

STIP
STATEWIDE
TRANSPORTATION
IMPROVEMENT
PROGRAM

FEDERAL FISCAL YEARS
2025-2028

Cooking Up A STIP!
A Recipe for Success

AR DOT
ARKANSAS DEPARTMENT
OF TRANSPORTATION

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Presented by:
Arkansas State Highway Commission
In compliance with Title 23 U.S.C. § 135
February 1, 2024

What is a STIP?

The Menu

Statewide Transportation Improvement Program

- A STIP is a federally required, fiscally balanced document containing a state's upcoming transportation improvement projects over the next four fiscal years.
- The STIP is developed in coordination with the Arkansas Highway Commission, the ten ARDOT Districts, the state's eight MPOs (Metropolitan Planning Organization), local and tribal governments, and input from public citizens.



- The STIP identifies transportation projects the state plans to construct over the next 4 years
- Each STIP must be updated at least every 4 years – ARDOT updates its STIP every 2 years

What is a STIP?

The Menu

The ARDOT STIP contains:

- Financial Summary Report
- Table of Projects
- Maps by District



2025-2028 STIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
100879	Craighead	49	Hwy. 49/Parker Rd. Inters. Impvts. (Jonesboro) (S)	-	Intersection Improvements	3,200 - TOTAL 2,560 - NHPP 640 - State	State	2025	JATS

Partnering project. City's consultant will design project and those costs will count towards the overall partnering commitment.

The ARDOT STIP contains:

- A financial summary table by fiscal year detailing the amount of allocated funds (revisit later)
- Lists of projects showing the job number, count, route, job limits, the type of work, funding breakdown, and MPO location
- Maps of all 10 ARDOT districts showing the projects in each district

Ingredients

What is a STIP made of?



- Requested Projects
 - Capital & Capacity, Bridge Replacement, Safety Improvements, System Preservation
 - Stakeholder Input – Public Citizens, ARDOT Districts, MPOs, Elected Officials

Requested Projects:

Shortly after a STIP is adopted, ARDOT begins project solicitation for the next STIP. These projects can be identified through letters, emails, phone calls, planning or safety studies, or pavement/bridge data evaluation. We request and compile projects from various stakeholders, noting priorities and cost estimates. After the requested projects are compiled, Program Management then visits with each ARDOT District to hear their perspectives on specific requests

Project requests fall into 4 categories:

- Capital & Capacity – widening, interchange projects
- Bridge replacements
- Safety Improvements – intersection improvements, cable median barriers
- System preservation – pavement improvements and bridge preservation

Ingredients

What is a STIP made of?

- Performance Measures
- Long Range Plans
 - Statewide Long Range Intermodal Transportation Plan
 - MPO Transportation Improvement Plans



Performance Measures

The STIP must include notes on the how the included projects will help achieve various performance metrics such as:

- Safety – reducing serious injuries and fatalities
- Infrastructure condition – a state of good repair
- System reliability – travel time reliability

Long Range Plans

A long range plan is a 20-year planning horizon vision document that reflects prioritized transportation goals. These plans also include financial components that show how plans can be implemented.

A STIP must also be consistent with the statewide long range plan and MPO plans where applicable

Recipe

S.P.I.C.E. it Up!


Projects in a STIP must have S.P.I.C.E.:

- **S**upport economic vitality and increase safety and security for all users
- **P**rotect and enhance the environment
- **I**mprove accessibility and mobility for people and freight
- **C**onsider and support all modes of transportation across all areas of the state
- **E**nhance system resiliency and reliability



There is a lengthy list of federal regulations regarding the makeup of a STIP, but as far as the projects are concerned, they must have SPICE.

There are 100 different ways to cook the same dish. Each state has different needs so each STIP will differ from each other, but the projects will all have similar requirements.



Preparation

- Funding Sources
 - Federal Funds
 - Formula Funds
 - Discretionary Grant Funds
 - State Funds

Funding Sources

There are 2 main components to ARDOT's annual funding, Federal and State funds.

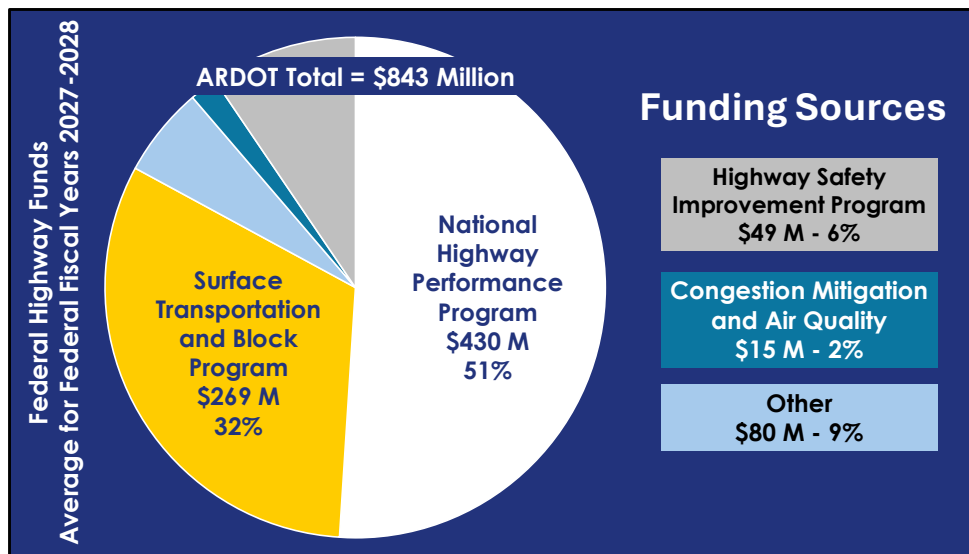
In general, for every dollar expended on a federally funded project, ARDOT is reimbursed 80% with federal funds. There are 2 main federal funding categories: Formula funds and Discretionary Grant Funds.

Formula funds are guaranteed each year and based on a formula that includes factors like population, highway mileage, and bridge and safety data. ARDOT receives 1.3% of the national total annually.

Discretionary funds are different - they are not guaranteed and are competitive. Entities such as states, cities, and MPOs submit applications to USDOT for funding for specific projects and USDOT selects who receives the grants.

State funding totaling \$1.3B each year is generated by motor fuel taxes, vehicle registration fees, ½ cent sales tax, natural gas tax, and casino revenue. ARDOT

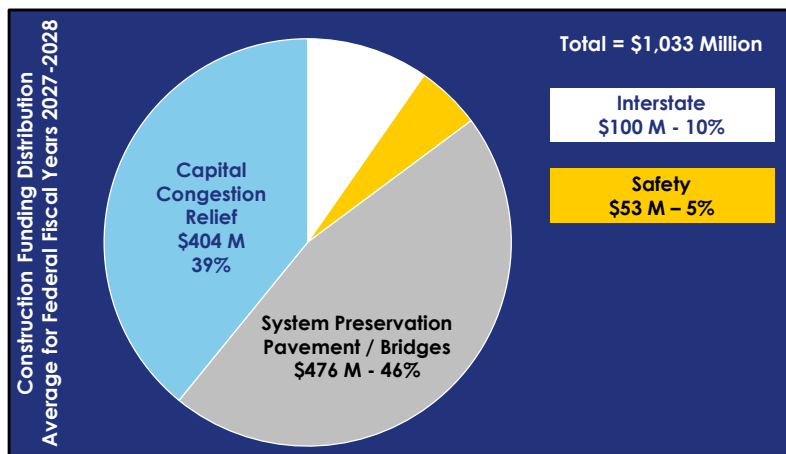
does not receive the total amount. Cities, counties, and other agencies are allocated about \$375M annually, leaving \$946M remaining.



ARDOT receives about \$843 million in federal funding each year. These funds go to different federal programs for specific purposes such as safety, congestion mitigation, and bridge work.

There are numerous federal funding categories used in the STIP, the most notable being:

- National Hwy Performance Program (NHPP) – used for improvements only on the National Highway System (NHS)
- Surface Transp. Block Grant Program (STBGP) – flexible spending for improvements for roads on and off NHS
- Hwy Safety Improvement Program (HSIP) – for projects that reduce traffic fatalities or serious injuries
- Congestion Mitigation and Air Quality (CMAQ) Program – funds projects to improve air quality and reduce congestion
- Bridge Formula Program (BFP) – specifically for improving bridges in poor or fair condition
- National Highway Freight Program (NHFP) – used for projects to improve the efficiency of freight on the national highway freight network



Between State and Federal Funds, ARDOT totals about \$1.8B each year in funding. However, after reallocating for things like non-ARDOT projects, non-construction projects, and operating budget, ARDOT is left with just over \$1B for highway construction.

This chart breaks down that \$1B that is available for construction.

The Commission has set the policy on how those highway funds will be distributed to projects. This is one of the Commission's main functions.

Under the Department's current construction program the following amounts are allocated each year:

\$404 million (39%) has been allocated to Capital and Congestion Relief projects, which are projects that improve traffic mobility and relieve congestion.

\$476 million (46%) has been set aside for System Preservation projects, which focus on repairing the existing system – roads and bridges.

\$100 million (10%) for Interstate maintenance projects,

Last, \$53 million (5%) is set aside Safety projects, which can include the installation of rumble strips, cable median barriers, and raised pavement markers – things that will improve roadway safety.



Preparation

- Project Evaluation
- Project Prioritization
 - Safety
 - Infrastructure Condition
 - Mobility
 - Economic Competitiveness
 - Performance Measures



Project Evaluation

Project requests fall into 4 categories:

- Capital & Capacity – widening, interchange projects
- Bridge replacements
- Safety Improvements – intersection improvements, cable median barriers
- System preservation – pavement improvements and bridge preservation

Data from around the Department is also used to evaluate the condition of our roads and bridges to help with project evaluation. This includes data collected by bridge inspectors, pavement technicians, and our Traffic Safety staff.

The Dept then prioritizes each type of project based on safety, infrastructure condition, mobility, economic competitiveness, and performance measures. These projects are ranked using a software package called Decision Lens. After the software provides an initial ranking, Program Management visits with each ARDOT district to review and offer comments and recommendations based on their knowledge of the area.

The projects are then prioritized with the funding available and a draft project list is created.



The list is then submitted to the Commission for their review and input.

Upon approval of the Commission, the draft STIP is then sent out via advertisements and newspapers requesting public comments for 30 days.

Comments are then received and the draft STIP is then modified accordingly or a response is provided to the commenter on why their revision cannot be addressed at this time. A summary of comments is prepared and sent to the Commission for review as well.

Once all final comments have been addressed, the STIP is submitted to FHWA and FTA for approval.




Upon receiving all the necessary approvals, the STIP is then adopted and released to the public.

The current STIP for 2025-2028 includes 743 projects that will improve over 4,500 miles and 212 bridges for a total of \$5 B over the next 4 years.

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Time to Eat!
Thank you



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