Metropolitan Planning Organization (MPO) ~ Means the policy board of an organization created and designated to carry out the metropolitan transportation planning process.

Metropolitan Transportation Plan (MTP) ~ The official multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO develops, adopts, and updates through the metropolitan transportation planning process.

Obligated Projects ~ Projects or strategies funded under title 23 U.S.C. and title 49 U.S.C. Chapter 53 for which the State or designated recipient authorized and committed the supporting Federal funds in preceding or current program years and authorized by the FHWA or awarded as a grant by the FTA.

Performance Measure ~ An expression based on a quantifiable indicator of performance or condition (metric) that is used to establish targets and to assess progress toward achieving the established targets (e.g., a measure for flight on-time performance is percent of flights that arrive on time, and a corresponding metric is an arithmetic difference between scheduled and actual arrival time for each flight).

Performance Target ~ A quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the FHWA.

Revision ~ A change to an MTP, TIP, STIP or SLRTP that occurs between scheduled periodic updates. A major revision is an “amendment” while a minor revision is an “administrative modification.”

Transportation Improvement Program (TIP) ~ Prioritized listing/program of transportation projects covering a period of 4 years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the MTP, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. chapter 53.

Update ~ Making current an MTP, TIP, SLRTP or STIP through a comprehensive review. Updates require public review and comment, a 20-year horizon for MTPs and LRTPs, a 4-year program period for TIPs and STIPs, demonstration of fiscal constraint (except for LRTP), and a conformity determination (for MTPs and TIPs in nonattainment and maintenance areas).

Urbanized Area (UZA) ~ A geographic area with a population of 50,000 or more, as designated by the Bureau of the Census.

Introduction

History of Hot Springs

Hot Springs is the County seat for Garland County in the State of Arkansas. The County was formed in 1873 and named after Augustus Garland, Governor of Arkansas, U.S. Senator, and President Grover Cleveland's Attorney General.³ Hot Springs gets its name from its natural thermal spring waters that emanate from the ground at an average temperature of 143 °F. Human settlement can be traced back to the Hot Springs area going back to at least 10,000 years ago, when Native Americans gathered in what they called "the Valley of the Vapors". Historically, the hot springs were such a coveted natural wonder that in 1832, President Andrew Jackson designated Hot Springs as the first federal reservation, which later became a National Park in 1921. In 1905, Oaklawn Park was opened. Between 1892 and 1923, eight bathhouses were built on what's known today as the Bathhouse Row. In the 19th and 20th Centuries, Hot Springs was a popular destination for various prominent mobsters. Also, during this period, Hot Springs was the annual Spring training destination for various baseball teams. In the 1930's and 50's, construction of the Tri-Lakes, i.e. Lake Catherine, Lake Hamilton, and Lake Ouachita, enabled Hot Springs to continue to capitalize on its reputation as a resort town.^{4 5} Today, the Hot Springs area continues to be an attractive place to live, work, and play for many people from near and far.

History of Tri-Lakes MPO

Although walking is arguably the oldest mode of human transportation⁶, the mass production of bicycles in the late 1800's prompted bicyclists to become advocates for better roads thru the nationwide good roads movement.⁷ Fast forward to 1962, the Federal-Aid Highway Act Section 9 was enacted; requiring that after July 1, 1965, projects in urban areas with a population of more than 50,000 population would only be eligible for Federal-aid highway funds if they emerged from what became known as the "3C" planning process (i.e. continuing, comprehensive, and cooperative) by States and local communities, as codified in Title 23, Section 134, of the United States Code (U.S.C.) of Federal Regulations.^{8 9}

As a result, the Tri-Lakes Metropolitan Planning Organization (TLMPO) was established in the year 2003, thereby forming one of the 8 MPO's in the State of Arkansas.¹⁰ It's Policy Board is comprised of voting members from the following entities: Arkansas Department of Transportation (ARDOT), Garland County, Hot Spring County, City of Hot Springs (CHS), Hot Springs Village Property Owners Association (HSV), Town of Fountain Lake, City of Mountain Pine, and the Hot Springs Metro Partnership; among other ex-officio/non-voting members that include the Federal Highway

³ <https://www.garlandcounty.org/251/County-Judges-Office>

⁴ <https://www.hotsprings.org/explore/history/>

⁵ <https://www.littlerocksoiree.com/the-history-of-hot-springs/>

⁶ <https://www.intrans.iastate.edu/news/walk-the-walk/>

⁷ <https://www.fhwa.dot.gov/candc/timeline.cfm>

⁸ <https://www.fhwa.dot.gov/highwayhistory/moment/kennedy.cfm>

⁹ <https://www.congress.gov/87/statute/STATUTE-76/STATUTE-76-Pg1145.pdf>

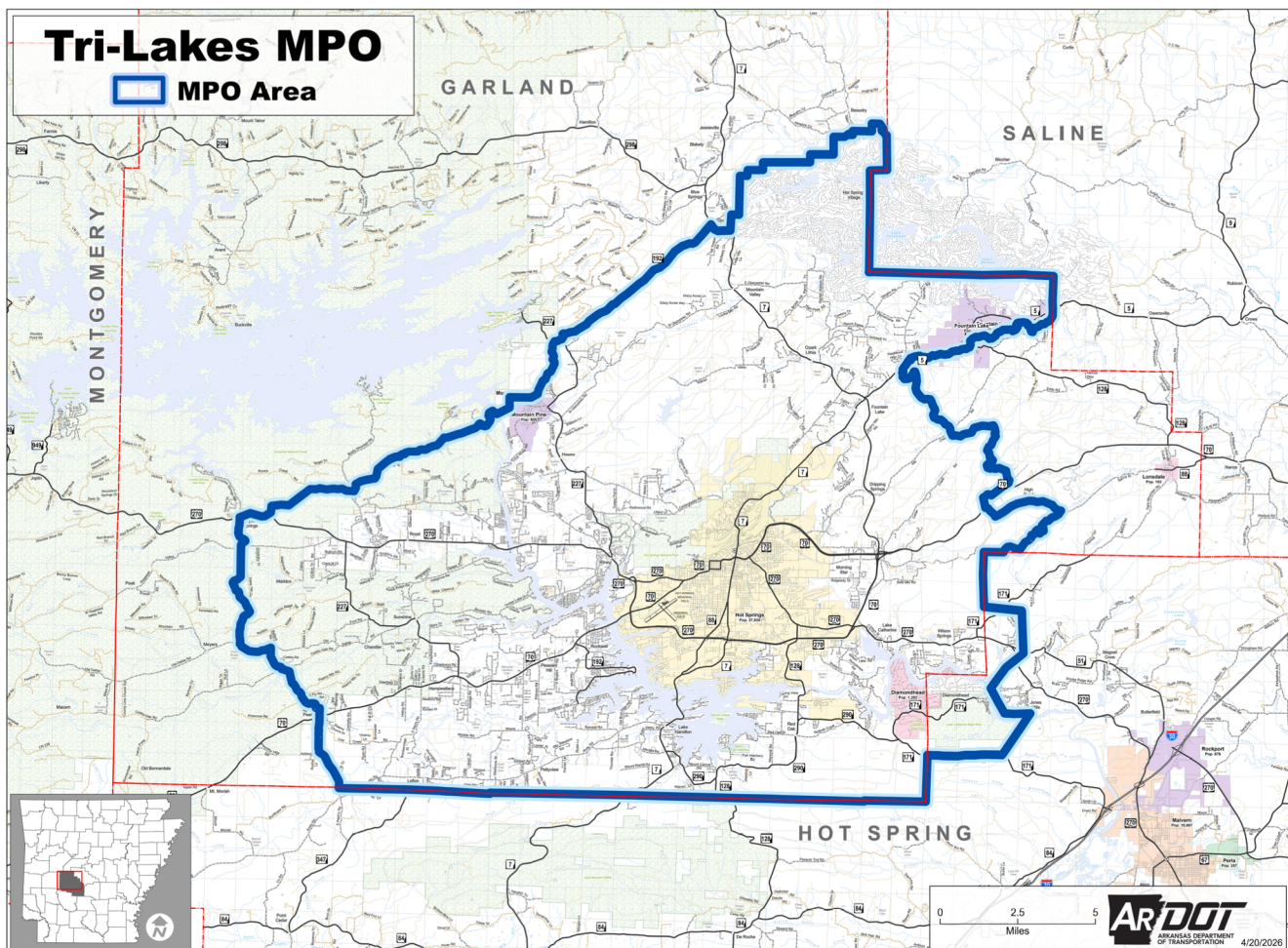
¹⁰ <https://www.planning.dot.gov/mpo/>

Administration (FHWA), Federal Transit Administration (FTA), Hot Springs National Park Service (HSNPS), and the West Central Arkansas Planning & Development District (WCAPDD).¹¹

TLMPO MPA Map

Federal regulations stipulate that the boundaries of a Metropolitan Planning Area (MPA) shall be determined by agreement between the MPO and the Governor (or his/her designee). At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the MTP. The MPO (in cooperation with the State and public transportation operator(s)) shall review the MPA boundaries after each Census to determine if existing MPA boundaries meet the minimum statutory requirements for new and updated urbanized area(s) and shall adjust them as necessary.¹²

The following map depicts the current MPA for the Tri-Lakes MPO, courtesy of the ARDOT GIS Office; which creates and maintains a variety of GIS-transportation related information.¹³



¹¹ Bylaws TLMPO

¹² 23 CFR § 450.312 Metropolitan Planning Area boundaries.

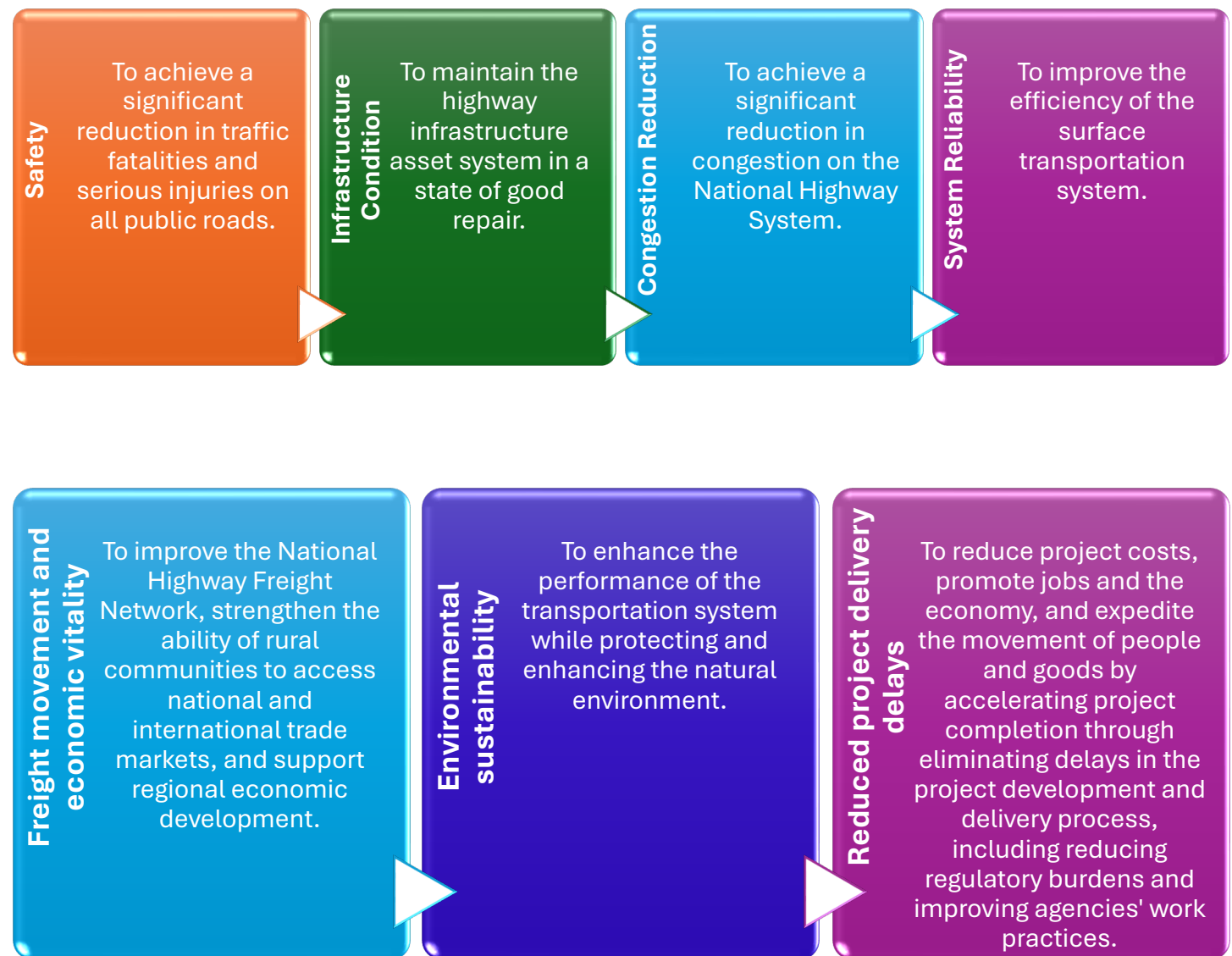
¹³ <https://ardot.gov/divisions/planning/gis-mapping/>

Scope of the Metropolitan Transportation Planning Process

MPO's are required by federal regulations to develop long-range transportation plans, otherwise known as the Metropolitan Transportation Plans (MTP's), and Transportation Improvement Programs (TIP's) in cooperation with the State and public transportation operators; through a performance based planning and programming approach, in a cooperative, comprehensive, and continuous (3-C) planning process.¹⁴

National Goals

It is in the interest of the United States to focus the Federal-aid highway program on the following seven national goals:¹⁵



¹⁴ 23 CFR § 450.306 (a) Scope of the metropolitan transportation planning process.

¹⁵ 23 U.S.C. §150 (b) National goals and performance management measures.

Planning Factors

Per federal regulations, the metropolitan transportation planning process shall consider following ten planning factors:¹⁶

Economy Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;	Safety Increase the safety of the transportation system for motorized and non-motorized users;	Security Increase the security of the transportation system for motorized and non-motorized users;	Mobility & Accessibility Increase accessibility and mobility of people and freight;	Environment Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
Modal Integration Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;	Efficiency Promote efficient system management and operation;	Preservation Emphasize the preservation of the existing transportation system;	Resiliency & Reliability Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and	Tourism Enhance travel and tourism.

Planning Emphasis Areas

In December of 2021, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning jointly issued updated Planning Emphasis Areas (PEA's) pertaining to the following areas; which State DOT's, MPO's and public transportation agencies should consider while developing tasks associated with the Statewide Planning and Research Programs (SPRP's) and the Unified Planning Work Programs (UPWP's).

¹⁶ 23 CFR § 450.306 (b)

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future;
2. Equity and Justice⁴⁰ in Transportation Planning;
3. Complete Streets;
4. Public Involvement;
5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination;
6. Federal Land Management Agency (FLMA) Coordination;
7. Planning and Environment Linkages (PEL); and
8. Data in Transportation Planning.

Performance Based Planning & Programming

Performance Based Planning and Programming (PBPP) is a data-driven strategy used to inform long-range and short-range transportation system policies and investment decisions.¹⁷ Per Federal regulations, the metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals described in 23 U.S.C. 150 (b) and the general purposes described in 49 U.S.C. §5301.¹⁸

Each MPO shall establish performance measures and targets for tracking the progress made toward attaining critical outcomes for the metropolitan planning region. MPO's setting of performance measures and targets shall be in coordination with public transportation providers, and the relevant State DOT's, to ensure consistency to the maximum extent practicable. Each MPO shall establish the performance targets not later than 180 days after the date on which the relevant State or provider of public transportation establishes its performance targets.¹⁹

An MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program; including:

- I. The State asset management plan for the National Highway System (NHS), as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan (TAMP), as discussed in 49 U.S.C. 5326;

¹⁷ https://ops.fhwa.dot.gov/plan4ops/performance_based.htm

¹⁸ 23 CFR § 450.306 (d) (1)

¹⁹ 23 CFR § 450.306 (d) (2) (3)

- II. Applicable portions of the Highway Safety Improvement Program (HSIP), including the Strategic Highway Safety Plan (SHSP), as specified in 23 U.S.C. 148;
- III. The Public Transportation Agency Safety Plan (PTASP) in 49 U.S.C. 5329(d);
- IV. Other safety and security planning and review processes, plans, and programs, as appropriate;
- V. The Congestion Mitigation and Air Quality (CMAQ) Improvement Program performance plan in 23 U.S.C. 149(l), as applicable;
- VI. Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);
- VII. The congestion management process, as defined in 23 CFR 450.322, if applicable; and
- VIII. Other State transportation plans and transportation processes required as part of a performance-based program.

Preparation of the coordinated public transit-human services transportation plan, as required by 49 U.S.C. 5310, should be coordinated and consistent with the metropolitan transportation planning process.²⁰

A State DOT and MPO(s) must use the same travel time data set for each reporting segment for the purposes of calculating the metrics and measures.²¹ The MPO shall establish 2-Year and 4-Year targets, where applicable, in coordination with the relevant State DOT's. MPO's have the option to 1) either agree to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT target(s) for the particular performance measure(s); or 2) commit to a quantifiable target(s) for the performance measure(s) in their MPA's.²²

Beginning with the performance period that begins on January 1, 2022, and all subsequent performance periods thereafter, MPOs shall establish targets for the CMAQ Traffic Congestion measures specified in 23 CFR § 490.707(a) and (b) when mainline highways on the NHS within their metropolitan planning area boundary cross any part of an urbanized area with a population more than 200,000, and that portion of their MPA boundary also contains any portion of a nonattainment or maintenance area for any one of the criteria pollutants, as specified in 23 CFR § 490.703.²³ Notably, the TLMPO is currently exempt from this requirement based on the population and air quality criteria, indicated by 23 CFR § 490.105 (f) (5) (iv).

If the State DOT adjusts a 4-year target in the State DOT's Mid Performance Period Progress Report and if, for that respective target, the MPO established a target by supporting the State DOT target; then the MPO shall, within 180 days, report to the State DOT whether it will either: agree to plan a program of projects so that they contribute to the adjusted State DOT target for that performance measure; or commit to a new quantifiable target for that performance measure for its MPA. The MPO may adjust its target(s) in a manner that is collectively developed, documented, and mutually agreed upon by the

²⁰ 23 CFR § 450.306 (h)

²¹ 49 CFR § 490.103 (e) Data requirements.

²² 23 CFR § 490.105 (f) Establishment of performance targets.

²³ 23 CFR § 490.105 (f) (5) (ii)

State DOT and the MPO.²⁴ Additional target reporting requirements for baseline, mid, and full performance periods progress reports is discussed in 23 CFR § 490.107 Reporting on Performance Targets. None the less, additional information on assessing significant progress toward achieving performance targets can be found on 23 CFR § 490.109.

- The national performance management measures for Highway Safety Improvement Program (HSIP), PM1 are:²⁵
 1. Number of fatalities;
 2. Rate of fatalities;
 3. Number of serious injuries;
 4. Rate of serious injuries; and
 5. Number of non-motorized fatalities and non-motorized serious injuries.
- The national performance management measures for National Highway System (NHS), PM2 are:²⁶
 1. Percentage of pavements of the Interstate System in Good condition;
 2. Percentage of pavements of the Interstate System in Poor condition;
 3. Percentage of pavements of the non-Interstate NHS in Good condition; and
 4. Percentage of pavements of the non-Interstate NHS in Poor condition.
- The national performance management measures for bridge condition, PM2 are:²⁷
 1. Percentage of NHS bridges classified as in Good condition; and
 2. Percentage of NHS bridges classified as in Poor condition.
- The national performance management measures for system performance, PM3 are:²⁸
 1. Percent of the person-miles traveled on the Interstate that are reliable (referred to as the Interstate Travel Time Reliability (TTR) measure); and

²⁴ 23 CFR § 490.105 (f) (7) (i) (ii)

²⁵ 23 CFR § 490.207

²⁶ 23 CFR § 490.307

²⁷ 23 CFR § 490.407

²⁸ 23 CFR § 490.507

2. Percent of person-miles traveled on the non-Interstate NHS that are reliable (referred to as the Non-Interstate Travel Time Reliability measure).

- The national performance management measures to assess freight movement on the Interstate System, PM3 are:²⁹

1. Truck Travel Time Reliability (TTTR) Index (referred to as the Freight Reliability measure).

- The national performance management measure for assessing the Congestion Mitigation and Air Quality (CMAQ) Improvement Program/Traffic Congestion Measures, PM3 are:³⁰

1. Truck Travel Time Reliability (TTTR) Index (referred to as the Freight Reliability measure). Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (referred to as the PHED measure); and

2. Percent of Non-SOV Travel.

- The national performance management measure for assessing the Congestion Mitigation and Air Quality (CMAQ) Improvement Program/On-Road Mobile Source Emissions, PM3 are:³¹

1. Total Emissions Reduction: is the 2-year and 4-year cumulative reported emission reductions, for all projects funded by CMAQ funds, of each criteria pollutant and applicable precursors (PM2.5, PM10, CO, VOC, and NOx) under the CMAQ program for which the area is designated nonattainment or maintenance.

- Under the Transit Asset Management (TAM) Final Rule, the Federal Transit Administration (FTA) established four performance measures to approximate the State of Good Repair (SGR) for four categories of capital assets. Calculating performance measures helps transit agencies to quantify the condition of their assets and facilitates, thereby setting targets that inform local funding prioritization.³²

1. Rolling Stock % of revenue vehicles exceeding Useful Life Benchmark (ULB).

2. Equipment % of non-revenue service vehicles exceeding ULB.

3. Facilities % of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale.

4. Infrastructure % of track segments under performance restriction.

²⁹ 23 CFR § 490.607

³⁰ 23 CFR § 490.707

³¹ 23 CFR § 490.807

³² <https://www.transit.dot.gov/PerformanceManagement>

The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the MTP, linking investment priorities to those performance targets.³³ Typically, the TLMPO has opted to support all the transit and non-transit performance measures and targets set by HSIT and ARDOT respectively, in coordination with the MPO. See currently adopted multimodal performance measures and targets in the appendices section of this TIP document. See the STIP for a description of the anticipated effect of the STIP toward achieving the coordinated transit and non-transit performance measures and targets.

TIP Development

The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO.³⁴

None the less, the MPO in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall reflect the investment priorities established in the current MTP and shall cover a period of no less than 4 years, be updated at least every 4 years, and be approved by the MPO and the Governor (or his/her designee). The MPO may update the TIP more frequently, but the cycle for updating the TIP must be compatible with the STIP development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA. The MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP. In addition, the MPO shall publish or otherwise make readily available the TIP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.³⁵

The TIP shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the MPA proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53; including transportation alternatives; associated transit improvements; Tribal Transportation Program, FLTP, and FLAP; HSIP projects; trails projects; accessible pedestrian walkways; and bicycle facilities; and other per 23 CFR § 450.326 (e). Examples of project phases include preliminary engineering, environment/NEPA, right-of-way, design, or construction. Information required for each project/phase is mentioned in 23 CFR § 450.326 (g). Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR § 771.117(c) and (d) and/or 40 CFR part 93. In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.³³

For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds. For the TIP,

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

³⁴ 23 CFR § 450.324 Development and content of the metropolitan transportation plan.

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

financial constraint shall be demonstrated and maintained by year. Each project or project phase included in the TIP shall be consistent with the approved MTP. In developing the TIP, the MPO, State(s), and public transportation operator(s) shall cooperatively develop a financial plan (estimates of funds) that demonstrates how the approved TIP can be implemented, indicate resources from public and private sources that are reasonably expected to be made available to support TIP implementation in accordance with Federal regulations, and recommend any additional financing strategies for needed projects and programs. In sum, while developing the financial plan, the MPO shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53, and other Federal funds; and regionally significant projects that are not federally funded.³³

If an illustrative project is included in the TIP, no Federal action may be taken on that project by the FHWA and the FTA until it is formally included in the financially constrained and conforming MTP and TIP.³⁵ Only projects or a phase of a project for which full construction or operating funds can reasonably be expected or anticipated to be available within the time period contemplated for completion of the project may be included in the TIP. In addition, for illustrative purposes, the financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information. Projects in any of the first 4 years of the TIP may be advanced in place of another project in the first 4 years of the TIP, subject to the project selection requirements identified in 23 CFR § 450.332. More information on TIP development and content can be found in 23 CFR § 450.326.³³

An MPO may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established in 23 CFR § 450.328 pertaining to TIP revisions and relationship to the STIP.³⁶ The FHWA and the FTA shall jointly find that each metropolitan TIP is consistent with the MTP produced by the continuing and comprehensive transportation process carried on cooperatively by the MPO, the State(s), and the public transportation operator(s) in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303. This finding shall be based on the self-certification statement submitted by the State and MPO under 23 CFR § 450.336, a review of the MTP by the FHWA and the FTA, and upon other reviews as deemed necessary by the FHWA and the FTA.³⁷

Once a TIP that meets the requirements of 23 U.S.C. 134(j), 49 U.S.C. 5303(j), and 23 CFR § 450.326 has been developed and approved, the first year of the TIP will constitute an “agreed to” list of projects for project selection purposes. In metropolitan areas not designated as TMAs, the State and/or the public transportation operator(s), in cooperation with the MPO shall select projects to be implemented using title 23 U.S.C. funds or funds under title 49 U.S.C. Chapter 53, from the approved metropolitan TIP. Tribal Transportation Program, Federal Lands Transportation Program, and Federal Lands Access Program projects shall be selected in accordance with procedures developed pursuant to 23 U.S.C. 201, 202, 203, and 204. Except as provided in 23 CFR § 450.326(e) and 23 CFR § 450.330(f), projects not included in the federally approved STIP are not eligible for funding with funds under title 23 U.S.C. or 49 U.S.C. Chapter 53.³⁸

The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the MTP, linking investment priorities to

³⁶ 23 CFR § 450.328 TIP revisions and relationship to the STIP.

³⁷ 23 CFR § 450.330 TIP action by the FHWA and the FTA.

³⁸ 23 CFR § 450.332 Project selection from the TIP.

those performance targets. The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under 23 CFR § 450.306(d). As a management tool for monitoring progress in implementing the MTP, the TIP should: Identify the criteria and process for prioritizing implementation of transportation plan elements (including multimodal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs; and List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects; and In nonattainment and maintenance areas, describe the progress in implementing any required TCMs, in accordance with 40 CFR part 93.³³

After approval by the MPO and the Governor (or his/her designee), the State shall include the TIP without change, directly or by reference, in the STIP required under 23 U.S.C. 135. The State shall notify the MPO and Federal land management agencies when it has included a TIP including projects under the jurisdiction of these agencies in the STIP.³⁴ Notably, there are two Federal land management agencies in the TLMPO MPA, that is the National Park Service, and the Ouachita National Forest Service.³⁹

The FHWA and the FTA shall jointly find that each metropolitan TIP is consistent with the MTP produced by the continuing and comprehensive transportation process carried on cooperatively by the MPO, the State(s), and the public transportation operator(s) in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303. This finding shall be based on the self-certification statement submitted by the State and MPO under 23 CFR § 450.336, a review of the MTP by the FHWA and the FTA, and upon other reviews as deemed necessary by the FHWA and the FTA.⁴⁰ For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements included in 23 CFR § 450.336.⁴¹ See signed self-certification form in the appendices section of this TIP document.

On an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year. The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.⁴²

³⁹ https://www.planning.dot.gov/FLMA_Database.aspx

⁴⁰ 23 CFR § 450.330 TIP action by the FHWA and the FTA.

⁴¹ 23 CFR § 450.336 Self-certifications and Federal certifications.

⁴² 23 CFR § 450.334 Annual listing of obligated projects.

Financial Summary

Federal-Aid Highway Program History & Process

1905 is when establishment of the Office of Public Roads (OPR) can be traced back to. About a decade later, construction of roads in National Forests and National Parks was coordinated with the OPR. In 1916, approval of the Federal-Aid Road Act facilitated the establishment of the Federal-Aid Highway Program. In the same year, the National Park Service Organic Act created the National Park Service (NPS), to promote and regulate the use of the Federal areas known as national parks, monuments, and reservations. In 1919, Agriculture Appropriation Act renamed the OPR and Rural Engineering to the Bureau of Public Roads (BPR). About a couple decades later, the BPR was renamed and reassigned in 1939 from the U.S. Department of Agriculture to the Public Roads Administration under the new Federal Works Administration. Fast forward to 1956, the Federal-Aid Highway Act established the Highway Trust Fund (HTF), and initiated the interstate system construction.⁴³

In 1961, President Kennedy signed the Housing Act that authorized federal funding for mass transportation projects, with a required local match, as part of a comprehensive urban planning process. In April 1962, he submitted a message to Congress titled 'The Transportation System of our Nation'. He highlighted the fact that highways are an integral part of urban transportation. Therefore, he advocated for the use of highway planning funds in metropolitan planning studies contingent upon the establishment of a continuing and comprehensive planning process. Consequently, he signed the Federal-Aid Highway Act of 1962 in October; which comprised of Section 9, titled 'Transportation Planning in Certain Urban Areas'. Subsequently, Section 134 was added to Title 23 of the United States Code of Federal Regulations (USC); which required that after July 1, 1965, projects in urban areas with a population of more than 50,000 would only be eligible for Federal-aid highway funds only if they resulted from a continuing, comprehensive, and cooperative planning process, aka the 3-C planning process. In 1964, President Johnson signed the Urban Mass Transportation Act which created a framework for Federal-Aid for transit.^{44 45}

In 1967, the United States Department of Transportation (U.S. DOT) was established, thereby creating the Federal Highway Administration (FHWA).⁴⁶ Today, the Department of Transportation encompasses nine "operating administrations," each of which deals primarily with a specific mode (or aspect) of transportation. These include: The FHWA, Federal Aviation Administration (FAA), Federal Motor Carrier Safety Administration (FMCSA), Federal Railroad Administration (FRA), Federal Transit Administration (FTA), Maritime Administration (MARAD), National Highway Traffic Safety Administration (NHTSA), Pipeline and Hazardous Materials Safety Administration (PHMSA), and the Saint Lawrence Seaway Development Corporation.⁴⁷

Every Federal program or activity, including the Federal-aid Highway Program (FAHP), requires legal authority to operate. An authorization act provides that authority, along with related funding.⁴⁸ Looking back, the following Acts of Congress have funded the Federal-Aid program: 1987, Surface

⁴³ <https://highways.dot.gov/federal-lands/about/history>

⁴⁴ <https://www.fhwa.dot.gov/highwayhistory/moment/kennedy.cfm>

⁴⁵ <https://www.congress.gov/87/statute/STATUTE-76/STATUTE-76-Pg1145.pdf>

⁴⁶ <https://highways.dot.gov/federal-lands/about/history>

⁴⁷ <https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/01.cfm>

⁴⁸ https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/FFAH_2017.pdf

Transportation and Uniform Relocation Assistance Act (STURA); 1991, Intermodal Surface Transportation Equity Act (ISTEA); 1998, Transportation Equity Act for the 21st Century (TEA-21); 2005, Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU); 2009, American Recovery and Reinvestment Act established Transportation Investment Generating Economic Recovery (TIGER), and the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grants, which later became the Better Utilizing Investments to Leverage Development (BUILD) grant program; 2012, Moving Ahead for Progress in the 21st Century Act (MAP-21); 2015, Fixing America's Surface Transportation (FAST) Act; and 2021, Infrastructure Investment and Jobs Act (IIJA) aka Bipartisan Infrastructure Law (BIL).^{49 50} The current legislation, IIJA, was signed by President Biden in November 2021 and provides funding for transportation programs from FFY 2022 thru 2026.⁵¹ These includes infrastructure funding for roads, bridges, transit, airports, ports, and rail. IIJA also invests in other infrastructure such as energy, water, and broadband access.^{52 53}

The Federal-Aid Highway Program (FAHP) revolves around six key terminologies, namely **Authorization, Appropriation, Apportionment, Allocation, Obligation, and Outlays**. Development of an authorizing legislation is the first step in providing funding for the FAHP. The *authorization* act, in itself, does not permit the program to begin, but only establishes the program structure and sets an upper limit on program funding. However, the program may only start (i.e. the funds may be distributed and used) only after passage of a second piece of legislation, which is an appropriations act. Thru an *appropriations* act, Congress basically makes funds available for obligation and expenditure with specific limitations pertaining to amount, purpose and duration. Most Federal programs operate using budget authority, which requires two acts of Congress to implement, i.e. an authorization act, and an appropriations act. However, most of FHWA's programs operate with a special type of budget authority called contract authority (CA); which authorizes amounts available for obligation according to the provisions of the authorization act without further legislative action. Subsequently, FHWA distributes funds to States thru *apportionment* and *allocation*. The former, uses a formula (statutory) established in Federal law, and it occurs on the first day of the Federal Fiscal Year on October 1st.⁵⁴

Conversely, distribution of Federal-Aid highway funds on any basis other than a statutory formula is an administrative distribution called an allocation. At this point, FHWA has distributed Federal funds (but not cash) to the States as prescribed by the authorization act. The next major step is *obligation*, which is basically the Federal government's commitment/promise to pay a State for the Federal share of a project's eligible cost. Notably, Obligated funds are considered "used" even though no cash is transferred. Funding for most Federal programs terminates at the end of the fiscal year for which it is appropriated. However, Federal-Aid highway funds, in contrast, are typically available for obligation (use) for more than one year, typically for four FFY's, including the year of authorization/apportionment. When obligating funds, FHWA uses a "first-in, first-out" method. This method assumes that the oldest funds in a given category are obligated first, minimizing the risk of a funding lapse. Unless otherwise specified in the authorizing legislation, most projects will have an 80 percent Federal share; however, this can vary based on other statutory provisions. States, local governments, and other planning partners usually "match" Federal funds with funds from other

⁴⁹ <https://www.transportation.gov/utc/program-history>

⁵⁰ <https://www.fhwa.dot.gov/policy/olsp/reportspubs.cfm>

⁵¹ <https://highways.dot.gov/iija/funding>

⁵² <https://data.bts.gov/stories/s/cvki-zubk>

⁵³ <https://ops.fhwa.dot.gov/freight/infrastructure/tiger/>

⁵⁴ https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/FFAH_2017.pdf

sources. The final stage of the FAHP process is *outlay*, which basically entails cash/electronic payments of eligible FAHP projects to States or other eligible recipients. However, the outlay of cash from the Highway Trust Fund (HTF) to liquidate (pay) a prior obligation of Federal funding must meet certain requirements that are discussed in detail in the 2017 ‘Funding Federal-Aid Highways’ publication by the U.S. DOT.⁵⁰

Financial Resources

Federal, State, and Local funding sources for the Tri-Lakes metropolitan transportation planning projects include, but are not limited to the following:

◇ **Better Utilizing Investments to Leverage Development (BUILD)**

The BUILD program is a discretionary grant which provides competitive grants for surface transportation infrastructure projects with significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation.⁵⁵ In 2018, ARDOT was the recipient of two BUILD grants totaling \$45 million for ARDOT highway projects. The Hot Springs Bypass Extension was awarded \$20 million.⁵⁶

◇ **Bridge Formula Program (BFP)**

The BFP was established to replace, rehabilitate, preserve, protect, and construct highway bridges on public roads. The Federal share payable for the BFP (except for off-system bridges as described below) shall be determined in accordance with Section 120 of Title 23, U.S.C.⁵⁷ A Local Public Agency (LPA) must make the funding request via letter to the ARDOT Director. ARDOT will provide 90% Federal-aid funding and the LPA will provide the 10% local match.⁵⁸

◇ **Carbon Reduction Program (CRP)**

The CRP provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. The Federal share payable for the CRP shall be determined in accordance with Section 120 of Title 23, U.S.C.⁵⁷

◇ **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

CMAQ funding is available to State and local governments for transportation projects and programs that help to meet the requirements of the Clean Air Act (CAA). CMAQ funds help to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former

⁵⁵ <https://www.transportation.gov/BUILDgrants>

⁵⁶ 2045 MTP, Page 80.

⁵⁷ <https://highways.dot.gov/iija/fact-sheets>

⁵⁸ <https://ardot.gov/divisions/local-programs/local-funding-opportunities/>

nonattainment areas that are now in compliance (maintenance areas). As a general rule, Federal share is in accordance with 23 U.S.C. 120.⁵⁷

◇ **Connecting Arkansas Program (CAP)**

During the November 2012 elections, Arkansans voted to approve Ballot Issue No. 1, a constitutional amendment to approve a 10-year, half-cent sales tax effective July 1, 2013, to provide additional funding for highways, county roads, city streets, bridges, and surface transportation. 70% of the tax revenue was apportioned to the State, while the remaining 30% of the tax revenue was turned back to local governments for road and street projects; 15% each for cities and counties. In our MPA, these projects were funded with CAP, namely: Job CA0610, widening of U.S. 70 between Hot Springs and Interstate 30 in Benton, in both Garland and Saline Counties; Notably, this project was designed under two jobs, that is CA0606 Hot Springs - Highway 128 and 061377 Highway 128 - Interstate 30. The project was substantially completed in 2018 June. The second CAP project in our MPA was Job CA0607, U.S. 270 (Albert Pike Rd) widening from Fleetwood Dr to AR 227 (Sunshine Rd) in Garland County, which was substantially completed in August of 2023. The third CAP project in our area is job 061737 (previously CA0612), widening of U.S. 270 (Albert Pike Rd) from the Ouachita River to Fleetwood Drive in Garland County. This phase will be constructed using state and/or federal highway funds.⁵⁹

◇ **Economic Development Funding**

In 2016, Arkansas' Act 1 established the Arkansas Highway Improvement Plan which allocated funding to address the State's highway construction needs. In 2020, the Arkansas State Highway Commission approved Minute Order 2020-004, which created a funding mechanism for projects that promote economic development and competitiveness, using funding allocated from the Act 1 Surplus funds received by ARDOT. Notably, ARDOT's 2025-2028 STIP allocates an additional \$5 million annually for Economic Development projects starting in 2027.⁵⁸

◇ **Federal Lands Access Program (FLAP)**

The FLAP was established to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. Projects are selected by a Programming Decision Committee (PDC) established in each State. The PDCs request project applications through a call for projects. The frequency of the calls is established by the PDCs. Arkansas is part of the Eastern Federal Lands. The Federal share is up to 100%.⁶⁰ The FFY's 2027-2029 FLAP application cycle is currently closed.⁵⁸

◇ **Highway Safety Improvement Program (HSIP)**

The purpose of HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. HSIP consists of three

⁵⁹ <https://connectingarkansasprogram.com>

⁶⁰ <https://highways.dot.gov/federal-lands/flap>

main components, the Strategic Highway Safety Plan (SHSP), State HSIP or program of highway safety improvement projects and the Railway-Highway Crossing Program (RHCP). In addition, some states also have a High Risk Rural Roads (HRRR) program if they had increasing fatality rate on rural roads. Except as provided in 23 U.S.C. 120 and 130, the Federal share is 90%.⁶¹

◇ **Intersection Improvement Program (IIP)**

ARDOT's IIP provides funds for projects in unincorporated areas and cities with less than 200,000 populations. Municipalities within the urbanized boundary of a federally designated Transportation Management Area (TMA) must seek funding availabilities from the corresponding MPO. Eligible projects on the State Highway System include construction of new traffic signals, upgrade of existing traffic signals, intersection improvements, roundabouts, signal coordination, and etc. Projects are typically 80% Federal-aid, 10% State, and 10% Local match. Eligible sponsors can request this funding at any time.⁵⁸

◇ **Local Initiatives**

In November of 2021, the Garland County Quorum Court passed an ordinance providing for the levy of a 0.625% sales and use tax within the County, for a period of 5 years, commencing on July 1st, 2022 thru June 30th, 2027; for various road improvements projects.⁶²

◇ **National Electric Vehicle Infrastructure Formula Program (NEVI)**

ARDOT's Electric Vehicle Infrastructure Deployment (EVID) competitive program awards NEVI formula program funding to eligible entities to install, own, operate, maintain, and report on NEVI compliant EV charging stations throughout the state. The NEVI Formula funding is restricted to use on projects that are directly associated with the charging of an electric vehicle. The program provides for an 80% federal share and 20% non-federal share, including private funding covering each project's share of ARDOT's Program Administration Costs, for each project.⁵⁸

◇ **National Highway Freight Program (NHFP)**

The purpose of the NHFP is to improve the efficient movement of freight on the National Highway Freight Network (NHFN), and to support several national goals including safety, economic competitiveness, and environmental sustainability. Federal share is in accordance with 23 U.S.C. 120.⁶³

◇ **National Highway Performance Program (NHPP)**

The purpose of the NHPP is to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress

⁶¹ <https://highways.dot.gov/safety/hsip/about-hsip>

⁶² <https://www.garlandcounty.org/Archive/ViewFile/Item/591>

⁶³ <https://highways.dot.gov/iija/fact-sheets/national-highway-freight-program-nhfp>

toward the achievement of performance targets established in a State's asset management plan for the NHS; and to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. The Federal share is in accordance with 23 U.S.C. 120.⁶⁴

◇ **Project Bundling**

FHWA promotes project bundling, which is the practice of combining projects to accelerate delivery, reduce costs, and increase efficiency by combining multiple projects into a single contract.⁶⁵

◇ **Promoting Resilient Operations For Transformative, Efficient, And Cost-Saving Transportation Grant Program (PROTECT)**

The PROTECT formula program was established to help make surface transportation more resilient to natural hazards, including sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. The Federal share for planning activities is 100%.⁶⁶

◇ **Public Private Partnerships (PPP)**

In the past, private entities such as the Walton Family Foundation have supported implementation of transportation projects such as the Northwoods Trails system in Hot Springs.⁶⁷

◇ **Recreational Trails Program (RTP)**

The Recreational Trails program is funded through a portion of TAP funds set aside specifically for recreational trails. This program, administered by ARDOT, provides funding to local project sponsors (public and private/nonprofit agencies) to construct and maintain motorized and non-motorized recreational trails and trail support facilities. Project sponsors apply for program funds through a competitive process with the applications being reviewed by the Arkansas Recreational Trails Advisory Committee (ARTAC). The Recreational Trails Program (RTP) is a reimbursement-type grant program. The program provides for an 80 percent federal share and 20% non-federal share for each project. Use of in-kind match will be permitted for RTP projects as well as TAP projects that are RTP eligible.⁵⁸

◇ **Safe Streets and Roads For All (SS4A)**

The IIJA established the SS4A competitive grant program from FFY 2022 - 2026 to fund regional, local, and Tribal initiatives to prevent roadway fatalities and serious injuries. The SS4A program provides funding for two main types of grants: Planning and Demonstration Grants for Action Plans, including supplemental safety planning and/or safety demonstration activities; and Implementation

⁶⁴ <https://highways.dot.gov/ijja/fact-sheets/national-highway-performance-program-nhpp>

⁶⁵ https://www.fhwa.dot.gov/ipd/alternative_project_delivery/defined/bundled_facilities/project_bundling_resources.aspx

⁶⁶ <https://highways.dot.gov/ijja/fact-sheets/promoting-resilient-operations-transformative-efficient-and-cost-saving>

⁶⁷ https://www.hotsr.com/news/2019/feb/20/walton-family-foundation-commits-450k-t/?fbclid=IwAR0BxqgTlzAXJLCq5BkVmqxEC9Q1x9pzn0kg8kAl_ECyHiqI2htlBuj0_s

Grants, which are used to implement projects or strategies that are consistent with an existing Action Plan to address a roadway safety problem. Eligible implementation projects and strategies can be infrastructural, behavioral, and/or operational activities. Eligible applicants include MPO's; Political subdivisions of a State or territory (e.g., counties, cities, towns, special districts, certain transit agencies, and similar units of local government); and Federally recognized Tribal governments.⁵⁷

◇ **State-Aid County and City Street Programs**

The first Arkansas State Highway Commission was appointed in 1913. Amendment 42 of the Constitution of Arkansas, adopted in 1952, established the five-member State Highway Commission. Under this authority, the State Highway Commission is vested with powers and duties for administering Arkansas' State Highway System. Act 192 of 1977 created the Arkansas Department of Transportation (ARDOT), adding responsibilities for coordinating public and private transportation activities and implementing a safe and efficient intermodal transportation system.⁶⁸

State revenues have traditionally been generated under tax laws governing motor fuels, special motor fuels, and motor vehicle registrations. In 2019 the legislature enacted an additional indexed wholesale sales tax on motor fuel and distillate special fuel; transferred a portion of casino tax; added registration fees of \$200, \$100, and \$50 on Electric Vehicles, Plug-In Hybrid Vehicles, and Hybrid Vehicles, respectively; and submitted a constitutional amendment for vote of the people providing for a ½-cent sales tax. That amendment was passed during the 2020 general election. After deductions for other programs, ARDOT receives 70% and the remaining 30% is divided equally between cities and counties.⁶⁸

The State Aid Division (Division), authorized under Act 445 of 1973, administers the State Aid County Road Program and administers Federal-aid Highway funds available for county roads and bridges. The Division also administers the State Aid City Street Program and Federal-aid Highway funds available for city bridges. In the 2011 Arkansas General Assembly, HJR 1001 was adopted. This resolution, which reallocated 1¢ of the existing motor fuel tax to fund a State Aid City Street program, was approved by voters on November 6, 2012. A State Aid Street Committee consisting of nine mayors was appointed in accordance with Act 1032 of 2011 to establish procedures and guidelines for the State Aid City Street program and approve funding requests.⁶⁸

◇ **Surface Transportation Block Grant Program (STBGP)**

STBG is an apportioned (formula) program, which means the funds are only made available to the States by a formula contained in law, which is different than a discretionary grant program where eligible applicants may competitively seek funding through a Notice of Funding Opportunity (NOFO). However, the selection of projects for funding under the STBG program is the decision of the State DOT or local MPO, in accordance with applicable Federal requirements. STBGP provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.⁶⁹

⁶⁸ <https://media.ark.org/ardot/Fact-Sheet-2024.pdf>

⁶⁹ <https://www.fhwa.dot.gov/specialfunding/stp/>

◇ Transit Funding

The United States Code (U.S.C.) Title 49, Chapter 53, establishes the authority for the Federal Transit Administration (FTA). It incorporates the Urban Mass Transportation Act originally enacted in 1964 and states that “it is in the interest of the United States, including its economic interest, to foster the development and revitalization of public transportation systems that (1) maximize the safe, secure, and efficient mobility of individuals; (2) minimize environmental impacts; and (3) minimize transportation-related fuel consumption and reliance on foreign oil.” FTA supports transit systems nationwide, including buses, subways, light rail, commuter rail, trolleys and ferries, through funding and technical assistance. Common FTA grants include, but are not limited to the following:⁷⁰

5303, 5304, 5305 - This formula grant program provides funding to MPO’s (5303 & 5305), and States (5304 & 5305) for metropolitan, non-metropolitan, and statewide multimodal transportation planning that adheres to a 3-C planning process; for development of long-range and short-range programs reflecting transportation investment priorities. Federal planning funds are first apportioned to State DOTs, who then sub-allocate planning funding to MPOs thru a formula that considers each MPO’s urbanized area population, planning needs and a minimum distribution. Generally, the federal share is not to exceed 80% of the cost of the projects funded under the program. The Infrastructure Investment and Jobs Act amended 49 U.S.C. 5305(f) to allow a federal share of up to 100 percent for eligible planning activities that help communities with lower population densities or lower average incomes, compared to surrounding areas, expand access to public transportation. Funds are available for four years.

5307 - This Urbanized Area formula grant provides federal funding to states and local recipients for transit capital and operating assistance and transportation-related planning in urbanized areas. For small, urbanized areas of 50,000 to 199,999 in population, the formula is based on population, low-income population, and population density. For urbanized areas with a population of 200,000 or more, the formula is based on a combination of these and other factors. In Small Urbanized Areas the Governor or the Governor’s designee is the eligible recipient, though funds may be passed through to local public transit operators. The federal share of the project costs may not exceed 80 percent for planning and capital expenses and 50 percent for operating assistance. Section 5307 funds are available for obligation for six federal fiscal years, the year of apportionment, plus five additional years. For example, funds apportioned in FY 2022 are available until September 30, 2027.

5309 - This Bus and Bus Related Equipment and Facilities competitive capital investment discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars and bus rapid transit, in both urbanized and rural areas. This program provides capital assistance for three primary activities: New and replacement buses and facilities (Bus and Bus Related Equipment and Facilities program); Modernization of existing rail systems (Fixed Guideway Modernization program); New fixed guideway systems (New Starts program and Small Starts). It provides capital assistance for new and replacement buses, related equipment, and facilities under 5309 (b)(3). The Federal share of eligible capital costs is 80 percent of the net capital project cost, unless the grant recipient requests a lower percentage. The Federal share may exceed 80 percent for certain projects related to the ADA, the Clean Air Act (CAA), and certain bicycle projects. Funds

⁷⁰ <https://www.transit.dot.gov>

remain available for obligation for three fiscal years. This includes the fiscal year in which the amount is made available or appropriated plus two additional years.

5310 - This formula Enhanced Mobility of Seniors and Individuals with Disabilities grant program supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities in all areas - large urbanized (over 200,000), small urbanized (50,000 - 200,000), and rural (under 50,000). The federal share of the project costs may not exceed 80 percent for planning and capital costs and 50 percent for operating assistance. Additionally, 10 percent may be used to fund program administrative costs including administration, planning, and technical assistance may at 100-percent federal share. Section 5310 funds are available for obligation for three federal fiscal years, the year of apportionment plus two additional years. For example, funds apportioned in FY 2024 are available until September 30, 2026.

5311 - This Rural Areas formula grant provides federal funding to states for capital, planning, and operating assistance to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program (5311 (b)(3)). The federal share of the project cost may not exceed 80 percent for planning and capital expenses, 50 percent for operating assistance, and 80 percent for Americans with Disabilities Act (ADA) non-fixed route paratransit service. There is no Federal requirement for a local match for 5311(b)(3). All Section 5311 funds are available for obligation for three federal fiscal years, that is the year of apportionment plus two additional years. For example, funds apportioned in FY 2024 are available until September 30, 2026.

5337 - This State of Good Repair (SGR) formula grant program provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and motorbus systems to help transit agencies maintain assets in a state of good repair in urbanized areas; and for developing and implementing Transit Asset Management plans (TAMP). In addition to the formula allocation, the 5337 grant program includes the competitive Rail Vehicle Replacement Grant Program. This includes the fiscal year in which the amount is made available or appropriated plus three additional years. The federal share for eligible capital expenses is not to exceed 80 percent of the net project cost. Funds are available for obligation for four fiscal years.

5339 - This Grants for Buses and Bus Facilities grant program has a formula program (5339(a)) and a competitive program (5339(b)), both of which provide funding to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition, the Section 5339 grant program includes the Low or No Emissions Bus Vehicle competitive program (5339(c)), which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. The federal share of eligible capital costs is 80 percent of the net capital project cost, unless the grant recipient requests a lower percentage. The Federal share may exceed 80 percent for certain projects related to the ADA and the Clean Air Act. The Federal share of the cost of leasing or purchasing a low or no emission transit bus is not to exceed 85 percent of the total transit bus cost. The federal share in the cost of leasing or acquiring low- or no-emission bus-related equipment and facilities is 90 percent of the net project cost. All 5339 programs remain available for obligation for four fiscal years. This includes the fiscal year in which the amount is made available or appropriated plus three additional years.

ARDOT administers several FTA formula programs (5303, 5304, 5307, 5310, 5311, 5339) that are supported by the Mass Transit Account that is funded by a 2.86¢ per gallon federal fuel tax and Federal General Fund revenues. The 2001 Act 949 established the Arkansas Public Transit Fund, to be funded from a 5% tax on car rental rates for transit activities. The funds generated by the tax on rental cars are used to match federal funds for the purchase of public transportation vehicles, public transit equipment or facilities, and for the operation of the FTA Assistance programs.⁷¹

◇ **Transportation Alternatives Program (TAP)**

ARDOT administers TAP funds through a competitive process with the applications being reviewed by the TAP Advisory Committee (TAPAC). TAP projects encompass 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. TAP is a reimbursement-type grant program, with an 80 percent federal share and a 20 percent match required from the eligible sponsor. Local match for other TAP projects must be in the form of cash.⁵⁸

◇ **Turnback Funds**

Each month, the Arkansas Department of Treasury Local Government Services Division distributes the County and Municipal Aid funds (aka turnback funds) and City and County Sales and Use Taxes. The Treasury also distributes several other special revenues to cities and counties throughout the year.⁷²

◇ **Value Capture**

Transportation networks and urban land values are closely linked. Transportation improvements increase accessibility and thereby make surrounding locations more desirable. Transportation improvements often increase the value of nearby land, benefitting land owners and developers. Most value capture revenue is generated at the state or local level. Value capture techniques harness a portion of the increased property values in order to pay for the improvement or for future transportation investment. While value capture techniques are used more commonly with transit projects, they are also used to fund highway improvements. There are several different forms of value capture used in the United States. The most common include: air rights, impact fees, joint development, land value tax, negotiated exactions, sales tax districts, special assessments, tax increment finance, and transportation utility fees. FHWA encourages state and local jurisdictions to look for new revenue sources, such as value capture, to address funding shortfalls.⁷³

⁷¹ <https://media.ark.org/ardot/Fact-Sheet-2018-Final.pdf>

⁷² <https://artreasury.gov/transparency/local-government-services/about-the-division/>

⁷³ https://www.fhwa.dot.gov/ipd/value_capture/defined/

Financial Summary Tables

The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO, State(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation in accordance with 23 CFR § 450.314(a) Metropolitan Planning Agreements. For the TIP, financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are being adequately operated and maintained. In addition, for illustrative purposes, the financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).⁷⁴

Grand Total x1,000 (Estimates) HSATS TIP (Highways & Transit)	2027 FFY	2028 FFY	2029 FFY	2030 FFY	Total
	26,885	5,282	2,459	38,398	73,024

HSATS Highway Projects x1,000 (Estimates) FFY 2027 - 2030					
Funding Category	2027 FFY	2028 FFY	2029 FFY	2030 FFY	Total
BFP		2,150			2,150
Earmark	11,414		392		11,806
NHPP		538		29,120	29,658
Total Federal Aid	11,414	2,688	392	29,120	43,614
State Funds	13,586	672		7,280	21,538
State/Local Funds					
Local Funds			108		108
Total Match (Non-Federal Aid Funds)	13,586	672	108	7,280	21,646
Grand Total HSATS TIP/STIP Highway Funds	25,000	3,360	500	36,400	65,260

⁷⁴ 23 CFR § 450.326 (j) and (k) Development and content of the Transportation Improvement Program (TIP).

HSIT Projects x1,000 (Estimates) FFY 2027 - 2030												
Funding Category	2027 FFY			2028 FFY			2029 FFY			2030 FFY		
	FTA	Local	Total	FTA	Local	Total	FTA	Local	Total	FTA	Local	Total
5307, HSIT01, Operating Assistance	557	557	1,114	568	568	1,136	579	579	1,158	591	591	1,182
5307, HSIT02, Capital - Preventive Maintenance	102	25	127	104	26	130	106	27	133	108	27	135
5307, HSIT03, Capital - Paratransit Service	81	20	101	82	21	103	84	21	105	85	22	107
5339, HSIT04, Capital - Rolling Stock/Support Equipment	135	24	159	138	24	162	141	24	165	144	25	169
5305, HSIT05, MPO Consolidated Planning Grant	119	30	149	121	30	151	123	30	153	126	30	156
5307, HSIT06, Bus Associated Transit Enhancements	10	3	13	10	3	13	10	3	13	10	3	13
5307, HSIT07, Capital - Rolling Stock - Conway Funds	189	33	222	193	34	227	197	35	232	201	35	236
Grand Total	1,193	692	1,885	1,216	706	1,922	1,240	719	1,959	1,265	733	1,998
Total FTA	4,914											
Total Match (Non-Federal Aid Funds)	2,850											
Grand Total HSIT TIP/STIP Transit Funds	7,764											



Hot Springs Intracity Transit (HSIT) Buses - Photo by Emmily Tiampati (2019)

Community Participation

In a nutshell, Federal regulations stipulate that the MPO shall develop and use a documented public participation plan (PPP) that defines a process for providing individuals, representatives of the disabled, users of public transportation, pedestrian walkways, bicycle transportation facilities, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. At a minimum, the plan shall describe procedures for providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed MTP and the TIP.⁷⁵

When significant written and oral comments are received on the draft MTP and TIP, a summary, analysis, and report on the disposition of comments shall be made as part of the final MTP and TIP. In developing MTP's and TIP's, the MPO should consult or coordinate with agencies and officials responsible for other planning activities within the MPA that are affected by transportation. When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the MTP and the TIP.⁷⁵ See the appendix section for a list of the current TLMPO TAC and Policy Board voting and ex-officio/non-voting members, who bring a multi-disciplinary perspective to the TLMPO planning process.

The 2025 TLMPO PPP has a standard public comment period of 14 days, for the TIP. It also requires at least a 7-day public notice in the newspaper, MPO's website, and email distribution list; prior to the meeting in which the TIP will be presented. Nonetheless, the PPP requires all MPO work products, including the TIP, to go thru the Technical Advisory (TAC) and the Policy Board review, recommendation, and approval processes.⁷⁶

Notably, the public comment period of the draft TIP was publicized in the Sentinel Record newspaper for a 21-day public comment period from Wednesday, July 1st to Tuesday, July 21st, 2026. It was also shared with the TAC and the Policy Board members for their review and comment prior to and during the public comment period. In addition, newspaper announcements were published in the Sentinel Record newspaper in regard to presentation of the draft TIP to the TAC and the Policy Board at their August 4th, and 20th meetings, respectively, for recommendation and adoption. See the appendix section for the newspaper public notices.

Nonetheless, MPO staff reviewed public comments that were received as part of the recent 2050 MTP and the FFY 2025-2028 TIP development processes; adopted in September 2025, and October 2024, respectively. According to the public comment summary in the 2050 MTP, majority of the comments focused on projects already identified in the MPO's project list, specifically concerning roadway maintenance on AR 7/Central Ave and intersection improvements on U.S. 70/Airport Rd at Adcock Rd/Majestic Lodge Rd. In regard to review of the currently adopted FFY 2025-2028 TIP comments, two of the most commonly mentioned projects were the U.S. 70/Airport Rd at Adcock Rd/Majestic Lodge Rd intersection and the MLK interchange at Higdon Ferry Rd. Notably, per consultation with ARDOT, resurfacing of Central Ave is programmed under job number A60063 from Grand Ave to the Lake Hamilton bridge. The project is slated for the June 2026 letting, and once it

⁷⁵ 23 CFR § 450.316 Interested parties, participation, and consultation.

⁷⁶ <https://trilakesmpo.org/wp-content/uploads/2025/05/2025-PPP-NEW-DRAFT-Revised-04.28.25.pdf>

commences, it's estimated to be completed by the end of the year in 2026. Conversely, in regard to the Airport Rd intersection improvement project at Adcock Rd/Majestic Lodge Rd, the project is programmed in the 2026-2030 (short-term) time frame of the current 2050 MTP (Pg 93); while the MLK interchange project at Higdon Ferry Rd is currently programmed in year 2030 of the draft FFY 2027-2030 TIP/STIP; amongst the other four proposed interchange projects, which are all under study.

Below is a summary of the TAC, PB, and Public comments in regard to the draft FFY 2027-2030 TIP.

Notably, the MPO did not receive any public comments in regard to the draft FFY 2027-2030 TIP. However, it did receive one comment from Mr. Hill, the City of Hot Springs (CHS) Assistant City Engineer; who's also a proxy voting member of the Technical Advisory Committee (TAC). In summary, Mr. Hill recommended that the remaining portion of Belding St, that will connect to U.S. 270B/Malvern Ave, should be programmed in the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP), thereby recognizing it as one of the regional transportation priorities; in an effort to acquire Federal grants for design, Right-Of-Way (ROW), and construction; in addition to the current Better Utilizing Investments to Leverage Development (BUILD) grant that CHS has obtaining for planning and preliminary engineering evaluation.

In response, Emmily, the TLMPO Coordinator, noted that the project is already identified in the current 2050 MTP's unconstrained (illustrative) list on pages 57, 92 & 93. Therefore, there is no need to add it to the current TIP/STIP drafts, since current construction cost estimates and funding sources haven't been identified yet. ARDOT concurred with this point of view, adding that there could be a potential partnership opportunity in the future, since the project touches on a roadway that is part of the State Highway System (SHS).

Projects

Each project or project phase included in the TIP shall be consistent with the approved MTP. As a management tool for monitoring progress in implementing the MTP, the TIP should: 1) Identify the criteria and process for prioritizing implementation of MTP elements (including multimodal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs; 2) List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects; and in nonattainment and maintenance areas, describe the progress in implementing any required TCMs, in accordance with 40 CFR part 93.⁷⁷

Project inclusion and prioritization in the MTP is typically based on several factors including a multi-agency coordination effort, public involvement, consideration of national goals and other federal priorities, Policy Board priorities, and State/Local funding availability estimates; thereby resulting in the following TLMPO's multi-modal short-term regional priorities that are listed on Page 89 of the 2050 MTP:

- Interchanges construction, five on U.S. 270/MLK;
- Intersection improvements;
- Bridge replacement;
- Safety Improvements;
- Major widening;
- Pavement preservation; and
- A variety of transit capital and operating projects;



U.S. 70/E Grand Ave - Ribbon Cutting - Photo by Emmily Tiampati (2018)

A Connecting Arkansas Program (CAP) Project

⁷⁷ 23 CFR § 450.326 (i) and (n)

Status of FFY 2025-2028 TIP Projects

Number	Job Number	FFY	County(s)	Route	Termini	Length	Type of Work	ESTIMATED COST Funding Breakdown (in thousands)		AGENCY CARRYING OUT THE PROJECT	MPA	STIP Notes	Status
1	061748	2025	Garland	600	Mill Creek Str. & Apprs. (S)	0.00	Strs. & Apprs.	600	Total	State	Outside HSATS		Scheduled to be let for construction in June 2026.
								480	BFP (Off-System)				
								120	State				
2	061344	2025	Hot Spring	67	UPRR Str. & Apprs. (Perla) (S)	0.00	Str. & Apprs.	3,300	Total	State	Ouside HSATS		Programmed in FFY 2027-2030 TIP/STIP.
								528	NHPP				
								2,112	BFP				
3	061611	2026	Hot Spring	270	I-30 Strs. & Apprs. (Hwy. 270) (Malvern) (S)	0.00	Interchange Improvements and Strs. & Apprs.	600	State	State	Outside HSATS		Programmed in FFY 2027-2030 TIP/STIP.
								50,000	Total				
								40,000	NHPP				
4	061608	2026	Garland	192	Hwy. 192 Strs. & Apprs. (Garland Co.) (S)	0.00	Strs. & Apprs.	10,000	State	State	Inside HSATS		Scheduled to be let for construction in 2029.
								2,800	Total				
								448	NHPP				
5	061755	2027	Garland	88	Vineyard St. – Central Ave. (Hwy. 88) (Hot Springs) (S)	0.16	Major Widening	1,792	BFP	Local	Inside HSATS	Partnering Project. Department provides \$391,945 of Federal-aid earmark funds. City of Hot Springs handles all phases and remaining project cost.	Programmed in FFY 2027-2030 TIP/STIP.
								560	State				
								500	Total				
6	061737	2027	Garland	270	Ouachita River – Fleetwood Dr. (Widering) (S)	1.73	Major Widening	392	Earmark	State	Inside HSATS		Scheduled to be let for construction in November 2026.
								108	Local				
								25,000	Total				
7	061645	2028	Garland	270	Hwy. 270 Intchg. Impvts. (Albert Pike Rd.) (Hot Springs) (S)	0.00	Interchange Improvements	11,414	Earmark	State	Inside HSATS	Funding amount shown for project development.	Programmed in FFY 2027-2030 TIP/STIP.
								13,586	State				
								100	Total				
8	061831	2028	Garland	270	Hwy. 270 Intchg. Impvts. (Airport Rd.) (Hot Springs) (S)	0.00	Interchange Improvements	80	NHPP	State	Inside HSATS	Funding amount shown for project development.	Programmed in FFY 2027-2030 TIP/STIP.
								20	Amendment 101				
								30,000	Total				
9	061832	2028	Garland	270	Hwy. 270 Intchg. Impvts. (Higdon Ferry Rd.) (Hot Springs) (S)	0.00	Interchange Improvements	24,000	NHPP	State	Inside HSATS	Funding amount shown for project development.	Programmed in FFY 2027-2030 TIP/STIP.
								6,000	State				
								100	Total				
10	061833	2028	Garland	270	Hwy. 270 Intchg. Impvts. (Central Ave.) (Hot Springs) (S)	0.00	Interchange Improvements	80	NHPP	State	Inside HSATS	Funding amount shown for project development.	Programmed in FFY 2027-2030 TIP/STIP.
								20	State				
								100	Total				
11	061882	2028	Garland	270	Hwy. 270 Intchg. Impvts. (Carpenter Dam Rd.) (Hot Springs)	0.00	Interchange Improvements	80	NHPP	State	Inside HSATS		Programmed in FFY 2027-2030 TIP/STIP.
								20	State				
								100	Total				
12	061796	TBD	Garland & Hot Spring	84 & 171	Malvern – Lake Catherine (S)	12.09	Pavement Preservation Project	4,100	Total	State	Inside & Outside HSATS		Scheduled to be let for construction in 2027.
13	061794	TBD	Garland	128	Hwy. 290 – Hwy. 270B (Hot Springs) (S)	3.88	Pavement Preservation Project	1,400	Total	State	Inside HSATS		Scheduled to be let for construction in 2027.
14	A60034	TBD	Garland	227	Sunshine – Hwy. 270 (S)	4.53	Pavement Preservation Project	1,700	Total	State	Inside HSATS		Completed January 2025.
15	061798	TBD	Garland	270	Hwy. 70 – Hwy. 7 (Hot Springs) (S)	3.67	Pavement Preservation Project	3,500	Total	State	Inside HSATS		Scheduled to be let for construction in 2027.
16	06X352/061879	TBD	Garland	270B	Hwy. 270 – Hwy. 70B (Hot Springs) (S)	1.69	Pavement Preservation Project	1,100	Total	State	Inside HSATS		Scheduled to be let for construction in 2027.
17	06X351/061879	TBD	Garland	270B	Hwy. 70B – Hwy. 70 (Hot Springs) (S)	1.19	Pavement Preservation Project	900	Total	State	Inside HSATS		Scheduled to be let for construction in 2027.
18	A60049	TBD	Garland	270	Hot Springs – Hot Spring Co. Line (S)	4.34	Pavement Preservation Project	3,700	Total	State	Inside HSATS		Completed February 2025.
19	06X476/061867	TBD	Garland	290	Hwy. 7 – Hwy. 171 (S)	10.06	Pavement Preservation Project	8,300	Total	State	Inside HSATS		Scheduled to be let for construction in 2027.
20	06X450/061865	TBD	Garland	227	N. of Hwy. 270 – Mountain Pine (S)	4.64	Pavement Preservation Project	2,800	Total	State	Inside HSATS		Scheduled to be let for construction in 2028.



Transportation Alternatives Program (TAP) Seminar - Photo by Emmily Tiampati (2019)

Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.⁷⁸

Definition of Generic Projects:⁷⁹

- **IRP Debt Service:** Conversion of Advanced Construction NHPP funds to repay the bonds issued for the Interstate Rehabilitation Program (IRP), which 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:** Projects to prevent, delay or reduce deterioration of bridges or bridge elements, restore the function of existing bridges, keep bridges in good condition and extend their life. Bridge preservation actions may be preventative or condition driven.
- **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 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 or bridge improvement projects on the County Road System.
- **Various Off-System Bridge Replacement / Bridge Rehabilitation on City Streets / County Roads:** Federal funds dedicated for bridge improvement projects for Off System Bridges on the City Street or County Road System.

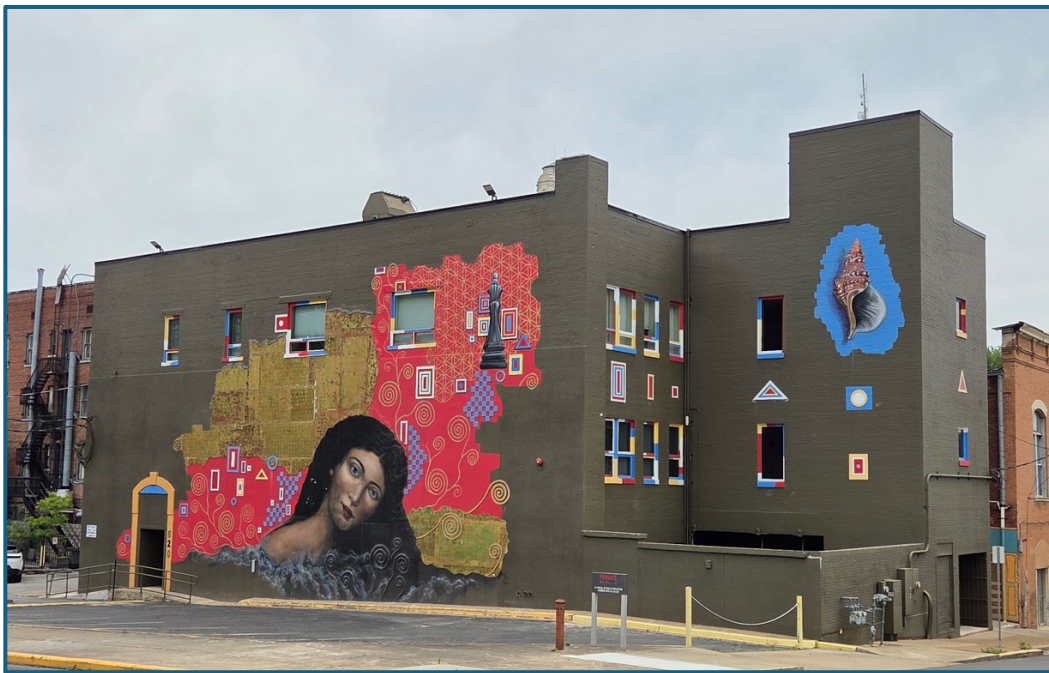
⁷⁸ 23 CFR § 450.326 (h)

⁷⁹ https://media.ark.org/ardot/2027-2030_STIP_Draft_General_Electronic.pdf

- **PE / Right-of-Way / Utilities / Construction Engineering:** Project development and construction management activities including surveys, environmental analysis, design, right-of-way acquisition, relocating utilities and providing construction inspection once a project is let to contract.
- **Various Wildflower Programs:** Funds to support ARDOT's beautification program of planting wildflowers along the State Highway System.
- **Motor Fuel Enforcement Activities:** Funding for ARDOT's Internal Audit Motor Fuel Tax Section to offset the cost of International Fuel Tax Agreement audits and Motor Fuel Tax audits.
- **Various Statewide Safety Improvements:** Improvements consistent with the State Strategic Highway Safety Plan (SHSP) that correct or improve a hazardous road location or feature or address a highway safety problem.
- **Statewide Pavement Markings & Signing Projects:** Upgrading pavement markings and signs to meet desired levels of retro reflectivity for driver safety.
- **Workforce Training and Development:** Various courses and training for workforce development and educational activities for ARDOT employees.
- **Various Pavement Preservation Projects:** Projects to improve ride quality and extend the life of pavements on the State Highway System. Projects may increase lane widths and/or shoulder widths to current standards.
- **Various Signals and Intersection Improvements:** Signalization, signal upgrades, signal coordination, and the addition of turn lanes to improve the flow of traffic through intersections.
- **Various Sealing Projects:** May include fog seals, chip seals, high friction surface treatments or other surface treatments on the State Highway System to improve friction and long-term performance of the pavement.
- **Various Federal Lands Projects:** Improves transportation facilities that are located on or adjacent to, or that provide access to Federal lands. This is a competitive grant program.
- **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.
- **Various Concrete Pavement Preservation Projects:** Projects to improve ride quality and extend the life of concrete pavements on the State Highway System.
- **Various Microsurfacing Projects:** Projects to improve ride quality and extend the life of pavements on the State Highway System.
- **Economic Development:** Projects to improve economic competitiveness in various regions throughout the State. Involves partnering with various entities to facilitate the funding/completion of these projects.

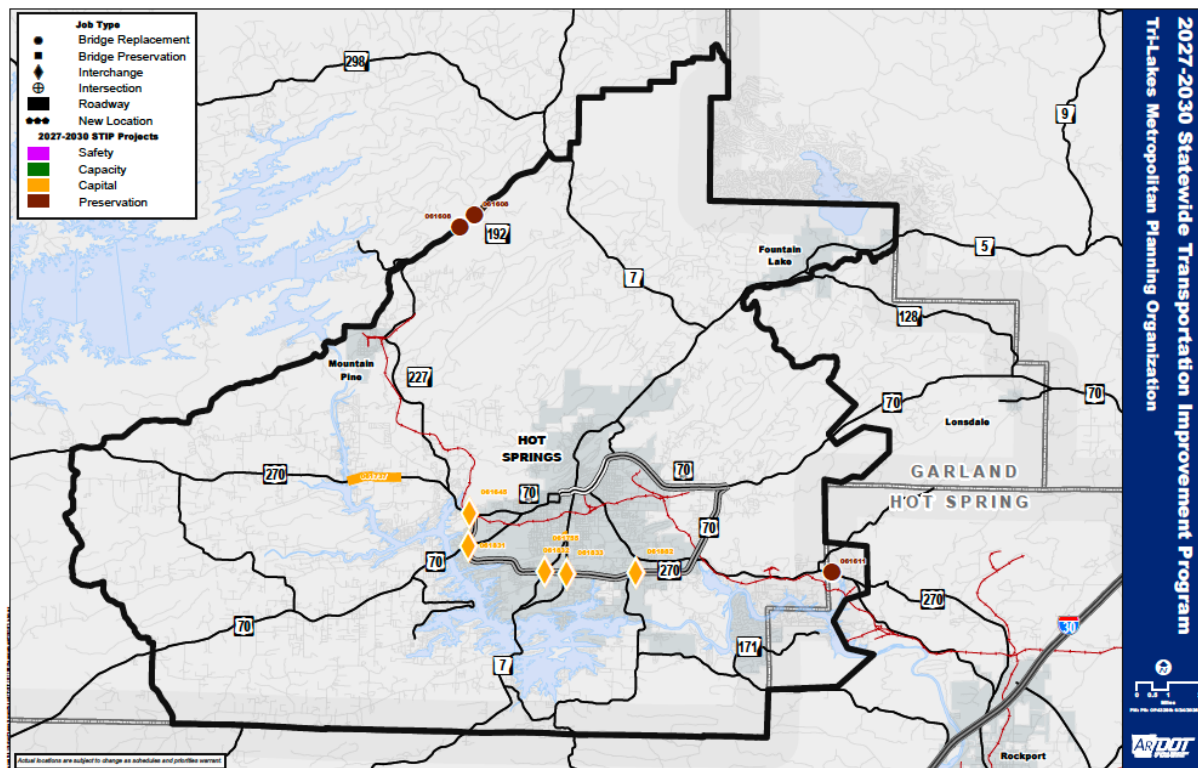


Mural - Downtown Hot Springs - Photo by Emmily Tiampati (2026)

Highways FFY 2027 - 2030 TIP Projects List

Number	Job Number	FFY	County(s)	Route	Termini	Length	Project Type	Type of Work	ESTIMATED COST Funding Breakdown (in thousands)		AGENCY CARRYING OUT THE PROJECT	Performance Measures & Targets	MPA Boundary	MTP 2050 ID	STIP Notes
									Total	State Match					
1	061737	2027	Garland	U.S. 270	Albert Pike Rd from Ouachita River to Fleetwood Dr. (Widening) (S)	1.73	Capital	Major Widening	Total 25,000 Earmark 11,414 State Match 13,586		State	PM1, PM2, PM3	Inside HSATS	Page 89	
2	061608	2028	Garland	AR 192	Strawberry Rd/AR 192 Structures & Approaches (Garland Co.) (S)	0.00	Bridge Replacement	Structures & Approaches	Total 3,360 NHPP 538 BFP 2,150 State Match 672		State	PM1, PM2	Inside HSATS	Page 89	
3	061344	2028	Hot Spring	67	UPRR Str. & Apprs. (Perla) (S)	0.00	Bridge Replacement	Structures & Approaches	Total 7,000 NHPP 1,120 BFP 4,480 State 1,400		State	PM1, PM2	Outside HSATS	N/A	
4	061611	2028	Hot Spring	270	I-30 Strs. & Apprs. (Hwy. 270) (Malvern) (S)	0.00	Capital	Interchange Improvements and Structures & Approaches	Total 77,400 NHPP 61,920 State 15,480		State	PM1, PM2, PM3	Outside HSATS	N/A	
5	061755	2029	Garland	AR 88	Higdon Ferry Rd/AR 88 at Central Ave/AR 7 (Hot Springs) (S)	0.00	Capital	Intersection Improvement	Total 500 Earmark 392 Local Match 108		Local	PM1, PM2, PM3	Inside HSATS	Pages 89, 93	Partnering Project. Department provides \$391,945 of Federal-aid earmark funds. City of Hot Springs handles all phases and remaining project cost.
6	061645	2030	Garland	U.S. 270	MLK Expressway/U.S. 270 Interchange Improvements (Albert Pike Rd.) (Hot Springs) (S)	0.00	Capital	Interchange Improvements	Total 100 NHPP 80 State Match 20		State	PM1, PM2, PM3	Inside HSATS	Page 89, 91	Funding amount shown for project development.
7	061831	2030	Garland	U.S. 270	MLK Expressway/U.S. 270 Interchange Improvements (Airport Rd.) (Hot Springs) (S)	0.00	Capital	Interchange Improvements	Total 36,000 NHPP 28,800 State Match 7,200		State	PM1, PM2, PM3	Inside HSATS	Page 89	
8	061832	2030	Garland	U.S. 270	MLK Expressway/U.S. 270 Interchange Improvements (Higdon Ferry Rd.) (Hot Springs) (S)	0.00	Capital	Interchange Improvements	Total 100 NHPP 80 State Match 20		State	PM1, PM2, PM3	Inside HSATS	Page 89, 90	Funding amount shown for project development.
9	061833	2030	Garland	U.S. 270	MLK Expressway/U.S. 270 Interchange Improvements (Central Ave.) (Hot Springs) (S)	0.00	Capital	Interchange Improvements	Total 100 NHPP 80 State Match 20		State	PM1, PM2, PM3	Inside HSATS	Page 89, 90	Funding amount shown for project development.
10	061882	2030	Garland	U.S. 270	MLK Expressway/U.S. 270 Interchange Improvements (Carpenter Dam Rd.) (Hot Springs) (S)	0.00	Capital	Interchange Improvements	Total 100 NHPP 80 State Match 20		State	PM1, PM2, PM3	Inside HSATS	Page 89, 90	Funding amount shown for project development.

Highways FFY 2027 - 2030 TIP Projects Map



Transit FFY 2027 - 2030 TIP Projects List

Number	Job Number	FFY	County	Municipality	Route	Termini	Length	Project Type	Type of Work	ESTIMATED COST Funding Breakdown (in thousands)		Agency Carrying Out the Project	Performance Measures & Targets	MPA Boundary	MTP 2050 ID	Notes
1	HSIT01	2027	Garland	Hot Springs	N/A	N/A	N/A	Operations	Operating Assistance	Total	1,114	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5307 FTA	557					
										Local Match	557					
2	HSIT02	2027	Garland	Hot Springs	N/A	N/A	N/A	Capital	Capital - Preventive Maintenance	Total	127	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5307 FTA	102					
										Local Match	25					
3	HSIT03	2027	Garland	Hot Springs	N/A	N/A	N/A	Capital	Capital - Paratransit Service	Total	101	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5307 FTA	81					
										Local Match	20					
4	HSIT04	2027	Garland	Hot Springs	N/A	N/A	N/A	Capital	Capital - Rolling Stock/Support Equipment	Total	159	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5339 FTA	135					
										Local Match	24					
5	HSIT05	2027	Garland	Hot Springs	N/A	N/A	N/A	Planning	MPO Consolidated Planning Grant	Total	149	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5305 FTA	119					
										Local Match	30					
6	HSIT06	2027	Garland	Hot Springs	N/A	N/A	N/A	Capital/Operations	Bus Associated Transit Enhancements	Total	13	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5307 FTA	10					
										Local Match	3					
7	HSIT07	2027	Garland	Hot Springs	N/A	N/A	N/A	Capital	Capital - Rolling Stock-Conway Funds	Total	222	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5307 FTA	189					
										Local Match	33					

Number	Job Number	FFY	County	Municipality	Route	Termini	Length	Project Type	Type of Work	ESTIMATED COST Funding Breakdown (in thousands)		Agency Carrying Out the Project	Performance Measures & Targets	MPA Boundary	MTP 2050 ID	Notes
8	HSIT01	2028	Garland	Hot Springs	N/A	N/A	N/A	Operations	Operating Assistance	Total	1,136	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5307 FTA	568					
										Local Match	568					
9	HSIT02	2028	Garland	Hot Springs	N/A	N/A	N/A	Capital	Capital - Preventive Maintenance	Total	130	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5307 FTA	104					
										Local Match	26					
10	HSIT03	2028	Garland	Hot Springs	N/A	N/A	N/A	Capital	Capital - Paratransit Service	Total	103	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5307 FTA	82					
										Local Match	21					
11	HSIT04	2028	Garland	Hot Springs	N/A	N/A	N/A	Capital	Capital - Rolling Stock/Support Equipment	Total	162	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5339 FTA	138					
										Local Match	24					
12	HSIT05	2028	Garland	Hot Springs	N/A	N/A	N/A	Planning	MPO Consolidated Planning Grant	Total	151	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5305 FTA	121					
										Local Match	30					
13	HSIT06	2028	Garland	Hot Springs	N/A	N/A	N/A	Capital/Operations	Bus Associated Transit Enhancements	Total	13	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5307 FTA	10					
										Local Match	3					
14	HSIT07	2028	Garland	Hot Springs	N/A	N/A	N/A	Capital	Capital - Rolling Stock-Conway Funds	Total	227	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5307 FTA	193					
										Local Match	34					

Number	Job Number	FFY	County	Municipality	Route	Termini	Length	Project Type	Type of Work	ESTIMATED COST Funding Breakdown (In thousands)		Agency Carrying Out the Project	Performance Measures & Targets	MPA Boundary	MTP 2050 ID	Notes
15	HSIT01	2029	Garland	Hot Springs	N/A	N/A	N/A	Operations	Operating Assistance	Total	1,159	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5307 FTA	579					
										Local Match	579					
16	HSIT02	2029	Garland	Hot Springs	N/A	N/A	N/A	Capital	Capital - Preventive Maintenance	Total	133	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5307 FTA	106					
										Local Match	27					
17	HSIT03	2029	Garland	Hot Springs	N/A	N/A	N/A	Capital	Capital - Paratransit Service	Total	105	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5307 FTA	84					
										Local Match	21					
18	HSIT04	2029	Garland	Hot Springs	N/A	N/A	N/A	Capital	Capital - Rolling Stock/Support Equipment	Total	165	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5339 FTA	141					
										Local Match	24					
19	HSIT05	2029	Garland	Hot Springs	N/A	N/A	N/A	Planning	MPO Consolidated Planning Grant	Total	153	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5305 FTA	123					
										Local Match	30					
20	HSIT06	2029	Garland	Hot Springs	N/A	N/A	N/A	Capital/Operations	Bus Associated Transit Enhancements	Total	13	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5307 FTA	10					
										Local Match	3					
21	HSIT07	2029	Garland	Hot Springs	N/A	N/A	N/A	Capital	Capital - Rolling Stock-Conway Funds	Total	232	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5307 FTA	197					
										Local Match	35					

Number	Job Number	FFY	County	Municipality	Route	Termini	Length	Project Type	Type of Work	ESTIMATED COST Funding Breakdown (In thousands)		Agency Carrying Out the Project	Performance Measures & Targets	MPA Boundary	MTP 2050 ID	Notes
22	HSIT01	2030	Garland	Hot Springs	N/A	N/A	N/A	Operations	Operating Assistance	Total	1,182	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5307 FTA	591					
										Local Match	591					
23	HSIT02	2030	Garland	Hot Springs	N/A	N/A	N/A	Capital	Capital - Preventive Maintenance	Total	135	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5307 FTA	108					
										Local Match	27					
24	HSIT03	2030	Garland	Hot Springs	N/A	N/A	N/A	Capital	Capital - Paratransit Service	Total	107	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5307 FTA	85					
										Local Match	22					
25	HSIT04	2030	Garland	Hot Springs	N/A	N/A	N/A	Capital	Capital - Rolling Stock/Support Equipment	Total	169	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5339 FTA	144					
										Local Match	25					
26	HSIT05	2030	Garland	Hot Springs	N/A	N/A	N/A	Planning	MPO Consolidated Planning Grant	Total	156	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5305 FTA	126					
										Local Match	30					
27	HSIT06	2030	Garland	Hot Springs	N/A	N/A	N/A	Capital/Operations	Bus Associated Transit Enhancements	Total	13	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5307 FTA	10					
										Local Match	3					
28	HSIT07	2030	Garland	Hot Springs	N/A	N/A	N/A	Capital	Capital - Rolling Stock-Conway Funds	Total	236	Local	PTASP & TAMP	Inside HSATS	Page 67	
										5307 FTA	201					
										Local Match	35					



HSIT Blue Bus - Photo by Emmily Tiampati (2026)

Appendices

TLMPO Voting Members

TAC Voting List

Name			Agency	Title	MPO Role
1	Mr.	Anthony Hunter	Arkansas Department of Transportation	Transportation Planner	TAC Voting Member
2	Mr.	Chris Polychron	Chamber of Commerce	Member	TAC Voting Member
3	Mr.	Cole McCaskill	Hot Springs Metro Partnership	President & CEO	TAC Voting Member
4	Mr.	Dennis Thornton	Hot Spring County	County Judge	TAC Voting Member
5	Mr.	Donald Rowlett	City of Hot Springs	Airport Director	TAC Voting Member
6	Mr.	Gary Carnahan	City of Hot Springs	City Engineer	TAC Voting Member
7	Mr.	James Patton	Hot Springs Village	Board Member	TAC Voting Member
8	Mr.	Jefferey Carr	Garland County	Resident of Garland County	TAC Voting Member
9	Mr.	Jesse Konstanzer	Arkansas Department of Transportation	Resident Engineer	TAC Voting Member
10	Mr.	John Rogers	Garland County	Resident of Garland County	TAC Voting Member
11	Mr.	Karl Lowry	Town of Fountain Lake	Alderman	TAC Voting Member
12	Ms.	Kathy Sellman	City of Hot Springs	Planning Director	TAC Voting Member
13	Mr.	Keith Jones	Hot Springs Intracity Transit	Resident Advisor	TAC Voting Member
14	Mr.	Ron Sievwright	City of Hot Springs	Public Works Director	TAC Voting Member
15	Mr.	Ryan Richardson	Arkansas Midland Railroad (Genesee & Wyoming)	General Manager	TAC Voting Member



Technical Advisory Committee (TAC) Meeting - Photo by Emmily Tiampati (2026)



Policy Board (PB) Meeting - Photo by Emmily Tiampati (2026)

Policy Board Voting List

Name			Agency	Title	MPO Role
1	Mr.	Bruce Caverly	Hot Springs Village	Board Director	Policy Board Voting Member
2	Mr.	Darryl Mahoney	Garland County	County Judge	Policy Board Voting Member
3	Mr.	Dennis Thornton	Hot Spring County	County Judge	Policy Board Voting Member
4	Mr.	Hunter Lake	Arkansas Department of Transportation	Engineer, District 6	Policy Board Voting Member
5	Mr.	Jack Fields	Town of Fountain Lake	Mayor	Policy Board Voting Member
6	Mr.	Jeremy Brown	Garland County	Justice of the Peace	* Policy Board Vice-Chairperson
7	Mr.	Jonathan Arnold	City of Mountain Pine	Mayor	Policy Board Voting Member
8	Ms.	Karen Garcia	City of Hot Springs	Director, District 5	Policy Board Voting Member
9	Mr.	Mike Lipton	Hot Springs Metro Partnership	Transportation Committee Chair	* Policy Board Chairperson
10	Mr.	Pat McCabe	City of Hot Springs	Mayor	Policy Board Voting Member
11	Mr.	Sunny Farmahan	Arkansas Department of Transportation	Local Support Section Head	Policy Board Voting Member



City of Hot Springs (CHS) Complete Streets Meeting - Photo by CHS, Mike Hill (2026)

Performance Measures and Targets

PM1 Targets

HSIP SAFETY PERFORMANCE MEASURE
2026 TARGET

1. Number of Fatalities	694.0
2. Rate of Fatalities (per 100M VMT)	1.854
3. Number of Serious Injuries	2,816.6
4. Rate of Serious Injuries (per 100M VMT)	7.686
5. Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	277.8

PM2 Targets

2024 Mid Performance Period Progress Report		
	Current Condition (2024)	4-year Target (2026)
Percent of Interstate pavements in Good condition	57.8%	45.0%
Percent of Interstate pavements in Poor condition	0.6%	5.0%
Percent of non-Interstate NHS pavements in Good condition	40.5%	35.0%
Percent of non-Interstate NHS pavements in Poor condition	4.6%	6.0%

Table 1 Pavement condition and targets in 2024 Mid Performance Progress Report

2024 Mid Performance Period Progress Report		
	Current Condition (2024)	4-year Target (2026)
Percent of NHS bridges by deck area in Good condition	43.4%	40.0%
Percent of NHS bridges by deck area in Poor condition	3.1%	8.0%

Table 2 Bridge condition and targets in 2024 Mid Performance Period Progress Report

Source: https://media.ark.org/ardot/2027-2030_STIP_Draft_General_Electronic.pdf

2024 Mid Performance Period Progress Report		
	Current Condition (2024)	4-year Target (2026)
Percent of person-miles traveled on the Interstate that are reliable	97.6%	93%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	96.2%	92%
Truck travel time reliability on the Interstate System	1.18	1.35

Table 3 System reliability and freight condition and targets in 2024 Mid Performance Period Progress Report

Source: https://media.ark.org/ardot/2027-2030_STIP_Draft_General_Electronic.pdf

Transit Targets

Transit Asset Management (TAM) Plan Targets

Asset Category		Current	FY2022	FY2023	FY2024	FY2025	FY2026
Revenue Vehicles							
Age - % of revenue vehicles within a particular asset class that have exceeded their age ULB	BU - Bus	0%	50%	50%	25%	25%	25%
	CU - Cutaway Bus	16.7%	0%	20%	20%	20%	20%
Mileage - % of revenue vehicles within a particular asset class that have exceeded their mileage ULB	BU - Bus	0%	25%	25%	0%	0%	25%
	CU - Cutaway Bus	16.7%	0%	20%	20%	20%	20%
Cumulative Condition Score - % of revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale	BU - Bus	0%	20%	20%	20%	20%	20%
	CU - Cutaway Bus	0%	20%	20%	20%	20%	20%
Equipment							
Cumulative Condition Score - % of non-revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale	Non-Revenue/ Service Vehicle	0%	20%	20%	20%	20%	20%
Facilities							
Condition Score - % of Facilities that score below 2.0 on the TERM Scale	Administration	0%	20%	20%	20%	20%	20%
	Maintenance	0%	20%	20%	20%	20%	20%
	Passenger Facilities	0%	20%	20%	20%	20%	20%



Narrative Report Form A 90

April 20, 2026

Hot Springs Intracity Transit

NTD ID 60105

This Narrative Report provides a description of changes in the condition of the transit system from the previous year and describes the progress made during the year to meet the targets previously set for that year.

We acquired one revenue vehicle in 2025, a paratransit high-roof van. We have 3 coaches used in fixed route that are at or beyond useful life. We continued with the engine and transmission replacements with rebuilt components, and may do another in 2026. These actions are being done to extend useful life of heavy duty coaches and cutaways.

No buses will be purchased in 2026 so the Percent at or beyond useful life will remain at 80%

No cutaways will be purchased in 2026 so the Percent at or beyond useful life will remain at 20

The Passenger Depot and administrative offices are in a historic train station depot and remain in good condition.

Contact:

Keith Jones, Resident Manager
501 651 7704
kjones@hotspringsar.gov

Public Transportation Agency Safety Plan (PTASP) Targets

Table 5: Baseline 2019 Safety Performance Measures

Mode	Fatalities	Rate of Fatalities*	Injuries	Rate of Injuries*	Safety Events	Rate of Safety Events*	Mean Distance Between Major Mechanical Failure
Fixed Route (Bus)	0	0	1.5	0.0000075	0	0	20,000
Demand Response	0	0	0	0	0	0	27,000

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

While safety has always been a major component of the Hot Springs Intracity Transit operation, the adoption of this ASP will result in changes across all aspects of the organization. The SPTs set in Table 6 and Table 7 reflect an 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 three-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 three years.

Table 6: Fixed Route (Bus) Safety Performance Targets

Mode	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	1.5	1.5
Rate of Injuries*	0.0000075	0.0000075
Safety Events	0	0
Rate of Safety Events*	0	0
Mean Distance Between Major Mechanical Failure	20,000	20,000

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

Table 7: Demand Response Safety Performance Targets

Mode	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	27,000	27,000
Other	N/A	N/A

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

Public Notices

The Tri-Lakes Metropolitan Transportation Planning Organization would like to invite the public to review and comment on the draft Federal Fiscal Year 2027 to 2030 Transportation Improvement Program (TIP). A TIP is a document that programs pedestrian, bicycle, transit, highway and other transportation projects that we plan to implement in our area in coordination with our cities, counties, state, federal, and other planning partners. The comment period will be open from July 1st to July 21st, 2026. Submit comments to the MPO Coordinator via email at etiampati@wcapdd.org or mail to P.O. Box 6409, Hot Springs, AR 71902. Copies of the draft TIP can also be found at the MPO Office on 1000 Central Ave, Hot Springs, AR 71901. For more information, please visit the MPO website at wcapdd.org.

The public is invited to attend the Tri-Lakes Metropolitan Transportation Planning Organization Technical Advisory Committee meeting on August 4, 2026 at 10:00 am at 1000 Central Ave, Hot Springs, AR 71901. Key agenda items will include the Federal Fiscal Year 2027 to 2030 Transportation Improvement Program (TIP) Draft. A TIP is a document that programs pedestrian, bicycle, transit, highway and other transportation projects that we plan to implement in our area in coordination with our cities, counties, state, federal, and other planning partners. The public comment period will close on July 21st, 2026. Submit comments to the MPO Coordinator via email at etiampati@wcapdd.org or mail to P.O. Box 6409, Hot Springs, AR 71902. Copies of the draft TIP can also be found at the MPO Office on 1000 Central Ave, Hot Springs, AR 71901. For more information, please visit the MPO website at wcapdd.org.

The public is invited to attend the Tri-Lakes Metropolitan Transportation Planning Organization (MPO) Policy Board meeting on August 20, 2026 at 10:00 am at the West Central Arkansas Planning and Development District (WCAPDD) office on 1000 Central Ave, Hot Springs, AR 71901. Key agenda items will include the Federal Fiscal Year 2027 to 2030 Transportation Improvement Program (TIP) Draft. A TIP is a document that programs pedestrian, bicycle, transit, highway and other transportation projects that we plan to implement in our area in coordination with our cities, counties, state, federal, and other planning partners. Copies of the draft TIP can be found at the WCAPDD office. For more information, please visit the MPO website at wcapdd.org.

Self-Certification

For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:⁸⁰

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. 12101 et 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.

Approve:

Attest:

Mr. Mike Lipton, TLMPO Chairman

Mr. Dwayne Pratt, TLMPO Executive Director

Date:_____

Date:_____

Attest:

Mr. David Siskowski, ARDOT
Local Programs Division Head

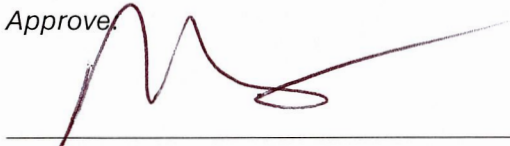
Date:_____

⁸⁰ 23 CFR § 450.336 Self-certifications and Federal certifications.

For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:¹

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. 12101 et 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.

Approve:



Mr. Mike Lipton, TLMPO Chairman

Attest:



Mr. Dwayne Pratt, TLMPO Executive Director

Date:

Aug 20, 2026

Date:

08/20/2026

Attest:

Mr. David Siskowski, ARDOT
Local Programs Division Head

Date:

8/28/2026

¹ 23 CFR § 450.336 Self-certifications and Federal certifications.

Resolution: 2026 - 04

Transportation Improvement Program (TIP)

Federal Fiscal Year (FFY) 2027 - 2030

WHEREAS, the Tri-Lakes Metropolitan Planning Organization (MPO) is the designated MPO for the Hot Springs Area Transportation Study (HSATS); and

WHEREAS, according to 23 CFR §450.326, Development and content of the Transportation Improvement Program (TIP), the MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area; and

WHEREAS, the TIP shall reflect the investment priorities established in the current Metropolitan Transportation Plan (MTP) and shall cover a period of no less than 4 years, be updated at least every 4 years, and be approved by the MPO and the Governor (or his/her designee); and

WHEREAS, the TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under 23 CFR § 450.306(d); and

WHEREAS, the MPO may revise the TIP at any time, but the cycle for updating the TIP must be compatible with the Statewide Transportation Improvement Program (STIP) development and approval process under procedures agreed to by the cooperating parties consistent with the procedures established in Federal regulations for TIP development and approval; and

WHEREAS, concurrent with the submittal of the entire proposed TIP to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with applicable Federal requirements; and

WHEREAS, the TIP expires when the FHWA and FTA approval of the STIP expires; and

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

NOW THEREFORE, BE IT RESOLVED THAT, on this **20th** day of **August 2026**, the Policy Board of the Tri-Lakes MPO hereby adopts the **FFY 2027 - 2030 TIP**.

Approve:

Attest:

Mr. Mike Lipton

Ms. Emmily Tiampati

TLMPO Policy Board Chairman

TLMPO Coordinator

Date:_____

Date:_____

Resolution: 2026 - 04
Transportation Improvement Program (TIP)
Federal Fiscal Year (FFY) 2027 - 2030

WHEREAS, the Tri-Lakes Metropolitan Planning Organization (MPO) is the designated MPO for the Hot Springs Area Transportation Study (HSATS); and

WHEREAS, according to 23 CFR §450.326, Development and content of the Transportation Improvement Program (TIP), the MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area; and

WHEREAS, the TIP shall reflect the investment priorities established in the current Metropolitan Transportation Plan (MTP) and shall cover a period of no less than 4 years, be updated at least every 4 years, and be approved by the MPO and the Governor (or his/her designee); and

WHEREAS, the TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under 23 CFR § 450.306(d); and

WHEREAS, the MPO may revise the TIP at any time, but the cycle for updating the TIP must be compatible with the Statewide Transportation Improvement Program (STIP) development and approval process under procedures agreed to by the cooperating parties consistent with the procedures established in Federal regulations for TIP development and approval; and

WHEREAS, concurrent with the submittal of the entire proposed TIP to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with applicable Federal requirements; and

WHEREAS, the TIP expires when the FHWA and FTA approval of the STIP expires; and

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

WHEREAS, the Policy Board requests that ARDOT considers moving the Higdon Ferry Rd & Airport Rd interchange projects up in priority to potentially provide funding for these interchange projects as soon as possible due to public safety issues that are currently present at these locations; and

WHEREAS, on the 20th day of **August 2026**, the Policy Board of the Tri-Lakes MPO adopted the **FFY 2027 - 2030 TIP** as presented to the Policy Board.

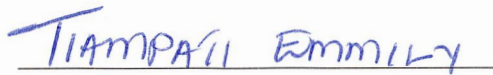
Approve:



Mr. Mike Lipton

TLMPO Policy Board Chairman

Attest:



Ms. Emily Tiampati

TLMPO Coordinator

Date:

9-1-26

Date:

September 1, 2026

Revisions

Revisions - Place Holder.