

Transportation Improvement Plan Federal Fiscal Years 2021-2024

***SOUTHEAST ARKANSAS REGIONAL PLANNING COMMISSION
(SEARPC)***

Prepared by Southeast Arkansas Regional Planning Commission in cooperation with the Arkansas Department of Transportation, Federal Highway Administration and Federal Transit Administration

March 2021

**PINE BLUFF AREA TRANSPORTATION STUDY
JEFFERSON COUNTY – PINE BLUFF – WHITE HALL**

**TRANSPORTATION
IMPROVEMENT
PROGRAM**

FISCAL YEARS 2021 - 2024

Prepared by:

Southeast Arkansas Regional Planning Commission

In cooperation with:

**Arkansas Department of Transportation
Cities of Pine Bluff and White Hall
Jefferson County
Federal Highway Administration
Federal Transit Administration**

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**PINE BLUFF AREA TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM
FY 2021 - 2024**

TIP PURPOSE

The Southeast Arkansas Regional Planning Commission (SARPC) serves as the designated Metropolitan Planning Organization (MPO) and is responsible for the transportation planning activities in Pine Bluff, White Hall, and a portion of Jefferson County in Arkansas. The Metropolitan Planning Area (MPA) includes within the geographic area that portion of Jefferson County designated by the 2010 Census as the Pine Bluff Urbanized Area.

The FFY 2021 – 2024 Transportation Improvement Program (TIP) has been developed as a part of the 3C (continuing, cooperative, and comprehensive) planning program as established under planning regulations of the U.S. Department of Transportation. The FFY 2021 – 2024 TIP includes all transportation improvements planned or programmed within the MPA that will utilize Federal funding for all or part of their implementation costs. The purpose of the TIP is for it to be used as a program management tool to coordinate the Metropolitan Transportation Plan and ensure that the projects that are the recipient of these Federal funds agree with the 2045 PBATS Metropolitan Transportation Plan adopted on September 29, 2020.

The projects that are listed in the FFY 2021 – 2024 TIP have been selected by and coordinated with local governments within the MPA and with ArDOT. They have been reviewed for consistency with the 2045 MTP, responsiveness to local and regional needs, and for the availability of Federal funds and non-Federal matching funds. This Federal and non-matching Federal matching fund fiscal constraint is a primary component of the TIP.

The fiscal constraint component means that there is a reasonable expectation of Federal funds being available for the projects listed in the five-year TIP period.

TIP Required Information

- A list of projects and strategies including investments in pedestrian and bicycle transportation facilities, as well as roadways and transit.
- A financial plan.
- A “visual” component that helps the reader to better understand the nature of the project.
- Compliance with all the requirements of the Fixing America’s Surface Transportation (FAST) Act.

Metropolitan Planning Organizations (MPO)

With respect to urban areas greater than 50,000 in population, projects listed in the Transportation Improvement Programs (TIPs) that have been developed by the various MPOs are hereby included as part of the overall Federal-Aid Highway Program and Federal-Aid Transit Program. For additional information on projects located within a MPO area, please contact the appropriate MPO.

CARTS	Central Arkansas Regional Transportation Study (Pulaski, Saline, Faulkner, & Lonoke Counties) Metroplan Casey Covington, Study Director 501 West Markham, Suite B Little Rock, AR 72201 Telephone: 501-372-3300 Email: CCovington@metroplan.org
Frontier	Frontier Transportation Study (Crawford & Sebastian Counties in Arkansas) (Le Flore & Sequoyah Counties in Oklahoma) Frontier Metropolitan Planning Organization Ms. Reese Brewer, Study Director 1109 South 16 th Street Fort Smith, AR 72901 Telephone: 479-785-2651 Email: RBrewer@wapdd.org
HSATS	Hot Springs Area Transportation Study (Garland & Hot Springs Counties) Tr-Lakes Metropolitan Planning Organization Derrick Harris, MPO Study Director 1000 Central Avenue Hot Springs, AR 71902 Telephone: 501-525-7577 Email: dharris@wcpdd.org
JATS	Jonesboro Area Transportation Study (Craighead County) Northeast Arkansas Regional Transportation Planning Commission Ms. Cecelie Cochran, MPO Director 300 South Church Street Jonesboro, AR 72401 Telephone: 870-933-4623 Email: CCochran@jonesboro.org

- NARTS** **Northwest Arkansas Regional Transportation Study**
(Washington & Benton Counties in Arkansas)
(McDonald County in Missouri)

Northwest Arkansas Regional Planning Commission
Mr. Jeff Hawkins, Executive Director
Tim Conklin, MPO Study Director
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- PBATS** **Pine Bluff Area Transportation Study**
(Jefferson County)

Southeast Arkansas Regional Planning Commission
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Pine Bluff, AR 71601
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Email: larryreynolds@cablelynx.com
- TUTS** **Texarkana Urban Transportation Study**
(Miller County in Arkansas)
(Bowie County in Texas)

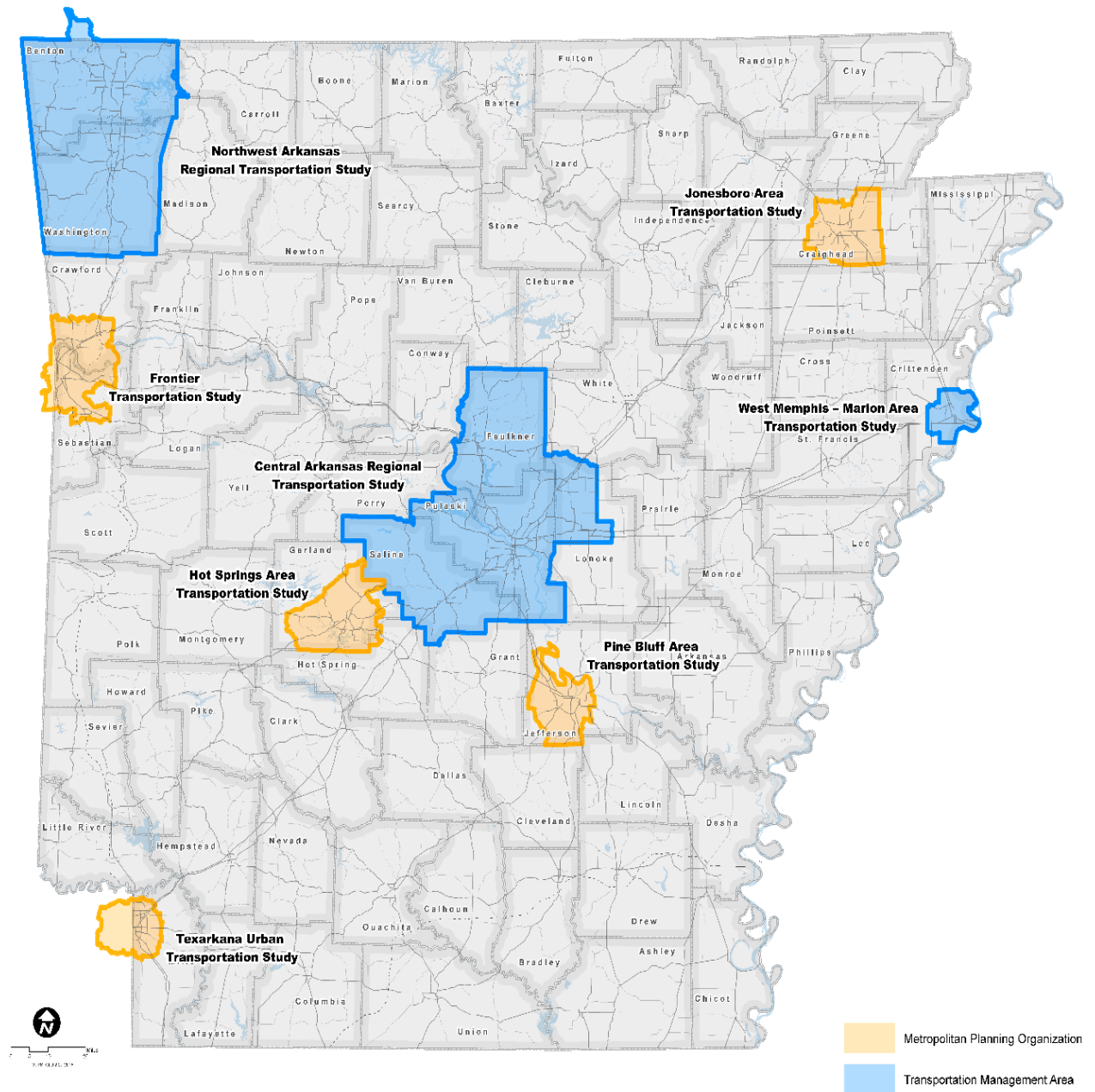
Texarkana Metropolitan Planning Organization
Ms. Rea Donna Jones, Study Director
220 Texas Blvd.
Texarkana, TX 75501
Telephone: 903-798-3927
Email: ReaDonna.Jones@txkusa.org
- WMATS** **West Memphis – Marion Area Transportation Study**
(Crittenden County)

West Memphis Metropolitan Planning Organization
Ms. Amanda Hicks, MPO Director
796 West Broadway
West Memphis, AR 72301
Telephone: 870-735-8148
Email: ahicks@westmemphisar.gov

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Transportation Management Areas And Metropolitan Planning Organizations



GLOSSARY OF TERMS, ABBREVIATIONS AND ACRONYMS

4-R	Resurfacing, Restoration, Rehabilitation, and Reconstruction
AC	Advance Construction – one of several Federal-aid fund management tools designed to provide states with greater flexibility in managing Federal-aid highway funds. The primary benefit of AC is that it allows states to accelerate transportation projects using non-federal funds while maintaining eligibility to be reimbursed with Federal-aid funds at a later date.
ArDOT	Arkansas Department of Transportation
Bond	Bond Proceeds
BR	Bridge
Bs. & Surf.	Base and Surfacing – including, but not limited to, asphalt, and curb, and gutter.
CAP	Connecting Arkansas Program – In 2012, through a voter-approved constitutional amendment, the people of Arkansas passed a 10-year, half-cent sales tax to improve the State’s transportation system, including projects that widen and improve approximately 200 miles of highways and interstates.
Capacity Improvements	Widening of existing facilities or construction of new facilities to increase capacity.
CARTS	Central Arkansas Regional Transportation Study – the Metropolitan Planning for the urbanized area in Pulaski, Saline, Faulkner, and a portion of Lonoke Counties. (See also Metroplan.)
CENG	Construction Engineering and Inspection
CMAQ	See Information on Federal Funding.
CMAQ AQ	See Information on Federal Funding.
CMAQ Flex	See Information on Federal Funding.
CR	County Road
CS	City Street
DBE	See Information on Federal Funding.
Diamond Grinding	A pavement preservation technique that corrects a variety of surface imperfections on both concrete and asphalt pavements providing a significant improvement in the smoothness of a pavement.
Earmark	Federal funds that are designated for a particular purpose.
EFLHD	Eastern Federal Lands Highway Division of the Federal Highway Administration – division of the USDOT that promotes administration of federal public roads and bridges, protects, and enhances natural resources and provides transportation access for Native Americans
Eng.	Engineering
Env.	Environmental

GLOSSARY OF TERMS, ABBREVIATIONS AND ACRONYMS (continued)

FAST ACT	Fixing America's Surface Transportation Act – this act funds the Federal Highway Program from Federal Fiscal Years (FFY) 2016-2020.
Federal Lands	Lands owned or administered by the Federal government. Examples are: National parks, national wildlife refuges, military reservations, federal prisons, and public domain land.
Ferry Boat	See Information on Federal Funding.
FFY	Federal Fiscal Year – a pre-defined 12-month period from October 1 to September 30.
FHWA	Federal Highway Administration – an agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the Nation's Transportation system.
FLAP	See Information on Federal Funding.
Frontier	Frontier Transportation Study – the Metropolitan Transportation Planning Organization (MPO) for the Urbanized area in Crawford and Sebastian Counties. (See also MPO.)
FTA	Federal Transit Administration – an agency within the USDOT that provides financial and technical assistance to local public transit systems.
FTA-5304	Federal funding for transit system statewide planning and programming.
FTA-5305	Federal funding for transit system planning projects.
FTA-5307	Urbanized area formula grants – provides competitive Federal funding to public transit systems in urbanized areas.
FTA-5310	Federal funding for enhanced mobility of seniors and individuals with disabilities.
FTA-5311	Federal formula grant funds for transit in rural areas / populations < 50,000.
FTA-5329	Federal funds for transit safety and oversight programs.
FTA-5337	State of good repair grants – federally funded capital assistance for maintenance, replacement, and rehabilitation of motorbus systems. Additionally, can be used for Transit Asset Management plans.
FTA-5339	Federal Bus and Bus Facilities Grants Program – must be “low” or “no” emission transit or equipment.
GARVEE Bonds	Grant Anticipation Revenue Vehicles (GARVEE Bonds) – a tool used by many states to finance highway projects, secured by the Federal Highway Trust Fund, to enable the acceleration of construction timelines and spread the cost of a transportation facility over its useful life.
Gr. Strs.	Grading and structures – includes dirt work and bridge building.
HSATS	Hot Springs Area Transportation Study – the Metropolitan Planning Organization (MPO) for the urbanized area in Garland County. (See also MPO.)
HIP	Highway Infrastructure Program. See information on Federal Funding.
HIP>200K	Highway Infrastructure Program. See information on Federal Funding.

GLOSSARY OF TERMS, ABBREVIATIONS AND ACRONYMS (continued)

HSIP	See Information on Federal Funding.
Improve Air Quality	Improve air quality in nonattainment areas.
Intchg. Impts.	Interchange Improvements – improvements to the junction between two or more Roadways, typically including a grade separation and ramps.
Inters. Impvts.	Intersection improvements – improvements to the junction between two or more Roadways that meet at grade.
IRP	Interstate Rehabilitation Program – Approved by a special election (November 2011) – allowed the Highway Commission to issue up to \$575 million in GARVEE Bonds to help finance repairs and improvements to Interstates.
JATS	Jonesboro Area Transportation Study – The Metropolitan Planning Organization (MPO) for the urbanized area in Craighead County. (See also MPO.)
JETS	Jonesboro Economical Transit System – provides public transportation for the City of Jonesboro
Local	Local funds / City or County
LRMTP or MTP	Long-Range Metropolitan Transportation Plan – a long range planning horizon of 20-25 years that provides a vision for how to invest in and improve the regional transportation infrastructure.
Major Widening	Widening of an existing roadway to improve capacity or enhance safety.
MATA	Memphis Area Transit Authority – public transportation provider for Memphis, TN
Metroplan	Metroplan is the federally designated Metropolitan Planning Organization (MPO) for central Arkansas. (See also CARTS and MPO.)
Metropolitan Planning Organization	A federally mandated and funded transportation policy making organization that is made up of representatives from local governments and government transportation authorities.
Miscellaneous	Any number of improvements.
MODOT	Missouri Department of Transportation.
MPO	See Metropolitan Planning Organizations.
NARTS	Northwest Arkansas Regional Transportation Study. The Metropolitan Planning Organization (MPO) for all of Washington and Benton Counties. (See also MPO.)
NEPA	National Environmental Policy Act – a federal law that requires agencies that administer federally funded projects to assess environmental effects to their proposed actions prior to constructing highways, roadways, or projects in public land.
New Location	Construction of a roadway on a location not previously developed for vehicular transportation.
NHFP	See information on Federal Funding.
NHPP	See information on Federal Funding.

GLOSSARY OF TERMS, ABBREVIATIONS AND ACRONYMS (continued)

NHS	National Highway System – includes the Interstate Highway System and other roads important to the nation’s economy, defense, and mobility.
Noise Abatement	Improvements to reduce noise pollution to a specific area.
Off System Bridge	See information on Federal Funding.
OJT	See information on Federal Funding.
Operational Improvements	Improves traffic operations on existing roadways.
P.E. or PE	Preliminary Engineering – Includes surveys, environmental analysis, and design.
Partnering Project	A project that has a partnering arrangement between ArDOT and local governments and other state agencies that results in project acceleration.
Passing Lane(s)	Construction of an additional lane or lanes intended for passing on a two-lane roadway.
PBATS	Pine Bluff Area Transportation Study – The Metropolitan Planning Organization (MPO) for the urbanized area in Jefferson County. (See also MPO.)
Planning	Determination of existing and future needs.
Project Development	Combination of preliminary engineering, environmental analysis, design, right-of-way acquisition, and utility relocation activities.
Pvmt.	Pavement
Rail Hwy.	See information on Federal Funding.
Reconstruction	Rebuilding of an existing roadway.
Rehabilitation	Pavement restoration, patching, heat scarifying, etc., of an existing roadway.
ROW Acquisition	Right of Way – acquirement of real property to make way for the construction of a highway project. Real property is a term that is used to describe land, easements, air or access rights, or the rights to control the use of land, such as leases.
RR	Railroad
RR Grade Separation	Construction of a bridge over or under a railroad track(s) at an at-grade crossing.
RTP	See information on Federal Funding.
Safety & Traf. Eng.	Various improvements to enhance safety and/or improve traffic flow.
Sealing	Application of an asphalt seal coat to an existing roadway.
Sel. Secs.	Selected Sections.
SHSP	Strategic Highway Safety Plan – a Federally required statewide-coordinated safety plan for reducing highway fatalities and serious injuries on all public roads.
State	State funds.

GLOSSARY OF TERMS, ABBREVIATIONS AND ACRONYMS (continued)

State Local	State funds, Local funds, or a combination of the two.
STBGP	See information on Federal Funding.
STBGP >200K	See information on Federal Funding.
STIP	Statewide Transportation Improvement Program – a Federally required, financially constrained, four-year or more, list of upcoming statewide transportation projects that identifies the schedule and the funding by Federal Fiscal Year.
Str. & Apprs.	Structures and Approaches – including but not limited to, bridge replacement, grade separation, etc.
System Preservation	Various projects to preserve, rehabilitate, or reconstruct an existing roadway.
TAP	See information on Federal Funding.
TAP >200K	Surface Transportation Block Grant Program / Transportation Alternative funds set aside for area greater than 200,000 population. See information on Federal Funding.
TIP	Transportation Improvement Program – a Federally required, financially constrained, four-year or more, list of upcoming transportation projects that identifies the schedule and the funding by Federal Fiscal Year in a Metropolitan Planning Organization area.
TMA	Transportation Management Area – an area designated by the Secretary of Transportation having an urbanized area population of over 200,000 or upon special request from the Governor and the MPO designated for the area.
Transit	Projects that provide operation assistance or capital assistance such as improving or expanding local public transit systems, including buses, subways, light rail, commuter rail, or trolleys.
TUTS	Texarkana Urban Transportation Study – The Metropolitan Planning Organization (MPO) for the urbanized area in Miller County. (See also MPO.)
U of A	University of Arkansas
Utility	Adjustment and/or relocation of utilities.
Widening	Widening an existing roadway – one or more lanes.
WMATS	West Memphis-Marion Area Transportation Study – the Metropolitan Planning Organization (MPO) for the urbanized area in Crittenden County. (See also MPO.)

INFORMATION ON FEDERAL FUNDING

Federal funding for projects includes:

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

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

NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)

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

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

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)

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

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

- Set-asides
Transportation Alternatives and Recreational Trails Projects (TAP or RTP), which provides funding for a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. Bridges not on Federal-aid highways (Off System Bridge)

- Sub-allocation

A percentage of a State's STBG apportionment (after set-asides) is to be obligated in the following areas in proportion to their relative shares of the State's population:

- ✓ Urbanized areas with populations greater than 200,000 (STBGP>200K)
- ✓ Areas with populations greater than 5,000 but not more than 200,000 (STBGP)
- ✓ Areas with populations of 5,000 or less (STBGP)

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

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

- Set-asides

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

HIGHWAY INFRASTRUCTURE (HIP)

The HIP funds are eligible for construction of highways, bridges, and tunnels. The funds may also be obligated for the elimination of hazards and the installation of protective devices at railway-highway crossings. These funds cannot be used on roads functionally classified as minor collectors.

- Sub-allocation

A percentage of a State's HIP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population:

- ✓ Urbanized area with population greater than 200,000 (HIP>200K)
- ✓ Areas with population greater than 5,000 but no more than 200,000 (HIP5K<200K)
- ✓ Areas with population of 5,000 or less (HIP,5K)

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

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

- Sub-allocation

CMAQ Program funds dedicated to West Memphis, AR (CMAQ-AQ) for projects to the attainment or maintenance of a national ambient air quality standard.

CMAQ Program flexible funds (CMAQ Flex) that may be used by States for projects to preserve and improve the conditions and performance on and State highway or bridge.

FEDERAL LANDS ACCESS PROGRAM (FLAP)

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

FERRY BOAT PROGRAM (Ferry Boat)

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

DISADVANTAGED BUSINESS ENTERPRISE SUPPORTIVE SERVICES PROGRAM (DBE)

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

ON THE JOB TRAINING PROGRAM (OJT)

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

INFORMATION ON GENERIC PROJECTS

IRP Debt Service

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

Various Bridge Preservation

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

Various Off-System Bridge Rehabilitation and Replacement on City Streets

Replacement or rehabilitation of eligible bridges on city streets.

Bridge Inspection / inspection Equipment

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

Various Trail Projects

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

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

Federal funds dedicated for pavement and bridge improvement projects on the County road system.

Various Bridge Replacement / Bridge Rehabilitation on County Roads

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

PE / Right-of-way / Utilities / Construction Engineering

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

Various Wildflower Programs

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

Motor Fuel Enforcement Activities

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

Various Statewide Safety Improvements

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

Statewide Pavement Markings and Signing Projects

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

Workforce Training and Development

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

Various Pavement Preservation Projects

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

Various Signals and Intersection Improvements

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

Various Sealing Projects

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

Various Federal Lands Access Program (FLAP) Projects

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

Various Ferry Boat Projects

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

Disadvantaged Business Enterprise (DBE) Supportive Services

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

On-the-Job Training (OJT) Supportive Services

Hire and train workers in various highway construction skills.

APPLICABLE GUIDANCE

Eligible activities for all programs can be found in the "FAST ACT" guidance at the following website: <http://www.fhwa.dot.gov/fastact/factsheets/>

STIP INTRODUCTION

The Statewide Transportation Improvement Program (STIP) for Federal Fiscal Years 2021 through 2024 has been prepared by the Arkansas State Highway Commission in response to 23 U.S.C. 135 – Statewide Planning, as continued by the Fixing America’s Surface Transportation (FAST) Act.

Authorization for the listed projects may be requested for any phase of development (i.e., preliminary engineering, right of way, utilities, or construction) during Fiscal Years 2021 through 2024. Authorization for pre-construction phases may be requested in advance of the year a project is scheduled for construction to assure the project can be advertised and let to contract as scheduled in this STIP.

Performance Management

The FAST Act includes requirements for the MPO to establish and use a “performance-based approach to transportation decision making” that support FAST Act national goals. The PBATS MPO continuously coordinates with ArDOT on the establishment of a “performance-based approach” to transportation planning and the establishment of MPO “performance measures and performance targets” that support state DOT performance measures and targets.

In accordance with 23 CFR 450.218, ArDOT has developed a statewide transportation improvement program (STIP) for all areas of the State. Map-21/FAST Act established national performance goals. The STIP shall include, to the maximum extent practicable, a discussion of the anticipated effect of the STIP toward achieving the performance targets identified by the State in the statewide transportation plan or other state performance-based plans(s), linking investment priorities to those performance targets.

The PBATS Policy Board has adopted resolutions in supporting the State’s established performance targets. Below is a description of each of the performance areas and the anticipated effect of the STIP toward achieving the performance targets.

Safety

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

ArDOT 2017 State Highway Safety Plan:

https://www.arkansashighways.com/Trans_Plan_Policy/traffic_safety/2017_SHSP_Final.pdf

The latest SHSP was developed in 2017, which identified five critical emphasis areas ranging from driver behavior, special and vulnerable road users to infrastructure and operational improvements. Performance goals can be found in the **SHSP** for the following performance measures:

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

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

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

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

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

Transit

The PBATS MPO is required, through Transit Asset Management Plans (TAMS), to coordinate with transit providers (Pine Bluff Transit) to set performance targets and integrate those performance targets and performance plans into its planning documents.

FTA grant recipients are required to utilize performance-driven, outcome-based programs. As parts of this approach, recipients are required to link investment

priorities from the STIP/TIP to achieve performance targets based upon the grant recipient's TAM plan.

Infrastructure Condition

In order to manage the State Highway System, ARDOT has developed the Transportation Asset Management Plan (TAMP) compliant with 23 CFR 515 with the goal of maintaining the system in the best possible condition for the given amount of funding available. The TAMP is a risk-based document and describes the inventory and condition of Arkansas highways and bridges located on the National Highway System (NHS). It also describes how ARDOT is managing these assets using transportation asset management principles. Using lifecycle information contained in the TAMP assists ARDOT in identifying the correct projects at the correct times to reduce the overall cost of State assets, while maintaining a safe and efficient system.

Federally mandated performance measures are:

- Percent of Interstate pavements in Good condition
- Percent of Interstate pavements in Poor condition
- Percent of non-Interstate NHS pavements in Good condition
- Percent of non-Interstate NHS pavements in Poor condition
- Percent of NHS bridges by deck area classified as Good condition
- Percent of NHS bridges by deck area classified as Poor condition

A number of jobs in the STIP/TIP, in accordance with the TAMP, will implement system preservation, reconstruction, or structures and approaches (bridge replacement) type of work. These projects are intended to maintain highway assets in the state-of-good-repair and achieve performance targets.

Preservation projects are implemented expeditiously as needs are identified and are aided by additional funding made available through various state initiatives. The condition of the State highway system is reported annually to FHWA in the Highway Performance Monitoring System (HPMS).

System Reliability and CMAQ

System reliability on the Interstate and non-Interstate NHS is assessed using FHWA's National Performance Management Research Data Set (NPMRDS) for travel time reliability and freight movement. **Travel time reliability** is defined as the ratio of the longer travel time (80th percentile) to a normal travel time (50th percentile). Roadway segments that have a travel time reliability greater than 1.5 are considered unreliable. **Freight reliability** is based on the truck travel time reliability index that is defined as the 95th percentile truck travel time divided by the 50th percentile truck travel time.

Federally mandated performance measures are:

- Percent of person-miles traveled on the Interstate that are reliable
- Percent of person-miles traveled on the non-Interstate NHS that are reliable 18
- Truck travel time reliability on the Interstate System
- Other measures are not applicable in the PBATS MPA

The Connecting Arkansas Program (CAP) has been the primary vehicle to increase the reliability of the State highway system. Many of the unreliable segments across the State will be addressed with the completion of CAP. The State highways are monitored continuously to ensure a safe and efficient transportation system is provided. As needs arise, projects are identified and implemented. System performance is reported annually to FHWA through the Highway Performance Monitoring System (HPMS). Arkansas State Freight Plan Executive Summary:
https://www.arkansashighways.com/Trans_Plan_Policy/freight_plan/ArkStateFreightPlan_ExecSum%20with%20state%20map.pdf
 Source: ARDOT FFY 2021-2024 STIP

PERFORMANCE MEASURE TARGETS

Calendar Year 2020 Mid-Term Targets

Methodology - These targets have been set using the methodology adopted by the safety stakeholders which is the average of five values for 5-year moving averages of 2015 to 2019.

Safety

Safety Performance Measures	2018 Targets	2021 Targets	Change
Number of Fatalities	555.0	536.3	-2%
Rate of Fatalities	1.7	1.560	-8%
Number of Serious Injuries	3470.0	3103.8	-10%
Rate of Serious Injuries	10.4	9.043	-13%
Number of Non-Motorized	149.0	220.3	40%

The PBATS Policy Board adopted Resolution #2020-4 supporting ArDOT's Safety Plan 2021 targets on December 20, 2020.

Infrastructure Condition

Pavements Performance Targets (IRI only)	Baseline 2018	2-year 2020	4-year 2022
Percent of Interstate pavements in Good condition	77%	78%	79%
Percent of Interstate pavements in Poor condition	4%	4%	5%
Percent of non-Interstate NHS pavements in Good condition	52%	56%	59%
Percent of non-Interstate NHS pavements in Poor condition	8%	8%	7%
*Condition rating based on ArDOT's 2017 HPMS pavement dataset – IRI Only ^Condition rating based on ArDOT's 2019 HPMS pavement dataset – IRI Only # Condition rating based on ArDOT's 2021 projected pavement dataset – IRI Only			

Pavements Performance Targets (Full Distress)	Baseline 2018	2-year 2020	4-year 2022
Percent of Interstate pavements in Good condition	70%	71%	72%
Percent of Interstate pavements in Poor condition	2%	2%	5%
Percent of non-Interstate NHS pavements in Good condition	28%	36%	40%
Percent of non-Interstate NHS pavements in Poor condition	4%	4%	4%
*Condition rating based on ArDOT's 2017 HPMS pavement dataset – Full Distress ^Condition rating based on ArDOT's 2019 HPMS pavement dataset – Full Distress # Condition rating based on ArDOT's 2021 projected pavement dataset – Full Distress			

Bridge Performance Targets	Baseline 2018	2-year 2020	4-year 2022
Percent of NHS bridges by deck area classified as Good condition	50.3%	44.5%	42.0%
Percent of NHS bridges by deck area classified as Poor condition	3.9%	3.6%	6%

The PBATS Policy Board adopted Resolution #2021-1 supporting ArDOT's Pavement and Bridge 2021 Performance targets on March __, 2021.

System Reliability

	Baseline 2018	2- year 2020	4- year 2022
Travel Time Reliability Performance Targets			
Percent of Person-Miles Traveled on the Interstate that are Reliable	95%	97%	93%
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable	96%	96%	92%
Truck Travel Time Reliability on the Interstate System	1.21	1.21	1.40

The PBATS Policy Board adopted Resolution #2021-2 supporting ArDOT's Travel Time Reliability 2021 Performance targets on March __, 2021.

CMAQ

The PBATS MPA does not fall under CMAQ guidelines.

LOCAL PROJECT SELECTION PROCESS

The TIP is consistent with the PBATS 2045 Metropolitan Transportation Plan and was submitted to the Southeast Arkansas Regional Planning Commission MPO for approval. Full funding is anticipated to be available for each project within the time period contemplated for completion of the project.

In accordance with Section 134 of Title 23 U.S.C. Chapter 1, as amended, the MPO operates under the following Project Selection Procedures:

1. The approved Transportation Improvement Program shall be utilized for programming projects within the PBATS Study Area.
2. Any project listed in the first year of the approved Transportation Improvement Program shall be considered the highest priority and may be implemented as soon as plans are completed, and funds are appropriated. Projects in the second, third, and fourth years of the TIP are considered to have second, third, and fourth priorities, respectively.
3. If a project in the first year cannot be accomplished, then a project from the second year will be selected and those projects may be initiated as plans are completed and funds are appropriated.

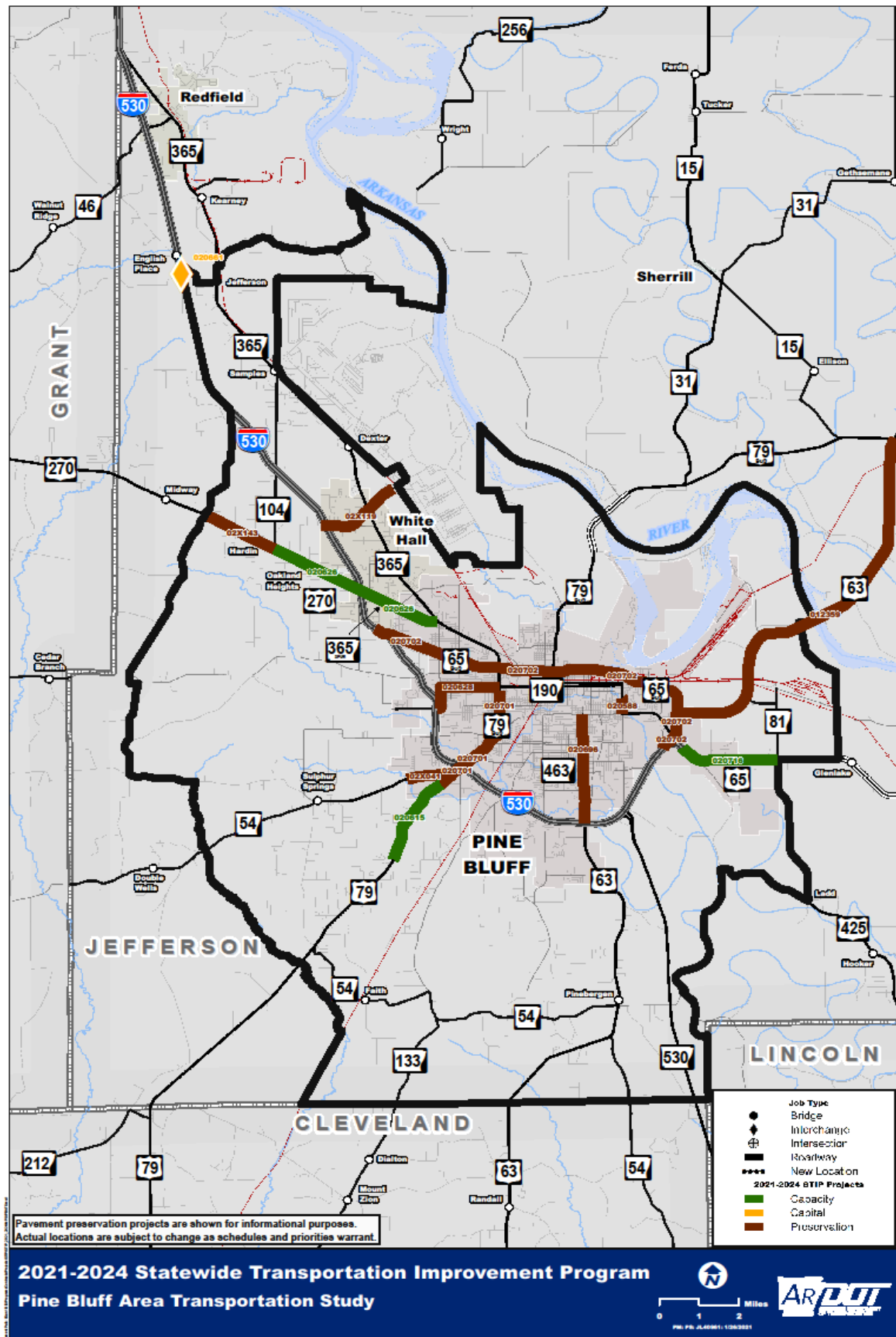
These procedures were developed cooperatively between the Arkansas Department of Transportation and the MPO and were approved with this document.

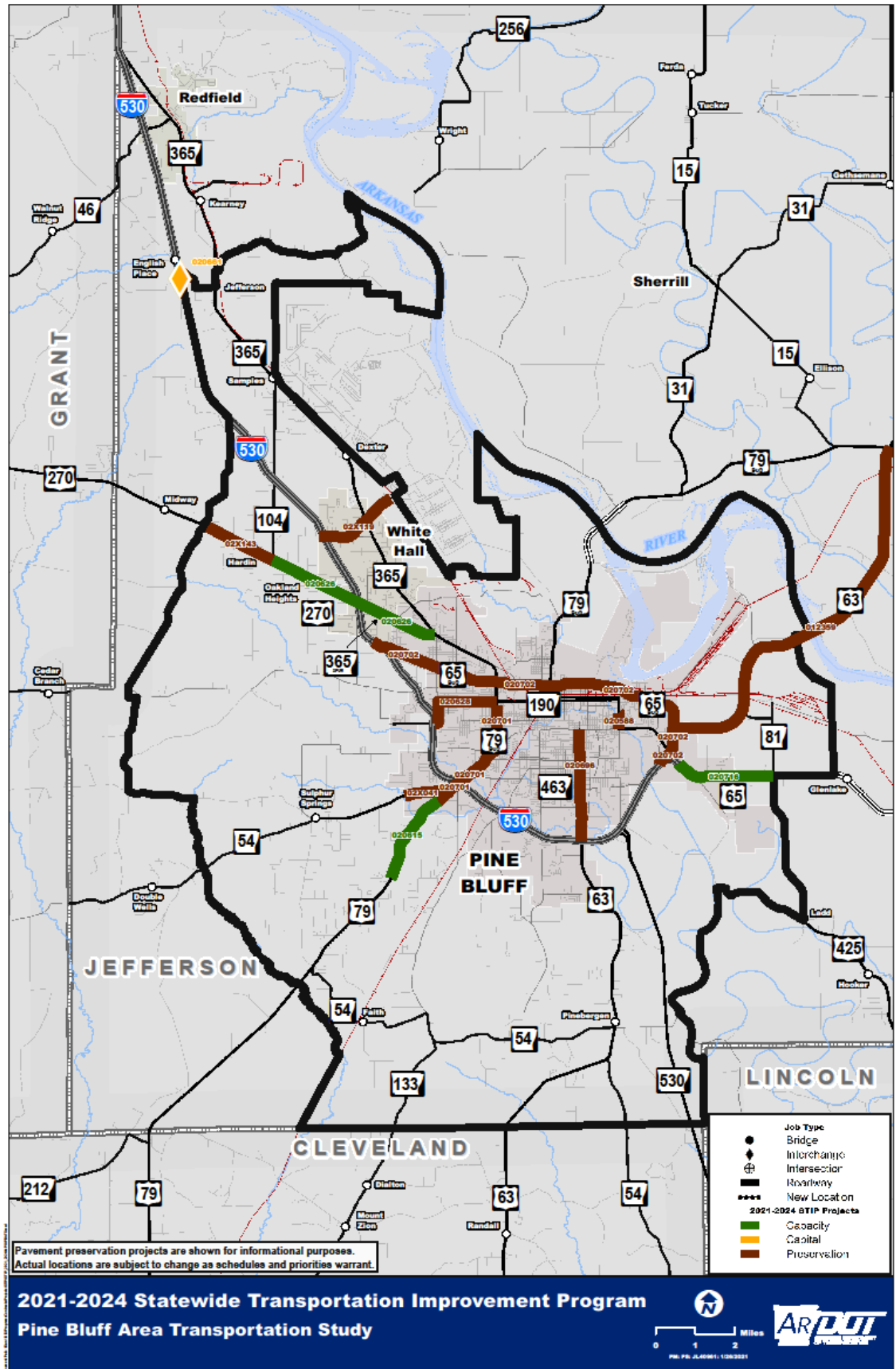
FTA Sections 5307, 5310, 5311, and 5339 funds:

The public participation procedures outlined in the SARPC's Public Participation Plan (PPP) serve as the public participation process required for the development of transit projects as per FTA Circular 9030. Specifically, the public participation procedures outlined in the PPP will serve to satisfy the Program of Projects (POP) requirements of the Section 5307 Urbanized Area Formula Grant Program for Pine Bluff Transit.

Arkansas receives an annual apportionment for the Federal Transit Administration for the 49 U.S.C. Chapter 53, Sections 5307 (FAST Act Section 3004), Section 5310 (FAST Act Section 3006), Section 5311 (FAST Act Section 3007) and Section 5339 (FAST Act Section 3017). These are listed as Statewide Projects in the Transportation Improvement Program (TIP). The Arkansas Department of Transportation (ArDOT) solicits a Statewide annual application process from transit providers in both urbanized and rural areas. Based on submitted applications, applicant's eligibility, project's eligibility, rating system and available funds, the ArDOT approves projects for funding. The ArDOT approved projects are submitted to the Federal Transit Administration (FTA) for their approval. Once approved by the FTA, agencies throughout the state are informed of grant awards and contracts are executed.

Funds for highway and transit Statewide Projects are total funds available throughout the State. Projects may be selected within the PBATS area and are at the discretion of ArDOT.





**PINE BLUFF AREA TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM
FY 2021 – 2024**

HIGHWAY AND ROAD PROJECTS

**PINE BLUFF AREA TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024**

STATE PROJECTS SORTED BY ROUTE

Pine Bluff Area Transportation Study 2021-2024 STIP

Job Number	Job Name	District	County	Route	Section	Length	Cost (X \$1,000)	FFY
012359	Hwys. 18, 63 & 167 (Sel. Secs.) (S)	2, 7, & 10	Various	18, 63 & 167	Various	34.76	\$ 4,500	TBD
02X041	Hwy. 79 - Nevins Creek (Pine Bluff) (S)	2	Jefferson	54	10	1.21	\$ 400	TBD
020696	S. Main St. - I-530 (Pine Bluff) (S)	2	Jefferson	463	3	2.87	\$ 2,300	TBD
020702	I-530 – I-530 (Pine Bluff) (S)	2	Jefferson	63 & 65B	13 & 14B	9.52	\$ 7,100	TBD
020716	I-530 - Hwy. 425 (Minor Widening) (Pine Bluff)	2	Jefferson	65	15	2.50	\$ 2,400	2023
020615	Pine Bluff - South (S)	2	Jefferson	79	9	2.36	\$ 12,000	2023
020701	Couch Ln. - Burnett St. (Pine Bluff) (S)	2	Jefferson	79 & 79B	9 & 9B	3.14	\$ 2,300	TBD
020588	11th Ave. - Harding Ave. (Hwy. 190) (Pine Bluff) (S)	2	Jefferson	190	5	0.39	\$ 2,300	2021

**PINE BLUFF AREA TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024**

STATE PROJECTS SORTED BY ROUTE

020628	I-530 - Hwy. 79B (Franklin St. & 6th Ave.) (Pine Bluff)	2	Jefferson	190	5	2.08	\$ 5,600	2021
02X119	I-530 - Baldwin Rd. (White Hall) (S)	2	Jefferson	256	1	2.29	\$ 500	TBD
02X143	Hurricane Creek - Hwy. 104 (Sel. Secs.) (S)	2	Grant & Jefferson	270	10 & 11	5.47	\$ 1,300	TBD
020626	Hwy. 104 - Hwy. 365 (Pine Bluff & White Hall)	2	Jefferson	270 & 365S	11 & 14S	4.76	\$ 22,100	2022
020661	I-530 Access Impvts. (Pine Bluff) (S)	2	Jefferson	I-530	5	-	\$ 5,000	2021

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

PROJECTS SORTED BY ROUTE FFY TBD

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
012359	Various	18, 63, & 167	Hwys. 18, 63 & 167 (Sel. Secs.) (S)	34.76	System Preservation	4,500 - TOTAL 3,120 - NHPP 480 - STBGP 900 - State	State	TBD	JATS PBATS
02X041	Jefferson	54	Hwy. 79 - Nevins Creek (Pine Bluff) (S)	1.21	System Preservation	400 - TOTAL 320 - STBGP 80 - State		TBD	PBATS
020702	Jefferson	63 & 65B	I-530 – I-530 (Pine Bluff) (S)	9.52	System Preservation	7,100 - TOTAL 5,680 - NHPP 1,420 - State	State	TBD	PBATS
020701	Jefferson	79 & 79B	Couch Ln. - Burnett St. (Pine Bluff) (S)	3.14	System Preservation	2,300 - TOTAL 1,840 - NHPP 460 - State	State	TBD	PBATS
02X119	Jefferson	256	I-530 - Baldwin Rd. (White Hall) (S)	2.29	System Preservation	500 - TOTAL 400 - NHPP 100 - State		TBD	PBATS
02X143	Grant & Jefferson	270	Hurricane Creek - Hwy. 104 (Sel. Secs.) (S)	5.47	System Preservation	1,300 - TOTAL 1,040 - NHPP 260 - State		TBD	PBATS
020696	Jefferson	463	S. Main St. - I-530 (Pine Bluff) (S)	2.87	System Preservation	2,300 - TOTAL 1,840 - STBGP 460 - State	State	TBD	PBATS

Footnote – The System Preservation projects as “TBD” are for informational purposes only and are subject to change.

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

STATEWIDE GENERIC PROJECTS FFY 2021

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
020661	Jefferson	I-530	I-530 Access Impvts. (Pine Bluff) (S)	-	Project Development	5,000 - TOTAL 4,000 - NHPP 1,000 - State	State	2021	PBATS
Additional funds to be determined through partnering to provide access improvements for potential economic development.									
020716	Jefferson	65	I-530 - Hwy. 425 (Minor Widening) (Pine Bluff)	2.50	Minor Widening	2,400 - TOTAL 1,920 - NHPP 480 - State	State	2023	PBATS
020615	Jefferson	79	Pine Bluff - South (S)	2.36	Major Widening	12,000 - TOTAL 9,600 - NHPP 2,400 - State	State	2023	PBATS
020628	Jefferson	190	I-530 - Hwy. 798 (Franklin St. & 6th Ave.) (Pine Bluff)	2.08	Minor Widening	5,600 - TOTAL 4,480 - STBGP 1,120 - State	State	2021	PBATS
Partnering project. City of Pine Bluff to assume ownership of Highway 190 through town upon completion of Jobs 020628 and 020588.									
020588	Jefferson	190	11th Ave. - Harding Ave. (Hwy. 190) (Pine Bluff) (S)	0.39	Minor Widening	2,300 - TOTAL 1,840 - STBGP 460 - State	State	2021	PBATS
Partnering project. City of Pine Bluff to assume ownership of Highway 190 through town upon completion of Jobs 020628 and 020588.									
020626	Jefferson	270 & 365S	Hwy. 104 - Hwy. 365 (Pine Bluff & White Hall)	4.76	Major Widening	22,100 - TOTAL 16,572 - NHPP 1,108 - Earmark 4,420 - State	State	2022	PBATS
XX2021-01	Statewide		IRP Debt Service	-	Miscellaneous	50,000 - TOTAL 50,000 - NHPP	State	2021	All
XX2021-02	Statewide		Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 14,400 - NHPP 3,600 - State/Local	State/Local	2021	All
XX2021-03	Statewide		Various Off-System Bridge Rehab / Replacement on City Streets	-	Strs. & Apprs.	200 - TOTAL 160 - NHPP 40 - Local	State	2021	All
XX2021-04	Statewide		Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2021	All

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

STATEWIDE GENERIC PROJECTS FFY 2021

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2021-05	Statewide		RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	300 - TOTAL 270 - Rail Hwy 30 - State	State/RR	2021	All
XX2021-06	Statewide		Various Transportation Alternative Projects	-	Miscellaneous	10,740 - TOTAL 8,592 - TAP 2,148 - Local	Local	2021	All
XX2021-07	Statewide		Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2021	All
XX2021-08	Statewide		Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2021	All
XX2021-09	Statewide		Various Bridge Rehab / Replacement on County Roads	-	Strs. & Apprs.	4,625 - TOTAL 3,700 - Off-System Bridge 925 - Local	State	2021	All
XX2021-10	Statewide		PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 7,726 - NHPP 1,047 - NHFP 2,000 - HSIP 147 - Rail Hwy 3,930 - STBGP 1,150 - CMAQ Flex 4,000 - State/Local	State	2021	All
Funding in this category may be used for the development of any project within the 2021-2024 STIP.									
XX2021-11	Statewide		Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2021	All
XX2021-12	Statewide		Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2021	All
XX2021-13	Statewide		Various Statewide Safety Improvements	-	Safety Improvements	15,000 - TOTAL 13,500 - HSIP 1,500 - State	State	2021	All
XX2021-14	Statewide		Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 7,410 - NHPP 2,190 - STBGP 2,400 - State	State	2021	All

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

STATEWIDE GENERIC PROJECTS FFY 2021

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2021-15	Statewide		Workforce Training and Development	-	Miscellaneous	700 - TOTAL 700 - Off-System Bridge	State	2021	All
XX2021-16	Statewide		Various Pavement Preservation Projects	-	System Preservation	101,750 - TOTAL 33,600 - NHPP 1,000 - HSIP 1,000 - STBGP 66,150 - Act 416	State	2021	All
State funding includes \$14M for Fayetteville Shale severance tax projects.									
XX2021-17	Statewide		Various Signal and Intersection Improvements	-	Intersection Improvements	2,500 - TOTAL 2,000 - STBGP 500 - State/Local	State	2021	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2021-18	Statewide		Various Sealing Projects	-	System Preservation	9,000 - TOTAL 9,000 - Act 416	State	2021	All
XX2021-19	Statewide		Various Federal Lands Access Program (FLAP) Projects	-	Miscellaneous	3,700 - TOTAL 2,960 - FLAP 740 - State/Local	State/Local	2021	All
XX2021-20	Statewide		Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2021	All
XX2021-21	Statewide		Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2021	All
Funding amount is approximate.									

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

STATEWIDE GENERIC PROJECTS FFY 2022

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2022-01	Statewide		IRP Debt Service	-	Miscellaneous	50,000 - TOTAL 50,000 - NHPP	State	2022	All
XX2022-02	Statewide		Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 14,400 - NHPP 3,600 - State/Local	State/Local	2022	All
XX2022-03	Statewide		Various Off-System Bridge Rehab / Replacement on City Streets	-	Strs. & Apprs.	200 - TOTAL 160 - NHPP 40 - Local	State	2022	All
XX2022-04	Statewide		Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2022	All
XX2022-05	Statewide		RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	4,600 - TOTAL 4,140 - Rail Hwy 460 - State	State/RR	2022	All
XX2022-06	Statewide		Various Transportation Alternative Projects	-	Miscellaneous	10,740 - TOTAL 8,592 - TAP 2,148 - Local	Local	2022	All
XX2022-07	Statewide		Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2022	All
XX2022-08	Statewide		Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2022	All
XX2022-09	Statewide		Various Bridge Rehab / Replacement on County Roads	-	Strs. & Apprs.	4,625 - TOTAL 3,700 - Off-System Bridge 925 - Local	State	2022	All

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

STATEWIDE GENERIC PROJECTS FFY 2022

2021-2024 PBATS TIP

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

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

STATEWIDE GENERIC PROJECTS FFY 2022

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2022-17	Statewide		Various Signal and Intersection Improvements	-	Intersection Improvements	2,500 - TOTAL 2,000 - STBGP 500 - State/Local	State	2022	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2022-18	Statewide		Various Sealing Projects	-	System Preservation	9,000 - TOTAL 9,000 - Act 416	State	2022	All
XX2022-19	Statewide		Various Federal Lands Access Program (FLAP) Projects	-	Miscellaneous	3,700 - TOTAL 2,960 - FLAP 740 - State/Local	State/Local	2022	All
XX2022-20	Statewide		Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2022	All
XX2022-21	Statewide		Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2022	All
Funding amount is approximate.									
XX2022-22	Statewide		On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2022	All
Funding amount is approximate.									

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

STATEWIDE GENERIC PROJECTS FFY 2023

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2023-01	Statewide		IRP Debt Service	-	Miscellaneous	50,000 - TOTAL 50,000 - NHPP	State	2023	All
XX2023-02	Statewide		Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 14,400 - NHPP 3,600 - State/Local	State/Local	2023	All
XX2023-03	Statewide		Various Off-System Bridge Rehab / Replacement on City Streets	-	Strs. & Apprs.	200 - TOTAL 160 - NHPP 40 - Local	State	2023	All
XX2023-04	Statewide		Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2023	All
XX2023-05	Statewide		RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	4,700 - TOTAL 3,230 - Rail Hwy 1,470 - State	State/RR	2023	All
XX2023-06	Statewide		Various Transportation Alternative Projects	-	Miscellaneous	10,740 - TOTAL 8,592 - TAP 2,148 - Local	Local	2023	All
XX2023-07	Statewide		Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2023	All
XX2023-08	Statewide		Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2023	All
XX2023-09	Statewide		Various Bridge Rehab / Replacement on County Roads	-	Strs. & Apprs.	4,625 - TOTAL 3,700 - Off-System Bridge 925 - Local	State	2023	All

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

STATEWIDE GENERIC PROJECTS FFY 2023

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2023-10	Statewide		PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 8,000 - NHPP 600 - NHFP 2,000 - HSIP 150 - Rail Hwy 4,607 - STBGP 643 - CMAQ Flex 4,000 - State/Local	State	2023	All
Funding in this category may be used for the development of any project within the 2021-2024 STIP.									
XX2023-11	Statewide		Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2023	All
XX2023-12	Statewide		Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2023	All
XX2023-13	Statewide		Various Statewide Safety Improvements	-	Safety Improvements	33,600 - TOTAL 30,240 - HSIP 3,360 - State	State	2023	All
XX2023-14	Statewide		Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 5,600 - NHPP 4,000 - STBGP 2,400 - State	State	2023	All
XX2023-15	Statewide		Workforce Training and Development	-	Miscellaneous	700 - TOTAL 700 - Off-System Bridge	State	2023	All
XX2023-16	Statewide		Various Pavement Preservation Projects	-	System Preservation	185,900 - TOTAL 73,400 - NHPP 1,000 - HSIP 29,400 - STBGP 82,100 - Act 416	State	2023	All

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

STATEWIDE GENERIC PROJECTS FFY 2023

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2023-17	Statewide		Various Signal and Intersection Improvements	-	Intersection Improvements	2,500 - TOTAL 2,000 - STBGP 500 - State/Local	State	2023	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2023-18	Statewide		Various Sealing Projects	-	System Preservation	9,000 - TOTAL 9,000 - Act 416	State	2023	All
XX2023-19	Statewide		Various Federal Lands Access Program (FLAP) Projects	-	Miscellaneous	3,700 - TOTAL 2,960 - FLAP 740 - State/Local	State/Local	2023	All
XX2023-20	Statewide		Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2023	All
XX2023-21	Statewide		Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2023	All
Funding amount is approximate.									
XX2023-22	Statewide		On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2023	All
Funding amount is approximate.									

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

STATEWIDE GENERIC PROJECTS FFY 2024

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2024-01	Statewide		IRP Debt Service	-	Miscellaneous	50,000 - TOTAL 50,000 - NHPP	State	2024	All
XX2024-02	Statewide		Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 14,400 - NHPP 3,600 - State/Local	State/Local	2024	All
XX2024-03	Statewide		Various Off-System Bridge Rehab / Replacement on City Streets	-	Strs. & Apprs.	200 - TOTAL 160 - NHPP 40 - Local	State	2024	All
XX2024-04	Statewide		Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2024	All
XX2024-05	Statewide		RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	4,800 - TOTAL 3,320 - Rail Hwy 1,480 - State	State/RR	2024	All
XX2024-06	Statewide		Various Transportation Alternative Projects	-	Miscellaneous	10,740 - TOTAL 8,592 - TAP 2,148 - Local	Local	2024	All
XX2024-07	Statewide		Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2024	All
XX2024-08	Statewide		Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2024	All
XX2024-09	Statewide		Various Bridge Rehab / Replacement on County Roads	-	Strs. & Apprs.	4,625 - TOTAL 3,700 - Off-System Bridge 925 - Local	State	2024	All

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

STATEWIDE GENERIC PROJECTS FFY 2024

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2024-10	Statewide		PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 7,020 - NHPP 600 - NHFP 2,000 - HSIP 1,130 - Rail Hwy 5,000 - STBGP 250 - CMAQ Flex 4,000 - State/Local	State	2024	All
Funding in this category may be used for the development of any project within the 2021-2024 STIP.									
XX2024-11	Statewide		Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2024	All
XX2024-12	Statewide		Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2024	All
XX2024-13	Statewide		Various Statewide Safety Improvements	-	Safety Improvements	34,200 - TOTAL 30,780 - HSIP 3,420 - State	State	2024	All
XX2024-14	Statewide		Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 5,600 - NHPP 4,000 - STBGP 2,400 - State	State	2024	All
XX2024-15	Statewide		Workforce Training and Development	-	Miscellaneous	700 - TOTAL 700 - Off-System Bridge	State	2024	All
XX2024-16	Statewide		Various Pavement Preservation Projects	-	System Preservation	233,800 - TOTAL 63,400 - NHPP 1,000 - HSIP 53,100 - STBGP 29,000 - State 87,300 - Act 416	State	2024	All

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

STATEWIDE GENERIC PROJECTS FFY 2024

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2024-17	Statewide		Various Signal and Intersection Improvements	-	Intersection Improvements	2,500 - TOTAL 2,000 - STBGP 500 - State/Local	State	2024	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2024-18	Statewide		Various Sealing Projects	-	System Preservation	9,000 - TOTAL 9,000 - Act 416	State	2024	All
XX2024-19	Statewide		Various Federal Lands Access Program (FLAP) Projects	-	Miscellaneous	3,700 - TOTAL 2,960 - FLAP 740 - State/Local	State/Local	2024	All
XX2024-20	Statewide		Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2024	All
XX2024-21	Statewide		Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2024	All
Funding amount is approximate.									
XX2024-22	Statewide		On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2024	All
Funding amount is approximate.									

**PINE BLUFF AREA TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM
FY 2021 – 2024**

TRANSIT PROJECTS

GLOSSARY OF TERMS / ABBREVIATIONS / ACRONYMS			
FTA	Federal Transit Administration Funds	NARTS	Northwest Arkansas Regional Transportation Study
BI-STATE	Bi-State Transportation Study	PBATS	Pine Bluff Area Transportation Study
HSA	Hot Springs Area Metropolitan Planning Organization	PBT	Pine Bluff Transit
JATS	Jonesboro Area Transportation Study	TUTS	Texarkana Urban Transportation Study
FTA 5304	Transit System Statewide Planning & Programming Funds	FTA 5305	Transit Systems Planning Programs
FTA 5307	Urbanized Area Formula Funds	FTA 5310	Funding for Enhanced Mobility for Seniors and individuals with Disabilities
FTA 5311	Formula Grant Funds for transit systems in rural areas / populations < 50,000	FTA 5329	Transit Safety and Oversight Funds
FTA 5337	State of Good Repair Funds	FTA 5339	Bus and Bus Facilities Grants Program

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

TRANSIT PROJECTS FFY 2021

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
113FTA	Statewide		Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	790 - TOTAL 632 - FTA-5339 158 - Local	Local	2021	All
114FTA	Statewide		Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,375 - TOTAL 3,500 - FTA-5339 875 - Local	Local	2021	All
115FTA	Statewide		Safety Oversight	-	Transit	264 - TOTAL 211 - FTA-5329 53 - Local	Local	2021	All
116FTA	Statewide		Statewide Planning Program - FTA Planning	-	Transit	146 - TOTAL 117 - FTA-5304 29 - Local	Local	2021	All
117FTA	Statewide		Seniors and Individuals with Disabilities - State Admin	-	Transit	279 - TOTAL 279 - FTA-5310	Local	2021	All
118FTA	Statewide		Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,145 - TOTAL 2,516 - FTA-5310 629 - Local	Local	2021	All
119FTA	Statewide		Rural Transit - State Admin	-	Transit	1,343 - TOTAL 1,343 - FTA-5311	Local	2021	All
120FTA	Statewide		Rural Transit - Project Admin	-	Transit	3,590 - TOTAL 2,872 - FTA-5311 718 - Local	Local	2021	All
121FTA	Statewide		Rural Transit - Capital - Support Equipment/PM	-	Transit	274 - TOTAL 219 - FTA-5311 55 - Local	Local	2021	All
122FTA	Statewide		Rural Transit - Capital - Intercity	-	Transit	702 - TOTAL 562 - FTA-5311 140 - Local	Local	2021	All

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

TRANSIT PROJECTS FFY 2021

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
123FTA	Statewide		Rural Transit - Operating - Rural	-	Transit	14,566 - TOTAL 7,283 - FTA-5311 7,283 - Local	Local	2021	All
124FTA	Statewide		Rural Transit - Operating - Intercity	-	Transit	2,304 - TOTAL 1,152 - FTA-5311 1,152 - Local	Local	2021	All
125FTA	Statewide		Rural Transit - RTAP	-	Transit	229 - TOTAL 229 - FTA-5311	Local	2021	All
200PTF	Statewide		Public Transit Trust Fund	-	Transit	5,000 - TOTAL 5,000 - State	Local	2021	All
201TLS	Statewide		Translease	-	Transit	775 - TOTAL 775 - Local	Local	2021	All
202HUA	Statewide		HUA	-	Transit	346 - TOTAL 346 - State	Local	2021	All
PBT001	Jefferson		Operating Assistance	-	Transit	880 - TOTAL 440 - FTA-5307 440 - Local	Local	2021	PBATS
PBT002	Jefferson		Capital - Preventive Maintenance	-	Transit	263 - TOTAL 210 - FTA-5307 53 - Local	Local	2021	PBATS
PBT003	Jefferson		Capital - Paratransit Service	-	Transit	156 - TOTAL 125 - FTA-5307 31 - Local	Local	2021	PBATS
PBT004	Jefferson		Capital - Rolling Stock/Support Equipment	-	Transit	126 - TOTAL 101 - FTA-5339 25 - Local	Local	2021	PBATS

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

TRANSIT PROJECTS FFY 2021

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
PBT005	Jefferson		Capital - Planning	-	Transit	26 - TOTAL 21 - FTA-5307 5 - Local	Local	2021	PBATS
PBT006	Jefferson		Consolidated Planning Grant (MPO)	-	Transit	134 - TOTAL 107 - FTA-5305 27 - Local	Local	2021	PBATS
PBT007	Jefferson		Capital - Rolling Stock-Conway Funds	-	Transit	175 - TOTAL 145 - FTA-5307 30 - Local	Local	2021	PBATS

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

TRANSIT PROJECTS FFY 2022

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
PBT007	Jefferson		Capital - Rolling Stock-Conway Funds	-	Transit	175 - TOTAL 145 - FTA-5307 30 - Local	Local	2021	PBATS
113FTA	Statewide		Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	790 - TOTAL 632 - FTA-5339 158 - Local	Local	2022	All
114FTA	Statewide		Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,375 - TOTAL 3,500 - FTA-5339 875 - Local	Local	2022	All
115FTA	Statewide		Safety Oversight	-	Transit	264 - TOTAL 211 - FTA-5329 53 - Local	Local	2022	All
116FTA	Statewide		Statewide Planning Program - FTA Planning	-	Transit	146 - TOTAL 117 - FTA-5304 29 - Local	Local	2022	All
117FTA	Statewide		Seniors and Individuals with Disabilities - State Admin	-	Transit	285 - TOTAL 285 - FTA-5310	Local	2022	All
118FTA	Statewide		Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,208 - TOTAL 2,566 - FTA-5310 642 - Local	Local	2022	All
119FTA	Statewide		Rural Transit - State Admin	-	Transit	1,370 - TOTAL 1,370 - FTA-5311	Local	2022	All
120FTA	Statewide		Rural Transit - Project Admin	-	Transit	3,661 - TOTAL 2,929 - FTA-5311 732 - Local	Local	2022	All
121FTA	Statewide		Rural Transit - Capital - Support Equipment/PM	-	Transit	279 - TOTAL 223 - FTA-5311 56 - Local	Local	2022	All
122FTA	Statewide		Rural Transit - Capital - Intercity	-	Transit	716 - TOTAL 573 - FTA-5311 143 - Local	Local	2022	All

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

TRANSIT PROJECTS FFY 2022

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
123FTA	Statewide		Rural Transit - Operating - Rural	-	Transit	14,856 - TOTAL 7,428 - FTA-5311 7,428 - Local	Local	2022	All
124FTA	Statewide		Rural Transit - Operating - Intercity	-	Transit	2,350 - TOTAL 1,175 - FTA-5311 1,175 - Local	Local	2022	All
125FTA	Statewide		Rural Transit - RTAP	-	Transit	233 - TOTAL 233 - FTA-5311	Local	2022	All
200PTF	Statewide		Public Transit Trust Fund	-	Transit	5,000 - TOTAL 5,000 - State	Local	2022	All
201TLS	Statewide		Translease	-	Transit	775 - TOTAL 775 - Local	Local	2022	All
202HUA	Statewide		HUA	-	Transit	346 - TOTAL 346 - State	Local	2022	All
PBT001	Jefferson		Operating Assistance	-	Transit	880 - TOTAL 440 - FTA-5307 440 - Local	Local	2022	PBATS
PBT002	Jefferson		Capital - Preventive Maintenance	-	Transit	268 - TOTAL 214 - FTA-5307 54 - Local	Local	2022	PBATS
PBT003	Jefferson		Capital - Paratransit Service	-	Transit	159 - TOTAL 127 - FTA-5307 32 - Local	Local	2022	PBATS
PBT004	Jefferson		Capital - Rolling Stock/Support Equipment	-	Transit	126 - TOTAL 101 - FTA-5339 25 - Local	Local	2022	PBATS
PBT005	Jefferson		Capital - Planning	-	Transit	26 - TOTAL 21 - FTA-5307 5 - Local	Local	2022	PBATS

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

TRANSIT PROJECTS FFY 2022

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
PBT006	Jefferson		Consolidated Planning Grant (MPO)	-	Transit	136 - TOTAL 109 - FTA-5305 27 - Local	Local	2022	PBATS
PBT007	Jefferson		Capital - Rolling Stock-Conway Funds	-	Transit	175 - TOTAL 145 - FTA-5307 30 - Local	Local	2022	PBATS

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

TRANSIT PROJECTS FFY 2023

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
113FTA	Statewide		Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	790 - TOTAL 632 - FTA-5339 158 - Local	Local	2023	All
114FTA	Statewide		Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,375 - TOTAL 3,500 - FTA-5339 875 - Local	Local	2023	All
115FTA	Statewide		Safety Oversight	-	Transit	264 - TOTAL 211 - FTA-5329 53 - Local	Local	2023	All
116FTA	Statewide		Statewide Planning Program - FTA Planning	-	Transit	146 - TOTAL 117 - FTA-5304 29 - Local	Local	2023	All
117FTA	Statewide		Seniors and Individuals with Disabilities - State Admin	-	Transit	290 - TOTAL 290 - FTA-5310	Local	2023	All
118FTA	Statewide		Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,300 - TOTAL 2,640 - FTA-5310 660 - Local	Local	2023	All
119FTA	Statewide		Rural Transit - State Admin	-	Transit	1,395 - TOTAL 1,395 - FTA-5311	Local	2023	All
120FTA	Statewide		Rural Transit - Project Admin	-	Transit	3,730 - TOTAL 2,984 - FTA-5311 746 - Local	Local	2023	All
121FTA	Statewide		Rural Transit - Capital - Support Equipment/PM	-	Transit	283 - TOTAL 226 - FTA-5311 57 - Local	Local	2023	All
122FTA	Statewide		Rural Transit - Capital - Intercity	-	Transit	718 - TOTAL 574 - FTA-5311 144 - Local	Local	2023	All

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

TRANSIT PROJECTS FFY 2023

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
123FTA	Statewide		Rural Transit - Operating - Rural	-	Transit	15,096 - TOTAL 7,548 - FTA-5311 7,548 - Local	Local	2023	All
124FTA	Statewide		Rural Transit - Operating - Intercity	-	Transit	2,390 - TOTAL 1,195 - FTA-5311 1,195 - Local	Local	2023	All
125FTA	Statewide		Rural Transit - RTAP	-	Transit	235 - TOTAL 235 - FTA-5311	Local	2023	All
200PTF	Statewide		Public Transit Trust Fund	-	Transit	5,000 - TOTAL 5,000 - State	Local	2023	All
201TLS	Statewide		Translease	-	Transit	775 - TOTAL 775 - Local	Local	2023	All
202HUA	Statewide		HUA	-	Transit	346 - TOTAL 346 - State	Local	2023	All
PBT001	Jefferson		Operating Assistance	-	Transit	880 - TOTAL 440 - FTA-5307 440 - Local	Local	2023	PBATS
PBT002	Jefferson		Capital - Preventive Maintenance	-	Transit	270 - TOTAL 216 - FTA-5307 54 - Local	Local	2023	PBATS
PBT003	Jefferson		Capital - Paratransit Service	-	Transit	162 - TOTAL 129 - FTA-5307 33 - Local	Local	2023	PBATS
PBT004	Jefferson		Capital - Rolling Stock/Support Equipment	-	Transit	126 - TOTAL 101 - FTA-5339 25 - Local	Local	2023	PBATS
PBT005	Jefferson		Capital - Planning	-	Transit	26 - TOTAL 21 - FTA-5307 5 - Local	Local	2023	PBATS

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

TRANSIT PROJECTS FFY 2023

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
PBT006	Jefferson		Consolidated Planning Grant (MPO)	-	Transit	138 - TOTAL 110 - FTA-5305 28 - Local	Local	2023	PBATS
PBT007	Jefferson		Capital - Rolling Stock-Conway Funds	-	Transit	175 - TOTAL 145 - FTA-5307 30 - Local	Local	2023	PBATS

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

TRANSIT PROJECTS FFY 2024

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
113FTA	Statewide		Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	790 - TOTAL 632 - FTA-5339 158 - Local	Local	2024	All
114FTA	Statewide		Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,375 - TOTAL 3,500 - FTA-5339 875 - Local	Local	2024	All
115FTA	Statewide		Safety Oversight	-	Transit	264 - TOTAL 211 - FTA-5329 53 - Local	Local	2024	All
116FTA	Statewide		Statewide Planning Program - FTA Planning	-	Transit	146 - TOTAL 117 - FTA-5304 29 - Local	Local	2024	All
117FTA	Statewide		Seniors and Individuals with Disabilities - State Admin	-	Transit	292 - TOTAL 292 - FTA-5310	Local	2024	All
118FTA	Statewide		Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,350 - TOTAL 2,680 - FTA-5310 670 - Local	Local	2024	All
119FTA	Statewide		Rural Transit - State Admin	-	Transit	1,420 - TOTAL 1,420 - FTA-5311	Local	2024	All
120FTA	Statewide		Rural Transit - Project Admin	-	Transit	3,800 - TOTAL 3,040 - FTA-5311 760 - Local	Local	2024	All
121FTA	Statewide		Rural Transit - Capital - Support Equipment/PM	-	Transit	287 - TOTAL 230 - FTA-5311 57 - Local	Local	2024	All
122FTA	Statewide		Rural Transit - Capital - Intercity	-	Transit	720 - TOTAL 576 - FTA-5311 144 - Local	Local	2024	All

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

TRANSIT PROJECTS FFY 2024

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
123FTA	Statewide		Rural Transit - Operating - Rural	-	Transit	15,386 - TOTAL 7,693 - FTA-5311 7,693 - Local	Local	2024	All
124FTA	Statewide		Rural Transit - Operating - Intercity	-	Transit	2,430 - TOTAL 1,215 - FTA-5311 1,215 - Local	Local	2024	All
125FTA	Statewide		Rural Transit - RTAP	-	Transit	237 - TOTAL 237 - FTA-5311	Local	2024	All
200PTF	Statewide		Public Transit Trust Fund	-	Transit	5,000 - TOTAL 5,000 - State	Local	2024	All
201TLS	Statewide		Translease	-	Transit	775 - TOTAL 775 - Local	Local	2024	All
202HUA	Statewide		HUA	-	Transit	346 - TOTAL 346 - State	Local	2024	All
PBT001	Jefferson		Operating Assistance	-	Transit	880 - TOTAL 440 - FTA-5307 440 - Local	Local	2024	PBATS
PBT002	Jefferson		Capital - Preventive Maintenance	-	Transit	272 - TOTAL 218 - FTA-5307 54 - Local	Local	2024	PBATS
PBT003	Jefferson		Capital - Paratransit Service	-	Transit	165 - TOTAL 132 - FTA-5307 33 - Local	Local	2024	PBATS
PBT004	Jefferson		Capital - Rolling Stock/Support Equipment	-	Transit	126 - TOTAL 101 - FTA-5339 25 - Local	Local	2024	PBATS
PBT005	Jefferson		Capital - Planning	-	Transit	26 - TOTAL 21 - FTA-5307 5 - Local	Local	2024	PBATS

PINE BLUFF AREA TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM 2021 – 2024

TRANSIT PROJECTS FFY 2024

2021-2024 PBATS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
PBT006	Jefferson		Consolidated Planning Grant (MPO)	-	Transit	140 - TOTAL 112 - FTA-5305 28 - Local	Local	2024	PBATS
PBT007	Jefferson		Capital - Rolling Stock-Conway Funds	-	Transit	175 - TOTAL 145 - FTA-5307 30 - Local	Local	2024	PBATS

FINANCIAL SUMMARIES

PBATS MPO AREA HIGHWAY PROJECT						
Funding Category	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY TBD	Total
<i>(in thousands)</i>						
NHPP	4,000	16,572	11,520	-	12,080	44,172
STBGP	4664	-	-	-	2,640	4,664
Earmark	-	1,108	-	-	-	1,108
NHPP-Br	-	-	-	-	-	0
Total	8,664	17,680	11,520	0	14,720	49,944
				-		
State	2,580	4,420	2,880	-	3,680	13,560
Local	-	-	-	-	-	0
State/Local	-	-	-	-	-	0
Total	2,580	4,420	2,880	0	3,680	13,560
Grand Total	11,244	22,100	14,400	0	18,400	63,504

The funding shown in the Statewide Financial Summary table includes PBATS MPO related projects as noted on pages 23-25.

FFY 2021-2024 TIP SUMMARY OF TRANSIT FUNDS

Arkansas receives an annual apportionment for Section 5307, 5310, 5311, and 5339 programs (listed as Statewide Projects in TIP). ArDOT solicits a Statewide annual application process from transit providers in both urbanized and rural area. Based on submitted applications, applicant's eligibility, project's eligibility, rating system and available funds, ArDOT approves projects for funding. ArDOT approved projects are submitted to the FTA for their approval. Once approved by the FTA, agencies throughout the State are informed of grant awards and contracts are executed.

Urbanized Area Formula Program (49 U.S.C. §5307)(FAST Act)

FTA apportions Urbanized Area Formula Program funds to designated recipients within urbanized areas with populations of 50,000 or more. .

The Urbanized Area Formula Section 5307 provides operating and capital funds to the local public transit operator Pine Bluff Transit. Map-21 expanded the use of these funds for operating expenses and the FAST Act continued the operating expense eligibility.

Enhanced Mobility for Seniors and Individuals with Disabilities Program (49 U.S.C. §5310)(FAST Act)

Enhanced Mobility for Seniors and Individuals with Disabilities Program is a formula assistance program to improve mobility for seniors and individuals with disabilities. Public transportation projects may be implemented in areas where public transportation is insufficient, inappropriate, or unavailable; public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA) ; projects that improve access to fixed-route service and decrease reliance on complimentary paratransit; and alternatives to public transportation projects that assist seniors and individuals with disabilities.

Rural Area Formula Program (49 U.S.C. §5311)(FAST Act)

The Rural Area Formula Program is a formula grant program that provides capital, planning, and operating assistance to States that support public transportation in rural areas with populations less than 50,000. SEAT provides demand response service to the rural areas within the PBATS MPA.

Bus and Bus Facilities Program (49 U.S.C. §5339)(FAST Act)

Map-21 created a new formula grant program for bus and bus facilities that replaced the 5309 discretionary program, and the FAST Act continues this program. The program provides funding for replacing, rehabilitating, and purchasing new buses and bus related equipment and facilities. Funding is utilized by both Pine Bluff Transit and SEAT.

ANNUAL LISTING OF OBLIGATED PROJECTS

An Annual Listing of Obligated Projects (ALOP) is required according to 23 CFR 450.334. On an annual basis, no later than 90 calendar days following the end of the program year, ArDOT, the public transit agencies and SEARPC MPO 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.

This list is published by the SEARPC MPO each year in December. The list is located at <https://searpc.com/images/uploads/20201230/fy-2020-annual-listing-of-federally-obligated-projects-35995.pdf> . This list includes all funding obligated during the preceding federal fiscal year. An obligation is a commitment of the federal government's promise to pay for the federal share of a project's eligible cost. The commitment occurs when the project is approved, and the project agreement is executed.

2019-2022 TIP PROJECT STATUS

FY 2019-2022 Transportation Improvement Program (TIP) Project Status				
Job #	County	Route	Name	Status
020584	Jefferson	54	Sandy Bayou Strs & Apprs	Completed 7-2019
020588	Jefferson	190	11th Ave.- Harding Ave	Utility Relocation
020600	Jefferson	Trail	Lake Saracen Trail	Completed
020606	Jefferson	Misc.	Southwood Safe Route	Completed
020615	Jefferson	79	Pine Bluff South	Design Phase
020626	Jefferson	270 / 365 Spur	Hwy 104 - Hwy 365	Utility Relocation
020628	Jefferson	190	I-530 -Hwy 79B (Franklin & 6th)	Utility Relocation
BB0203	Jefferson	I-530	Hwy 65B - Hwy 65	Completed 8-2020
020651	Jefferson	63	I-530 – Cleveland County Line	Completed 5-2020
020641	Jefferson	79B	Arkansas River Bridge - Altheimer	Completed 10-2020
020661	Jefferson	I-530	I-530 Access Improvement	Development Stage
A20003	Jefferson	79B/365	Sheridan Rd. – Burnett St.	Completed 9-2020
012359	Jefferson	63	Hwys. 18, 63, & 167 (Sel. Secs.)	Out for Bid 1-2020
020630	Jefferson	79	Wabbaseka – Stuttgart (Passing Lanes)	Utility Relocation
020696	Jefferson	63B	S. Main St. – I-530	Design Phase
020716	Jefferson	65	I-530 – Hwy 425 (Minor Widening)	Design Phase

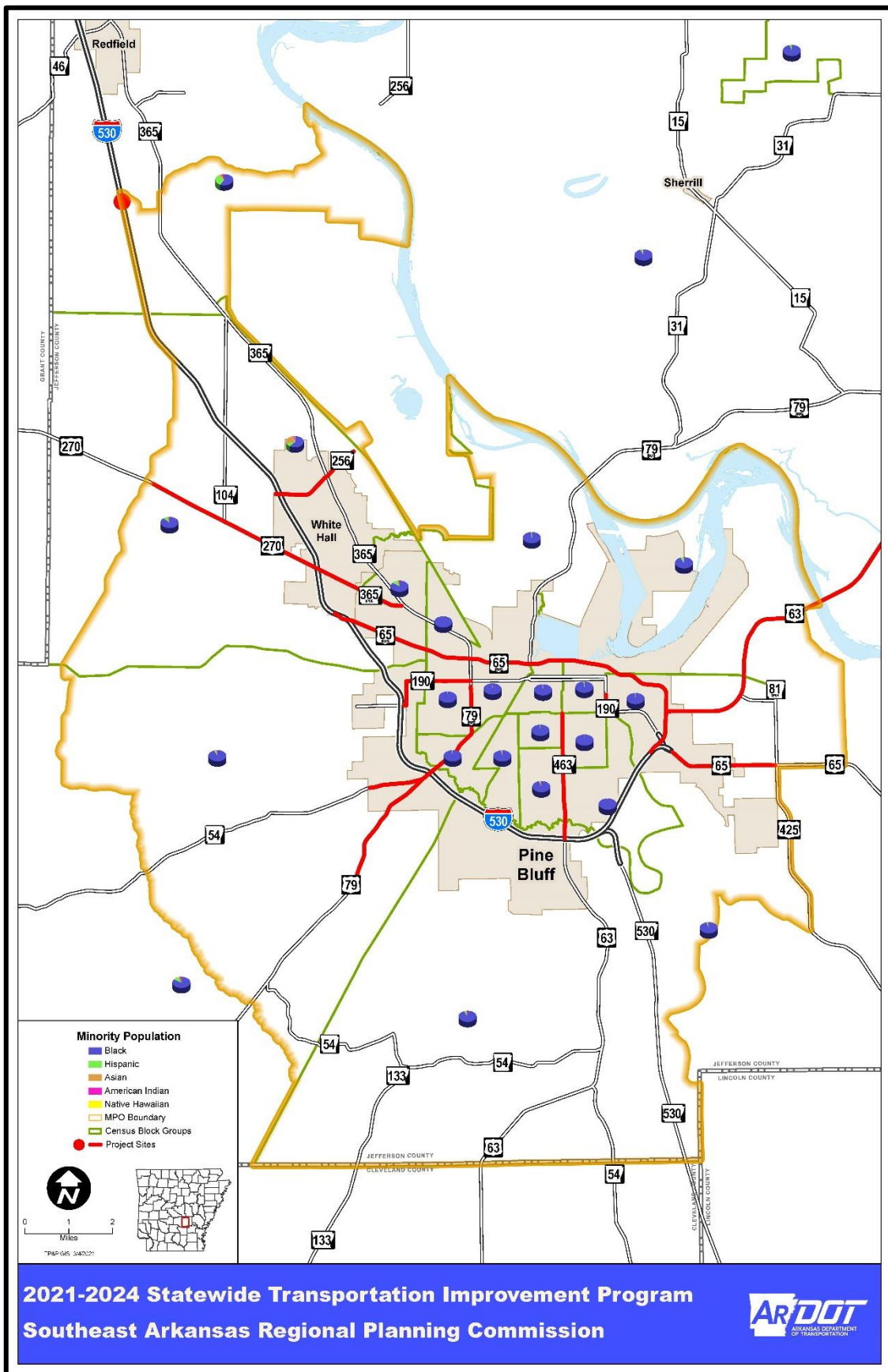
ENVIRONMENTAL JUSTICE

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

The framework for the approach to environmental justice is found in Title VI of the 1964 Civil Rights Act. The Executive Order 12898, ‘Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations’ was signed on February 11, 1994. The Presidential memorandum accompanying EO 12898 identified Title VI of the Civil Rights Act of 1964 as one of several federal laws that should be applied ‘to prevent minority communities and low-income communities from being subject to disproportionately high and adverse environmental effects.’ According to the U.S. Department of Justice, ‘...the core tenet of environmental justice – that development and urban renewal benefitting a community as a whole not be unjustifiably purchased through the disproportionate allocation of its adverse environmental and health burdens on the community’s minority – flows directly from the underlying principle of Title VI itself’.

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

The Environmental Justice maps on the following pages illustrate the locations of the FY 2021 -2024 TIP projects in relation to minority population and low-income population distributions in the MPA.




CERTIFICATIONS AND ASSURANCES

SELF-CERTIFICATIONS

In accordance with § 450.336 the Arkansas Department of Transportation and the Pine Bluff Area Transportation Study for the Pine Bluff Metropolitan Area certify that the Transportation Planning Process is being carried out in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 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.


Steve Frisbee, Planning Division Engineer
Arkansas Department of Transportation

3-30-2021
Date


Ken Smith, PBATS Chair

3-19-21
Date

**ARKANSAS DEPARTMENT OF TRANSPORTATION
Federal Transit Administration Grant Assistance Programs**

FEDERAL CERTIFICATIONS AND ASSURANCES

Name of Applicant Agency: Southeast Arkansas Regional Planning Commission

Name and Title of Authorized Representative Larry Reynolds

Director

BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with provisions of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act, Title VI of the Civil Rights Act of 1964, FTA Program Guidance and any other Federal, State, and/or local laws rules and regulations to each application it makes to the Arkansas Department of Transportation (Department) and the Federal Transit Administration (FTA). The Applicant agrees to include the following Attachments as specified:


1. Insert the clauses of Attachment A in every contract subject to the Act and Regulations.
2. Insert the clauses of Attachment B as a covenant running with the land, in any deed from the United States affecting a transfer of real property, structures, or improvements thereon, or interest therein.
3. Include, as appropriate, clauses of Attachment C as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Applicant with other parties: (a) for the subsequent transfer of real property acquired or improved under 49 U.S.C. Section 5305 Metropolitan Planning; and (b) for the construction or use or access to space on, over, or under real property acquired, or improved under 49 U.S.C. Section 5305 Metropolitan Planning.

The Department and FTA intend that the applicable requirements of the 20 categories of certifications and assurances listed in this Appendix A (included by reference) of the U.S. Department of Transportation (U.S. DOT), FTA notice published in Transit Award Management System (TrAMS) dated Friday, February 28, 2020 should apply, as required, to each project for which the Applicant seeks now, or may later, seek FTA assistance.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has made in the statements submitted herein with this document and any other submission made to the Department and FTA, and acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance, or submission made to the Department and FTA. The criminal fraud provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with the FTA formula assistance programs, and may apply to any other certification, assurance, or submission made in connection with any program administered by the Department and FTA.

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Date: 3-5-2020



Authorized Representative of Applicant Agency

**PINE BLUFF AREA TRANSPORTATION STUDY
RESOLUTION #2021 - 3**

**ADOPTING THE FFY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
(TIP) FOR THE PINE BLUFF AREA (PBATS) TRANSPORTATION STUDY
METROPOLITAN AREA**

WHEREAS, the U.S. Department of Transportation requires development of a four year financially constrained Transportation Improvement Program (TIP) for each urbanized area under the direction of the Metropolitan Planning Organization (MPO); and

WHEREAS, the local transportation projects utilizing Federal Highway Administration funds must be included in the TIP; and

WHEREAS, the local transit projects utilizing Federal Transit Administration funds must also be listed in the TIP; and


WHEREAS, the Pine Bluff Area Transportation Study Metropolitan Planning Organization (MPO) is designated as the policy body responsible for performing the transportation planning; and

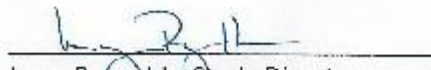
WHEREAS, the PBATS MPO complied with the public involvement policy to solicit public and private sector involvement and review to discuss the Draft 2021-2024 TIP; and

WHEREAS, the PBATS Policy Board self-certifies that the Planning Process is consistent with 23 CFR part 450.334 and other Federal requirements; and

NOW, THEREFORE BE IT RESOLVED, that PBATS Policy Board hereby adopts the FFY 2021-2024 Transportation Improvement Program.

PASED AND APPROVED THIS 19th DAY OF March 2021.


Ken Smith, Chairman


Larry Reynolds, Study Director

Public Comments Received

As required by federal regulations and as part of the PBATS Public Participation Process notice was made requesting input from the public on the proposed 2019-2022 Transportation Improvement Plan. Following is a synopsis of the comments received.

6/10/2020

Concur: Terrie H. Jorden
Date: 6/30/2020

TARGET SETTING FOR 2021

SAFETY

PERFORMANCE MEASURES



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

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

DATA SOURCES

Fatality Data: Fatality Analysis Reporting System (FARS).

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

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

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

TARGET SETTING REQUIREMENTS

State DOTs:

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

6/10/2020

Metropolitan Planning Organizations (MPOs):

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

METHODOLOGY

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

Description of Methodology

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

1. Calculate moving averages for the last five years. A moving average “smooths” the variation from year to year. For this target setting, the moving average was calculated for the last five years (2010-2014, 2011-2015, 2012-2016, 2013-2017, and 2014-2018).
2. Calculate the average of these five data points.
3. Consider external factors to account for uncertainties. Past safety performance alone is not necessarily the best indicator of future performance, given numerous external factors outside of ARDOT’s control. For instance, to account for the fact that 2019 crash data is incomplete, an adjustment factor may be considered to account for the uncertainty of what the final numbers will be, rather than attempting to predict exact numbers.
4. Apply any adjustment factors as needed based on Step 3 to the averages calculated in Step 2 to determine targets.

Step One: Calculate Moving Averages

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

Step Two: Calculate the Average

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

Table 1 – Calculation of Moving Averages

Data					Moving Averages						
Year	Number of Fatalities	Rate of Fatalities	Number of Serious Injuries**	Rate of Serious Injuries	Number of Non-Motorized Fatalities and Serious Injuries	Years	Number of Fatalities	Rate of Fatalities	Number of Serious Injuries	Rate of Serious Injuries	Number of Non-Motorized Fatalities and Serious Injuries
2010	571	1.704	3,331	9.942	138						
2011	551	1.672	3,239	9.829	149						
2012	560	1.671	3,226	9.624	147						
2013	498	1.487	3,066	9.154	149						
2014	470	1.381	3,154	9.270	141		2010-2014	530.0	1.583	3,203.2	9.564
2015	550	1.576	2,888	8.276	112	2011-2015	525.8	1.557	3,114.6	9.231	139.6
2016	561	1.569	3,032	8.480	154	2012-2016	527.8	1.537	3,073.2	8.961	140.6
2017	525	1.443	2,816	7.739	189	2013-2017	520.8	1.491	2,991.2	8.584	149.0
2018	516	1.407	2,272	6.195	205	2014-2018	524.4	1.475	2,832.4	7.992	160.2
Notes:											
2017 Fatalities are from FARS Final											
2018 Fatalities are from FARS Annual Report File (Not Final)											

Table 2 – Calculation of the Averages

Performance Measure	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018	Average
Number of Fatalities	530.0	525.8	527.8	520.8	524.4	525.8
Rate of Fatalities	1.583	1.557	1.537	1.491	1.475	1.529
Number of Serious Injuries	3,203.2	3,114.6	3,073.2	2,991.2	2,832.4	3,042.9
Rate of Serious Injuries	9.564	9.231	8.961	8.584	7.992	8.866
Number of Non-Motorized Fatalities and Serious Injuries	144.8	139.6	140.6	149.0	160.2	146.8

Step Three: Consider External Factors

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

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

There is considerable uncertainty regarding the impact of medical marijuana and opioid use on highway safety. Although it is widely recognized that there is some level of impact, there are no studies that can definitively state the expected increase in crashes due to these factors.

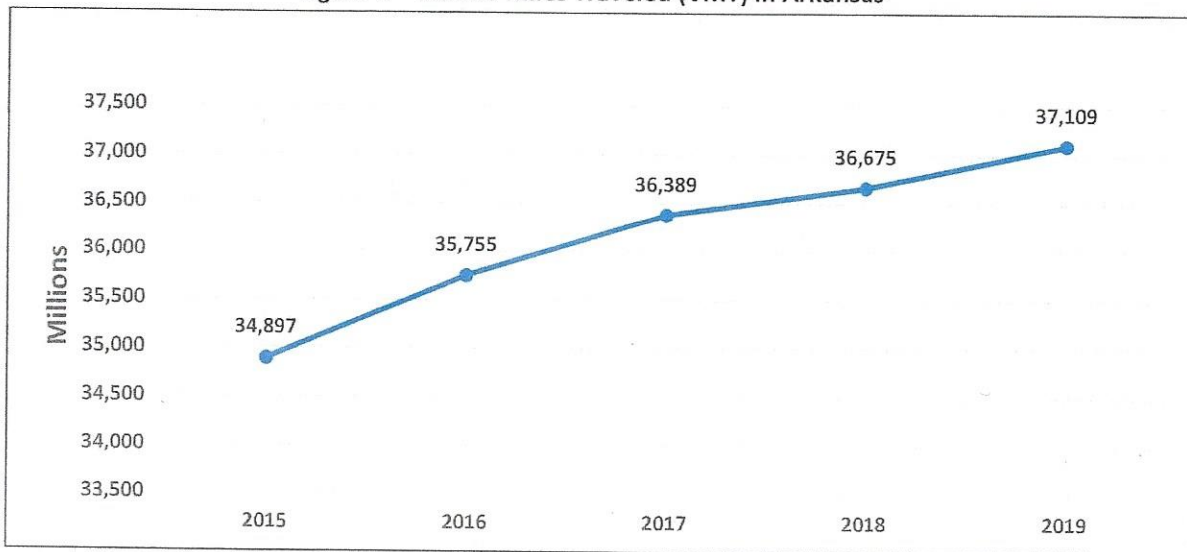
Speed limit increase on rural freeways in Arkansas in 2020

State Act 784 of 2019 increases the maximum allowable speed limit for motor vehicles on rural freeways to 75 miles per hour (mph) effective July 1, 2020.

Continued increase in vehicle miles traveled in Arkansas

The vehicle miles traveled (VMT) in Arkansas has continued to increase in recent years as a result of continued population increase and an improving economy. Generally, the greater the VMT, the greater the risk of crashes. As shown in Figure 1, the VMT in Arkansas has increased in the last five years data, from 34,897 million VMT in 2015 to 37,109 million VMT in 2019. This is an increase of around six percent over the five-year period, or an average annual growth rate of 1.75%.

Figure 1 – Vehicle Miles Traveled (VMT) in Arkansas

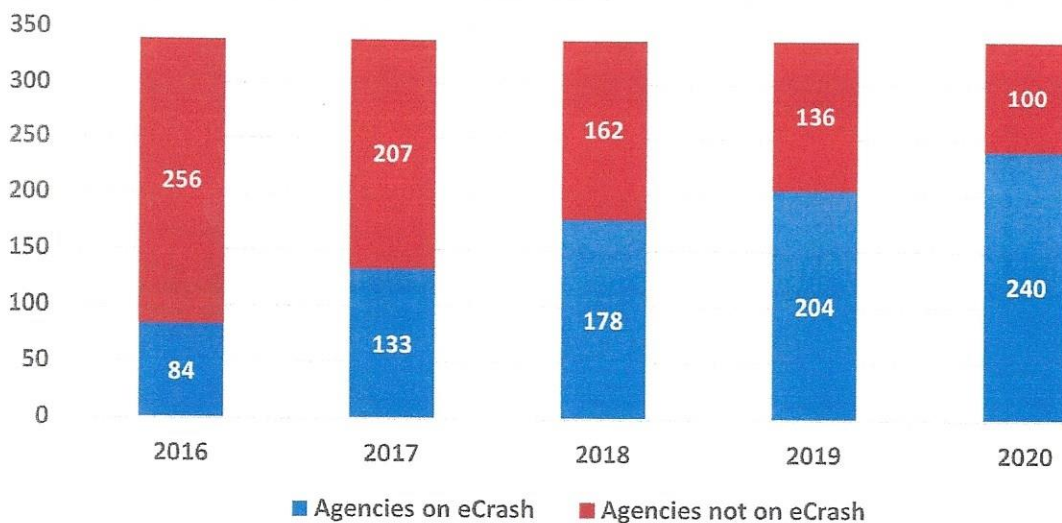


Data Source: FHWA and ARDOT

Continued transition to eCrash system

The eCrash system has made crash reporting more timely and consistent. Since first implemented by Arkansas State Police in 2015, law enforcement agencies throughout Arkansas have been transitioning to the eCrash system. To date, 60 percent of all law enforcement agencies now use eCrash as shown in Figure 2. However, several large jurisdictions such as Fayetteville, North Little Rock, and Hot Springs have yet to make the transition.

Figure 2 – eCrash Use in Arkansas



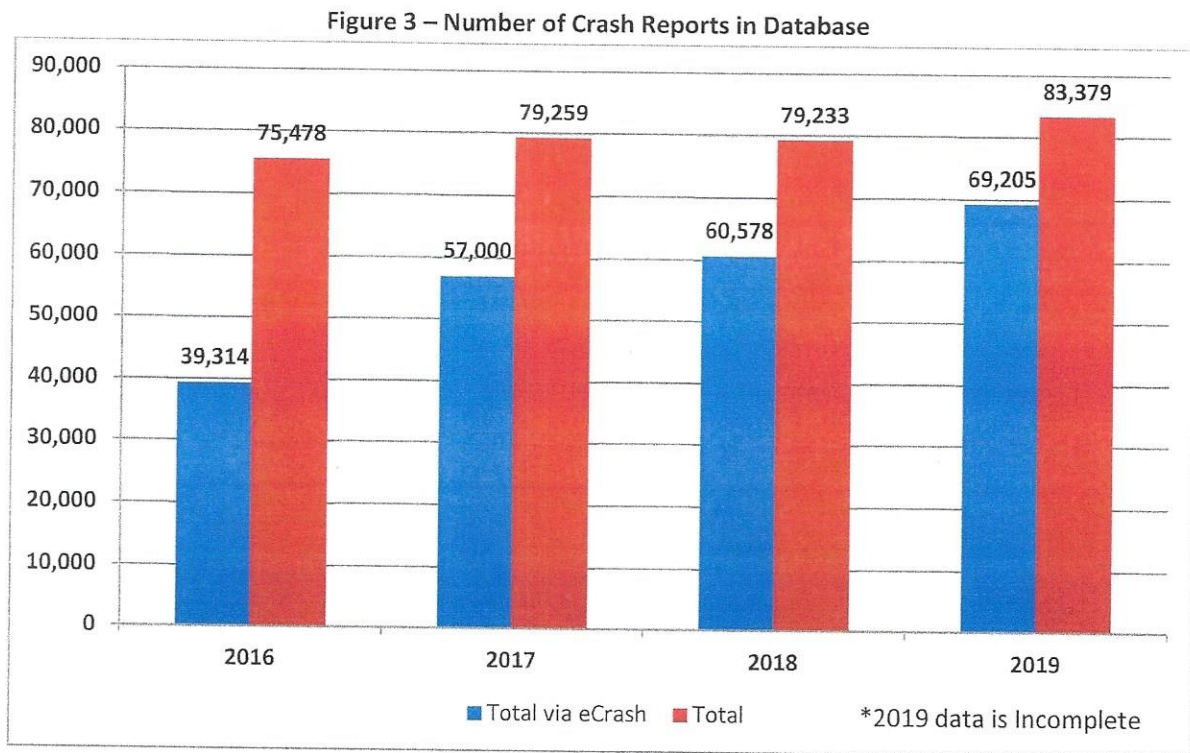
There is uncertainty regarding data quality, primarily regarding serious injuries. Although Arkansas State Police has an official definition of suspected serious injuries, it has been noted in the past that the definition was not applied consistently. Until all law enforcement agencies begin using eCrash,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

6/10/2020

training on the definition is conducted, there will continue to be much uncertainty regarding data accuracy.

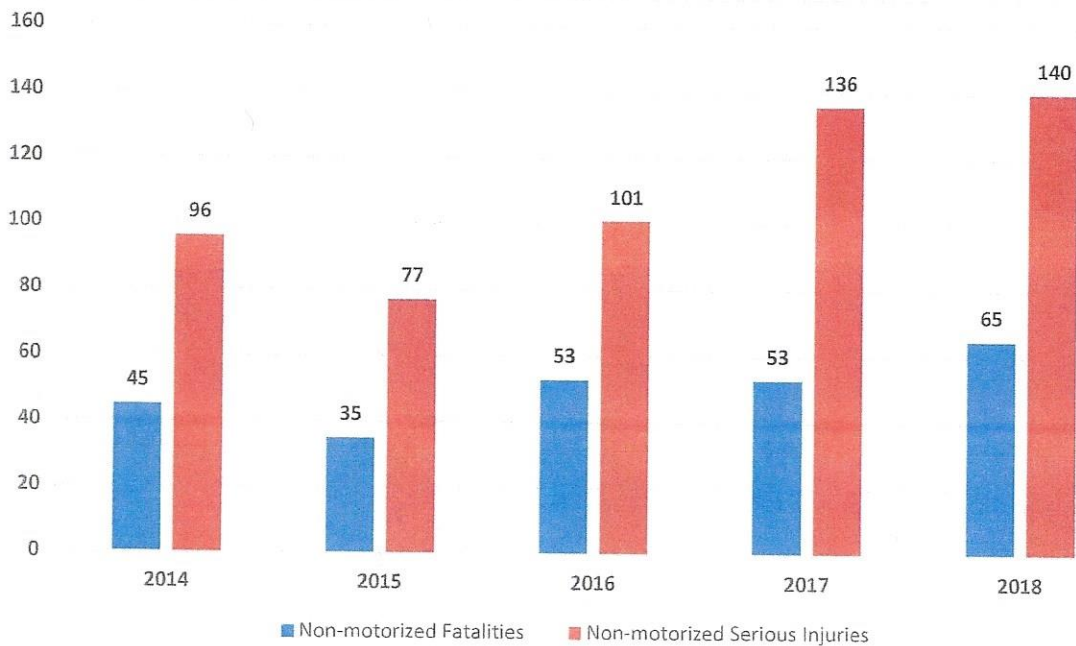
Uncertainty of 2018 crash data

Agencies that are not using eCrash are using old paper forms or a separate electronic crash reporting system. Due to issues related to crash data entry at Arkansas State Police, a significant number of crash reports for 2018 were not entered into the eCrash system. As shown in Figure 3, although the number of crash reports submitted via eCrash continues to increase, the number of total crashes reported also continues to increase, except for 2018. As noted, the crash data entry issue is impacting the true number of crashes in Arkansas for 2018.



Although the crash data entry has less impact on fatalities due to the separate tracking system at Arkansas State Police, it has greater impact on non-motorized crashes. As shown in Figure 4, the number of non-motorized fatalities and serious injuries can vary significantly. Because there are a number of agencies in large urban areas not using eCrash, the number of non-motorized crashes could increase in the future if those agencies begin using eCrash. The variability of the Number of Non-Motorized Fatalities and Serious Injuries performance measure compared to other safety performance measures is illustrated in Attachment A. As shown in this attachment, the coefficient of variation for this performance measure is at 21 percent, which is significantly higher than the other performance measures ranging from 6 to 13 percent.

Figure 4 – Number of Non-Motorized Fatalities & Serious Injuries



Step Four: Apply Adjustment Factors

The various external factors mentioned under Step Three could impact Arkansas' safety performance. However, there is little to no research to justify the application of specific adjustment factors to account for external factors such as medical marijuana for instance. With that said, in consultation with other safety stakeholders, it is determined that a two percent adjustment factor can be justifiably applied to: Number of Fatalities, Rate of Fatalities, Number of Serious Injuries, and Rate of Serious Injuries.

This adjustment factor is based on the recent VMT trend in Arkansas since it has been increasing consistently in recent years and expected to continue into the near future.

It is recommended that a higher adjustment factor is applied to the Number of Non-Motorized Fatalities and Serious Injuries performance measure. Also, the known number of non-motorized fatalities and serious injuries has already increased in 2018 compared to previous years, as shown in Figure 4. Therefore, it is determined that approximately half of last year's adjustment factor of 110 percent i.e. 50 percent can be applied to the Number of Non-Motorized Fatalities and Serious Injuries performance measure.

TARGETS

Based on the methodology described, targets for each of the five performance measures is shown below in Table 3.

Table 3 – 2021 Performance Targets

Performance Measure	Average ¹	Adjustment Factor ²	Target
Number of Fatalities	525.8	+2%	536.3
Rate of Fatalities	1.529	+2%	1.560
Number of Serious Injuries	3,042.9	+2%	3,103.8
Rate of Serious Injuries	8.866	+2%	9.043
Number of Non-Motorized Fatalities and Serious Injuries	146.8	+50%	220.3

¹ See Table 2

² Description of justification found on page 7

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

Table 4 – Comparison of 2020 & 2021 Performance Targets

Performance Measure	2020			2021		
	Average	Adjust.	Target	Average ¹	Adjust.	Target
Number of Fatalities	530.6	+2%	541.2	525.8	+2%	536.3
Rate of Fatalities	1.564	+2%	1.595	1.529	+2%	1.560
Number of Serious Injuries	3,138.6	+2%	3,201.4	3,042.9	+2%	3,103.8
Rate of Serious Injuries	9.256	+2%	9.441	8.886	+2%	9.043
Number of Non-Motorized Fatalities and Serious Injuries	143.0	+110%	300.3	146.8	+50%	220.3

¹ See Table 2

FHWA ASSESSMENT OF 2019 PERFORMANCE TARGETS

FHWA will conduct an assessment to determine whether states have met or made significant progress toward meeting their previous year's targets in December of each year. For 2019, the assessment will be made in December of 2020 by comparing the actual 2015-2019 performance to the 2019 targets and the 2013-2017 baseline performance. At least four of the five targets must either meet (i.e., equal to or less than the target) or be better than the baseline performance to make significant progress. This means that states have two chances to "pass" the test for each performance measure. In some cases, a state may not be better than the baseline performance for any given measure, but may meet the target they set. In such cases, the state would "pass" the test for that measure.

As shown in Table 5, it is predicted that ARDOT will meet all of the targets except the Number of Non-motorized Fatalities and Serious Injuries. Therefore, FHWA will consider ARDOT as having "made significant progress" and thus avoid the penalty associated with safety performance.

Table 5 – 2019 Performance Assessment

Performance Measure	2015-2019 Average	2019 Targets	2013-2017 Baseline	Meets Target?	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	531.6 ¹	543.0	520.8	Yes	No	YES (4 out of 5 targets met or made significant progress)
Rate of Fatalities	1.472 ¹	1.615	1.491	Yes	Yes	
Number of Serious Injuries	2656.0 ²	3,637.0	2,991.2	Yes	Yes	
Rate of Serious Injuries	7.377 ²	10.824	8.584	Yes	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	173.0 ²	170.0	149.0	No	No	
Notes:						
¹ Value is based on the actual FARS fatality numbers for 2015, 2016 and 2017, preliminary FARS numbers for 2018 and NSC number for 2019. <i>Example: Number of Fatalities = (550+561+525+516+506)/5=531.6</i>						
² Value is based on the actual serious injury numbers for 2015-2018, and an assumed number for 2019.						

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

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

ATTACHMENT A

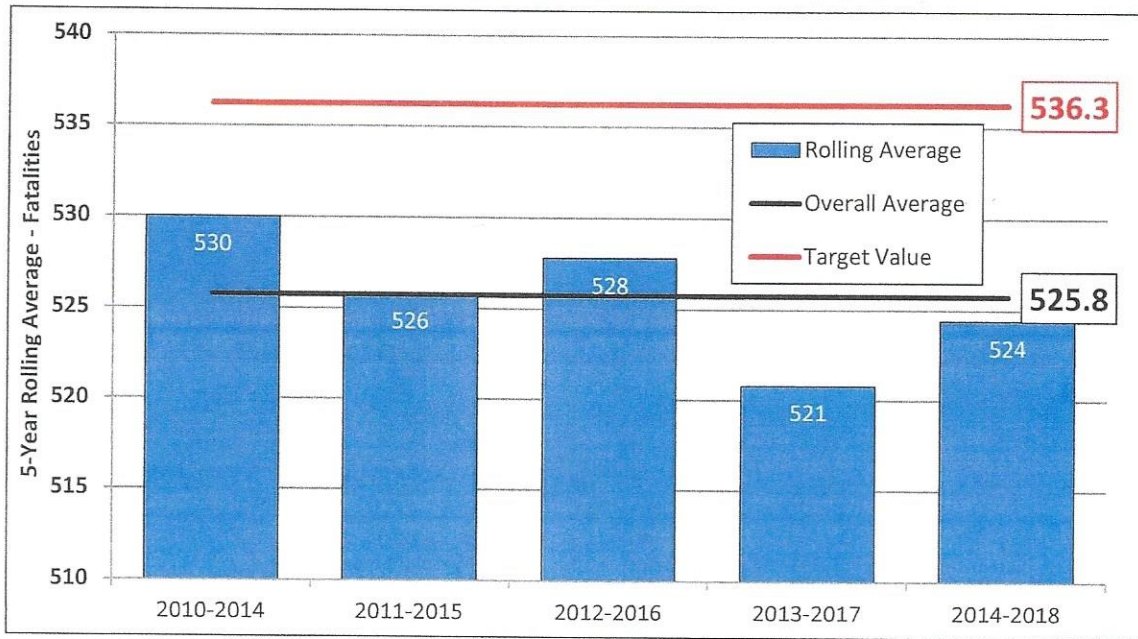
Data Variability Analysis

Number of Fatalities			
2014	470	Mean Standard Deviation Coefficient of Variation	524.4
2015	550		32
2016	561		6%
2017	525		
2018	516		
Rate of Fatalities			
2014	1.381	Mean Standard Deviation Coefficient of Variation	1.475
2015	1.576		0.082
2016	1.569		6%
2017	1.443		
2018	1.407		
Number of Serious Injuries			
2014	3,154	Mean Standard Deviation Coefficient of Variation	2832.4
2015	2,888		304
2016	3,032		11%
2017	2,816		
2018	2,272		
Rate of Serious Injuries			
2014	9.270	Mean Standard Deviation Coefficient of Variation	7.992
2015	8.276		1
2016	8.480		13%
2017	7.739		
2018	6.195		
Number of Non-Motorized Fatalities and Serious Injuries			
2014	141	Mean Standard Deviation Coefficient of Variation	160.2
2015	112		33
2016	154		21%
2017	189		
2018	205		

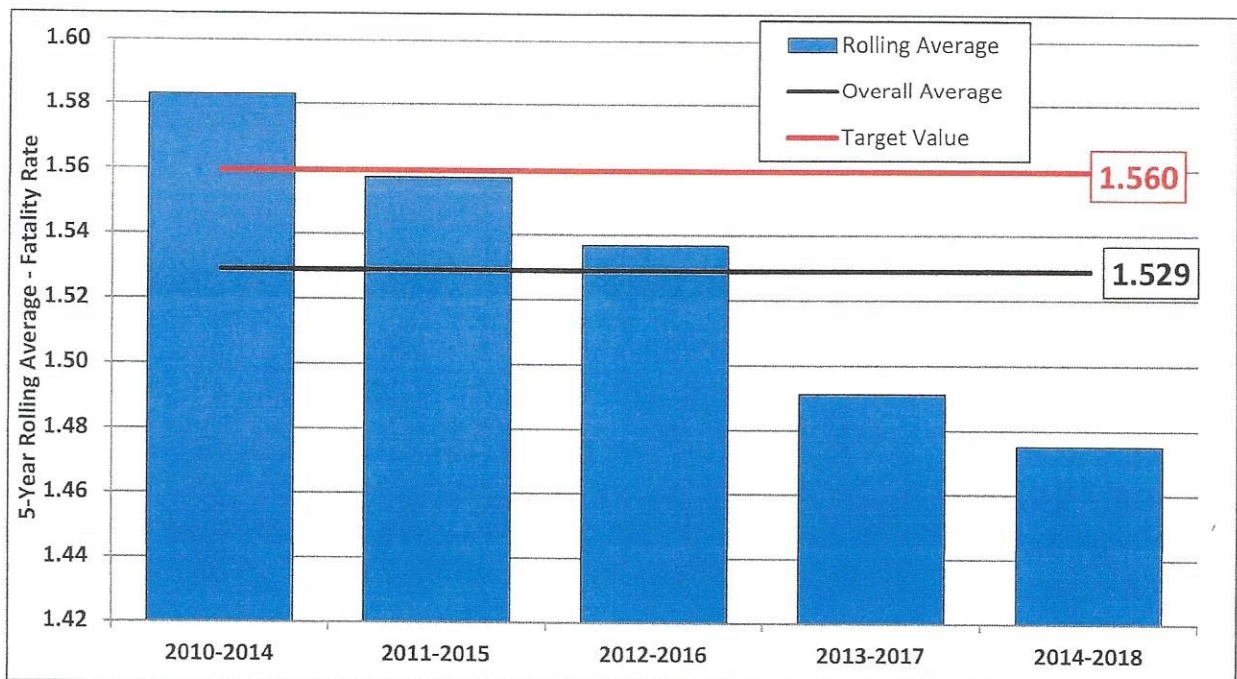
Coefficient of Variation is a statistical measure of the dispersion of data around the mean. It is a useful statistic for comparing the degree of variation from one data set to another, even if the means are drastically different from one another.

ATTACHMENT B

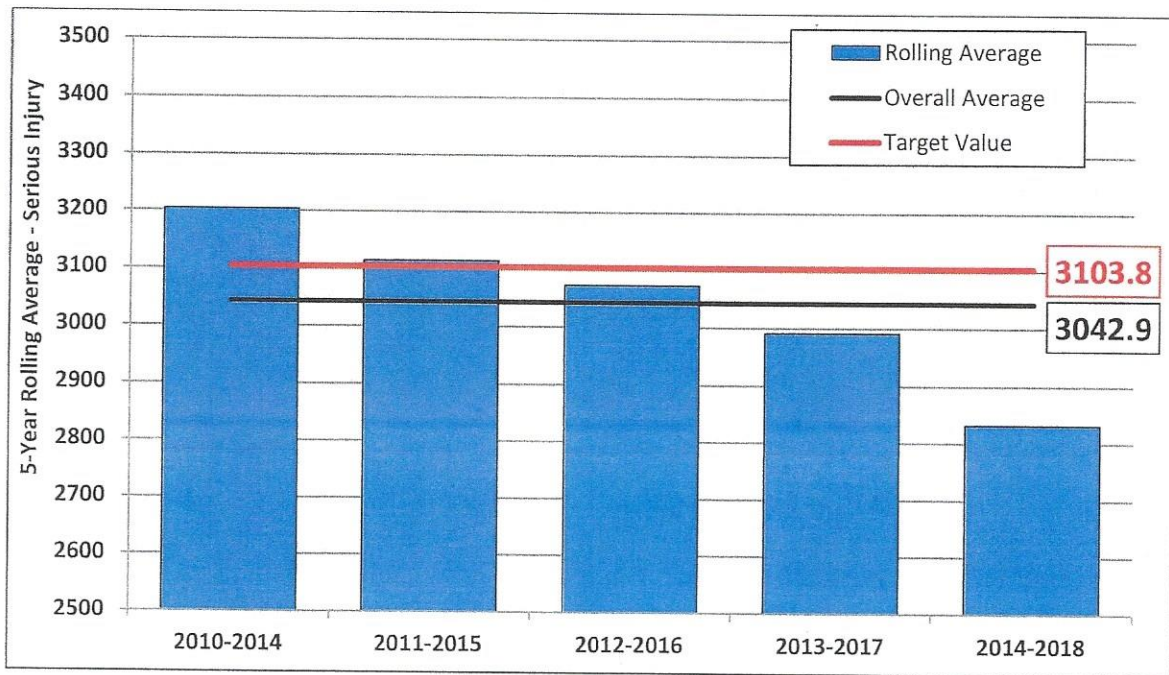
HSIP 2021 Target – Number of Fatalities



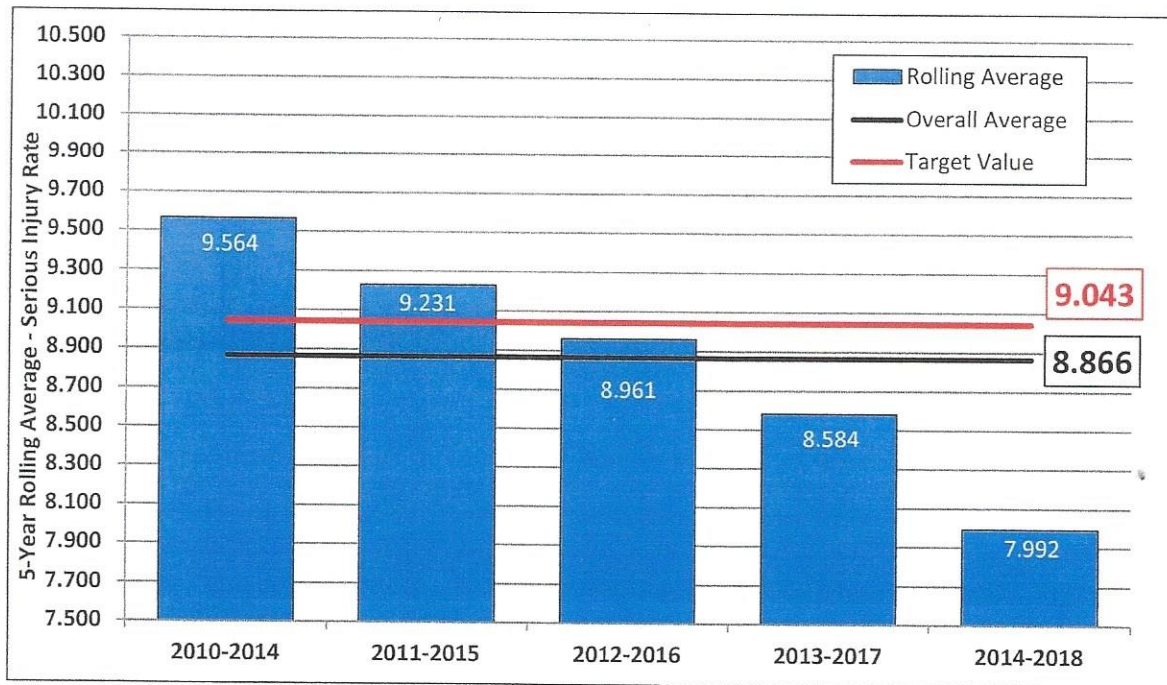
HSIP 2021 Target – Fatality Rate



HSIP 2021 Target – Number of Serious Injuries

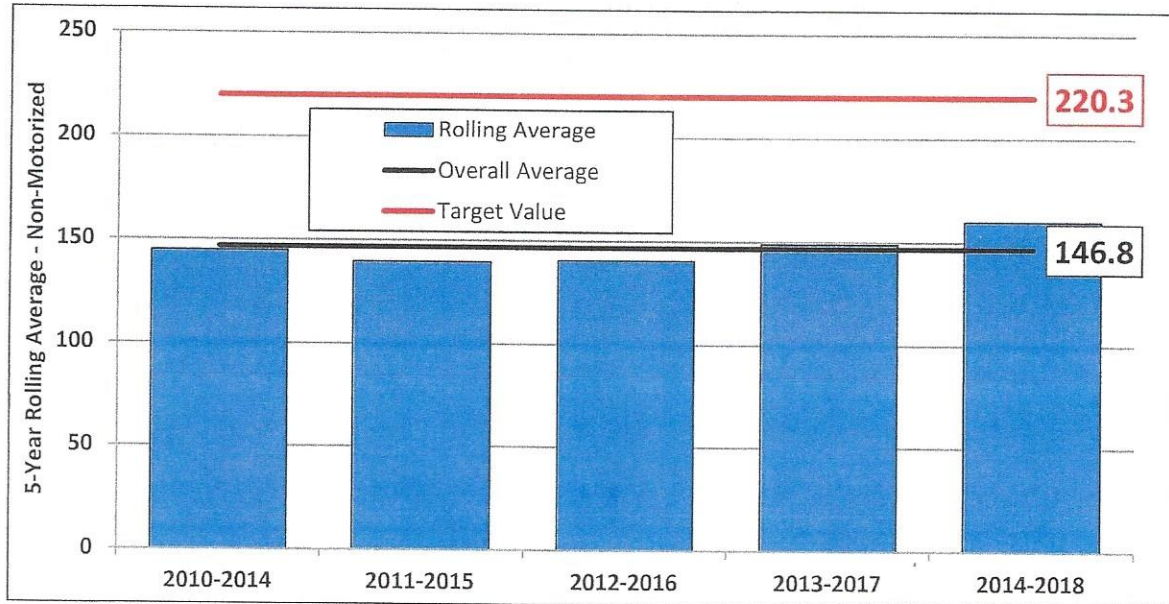


HSIP 2021 Target – Serious Injury Rate



6/10/2020

HSIP 2021 Target - Number of Non-Motorized Fatalities and Serious Injuries



Mid-Performance Report

PAVEMENTS PERFORMANCE MEASURES



In accordance with 23 CFR 490, FHWA established performance measures for State DOTs to use in managing pavement performance on the NHS. The following is a list of the required performance measures for pavements.

Performance Measures
Percent of Interstate pavements in Good condition
Percent of Interstate pavements in Poor condition
Percent of non-Interstate NHS pavements in Good condition
Percent of non-Interstate NHS pavements in Poor condition

CONDITION BASED PERFORMANCE MEASURES

Data Collection Requirements:

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

Pavement Condition Determination:

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

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

Pavement Condition Thresholds:

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

TARGET SETTING REQUIREMENTS

State DOTs:

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

Other Information:

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

MID-PERFORMANCE PERIOD

In the Department's 2018 Baseline Performance Period Report the condition ratings and targets were based on IRI only. With this Mid-Performance Period Update, the pavement condition ratings and targets are transitioning from IRI Only to Full Distress, as shown in Pavement Condition Determination Table above. The Current Condition, 2-year and 4-Year Pavement Performance Targets for the Interstate and Non-Interstate NHS pavements were developed using Highway Performance Monitoring System (HPMS) datasets for 2017 through 2019. Factors that were taken into consideration as part of this estimation included the calculated Current Condition, projects that are anticipated to be completed by 2021, estimated deterioration rates, and the anticipated level of available funding.

4-YEAR TARGET ADJUSTMENTS

A review of the current performance and targets revealed that the non-Interstate NHS pavements are performing better than anticipated. This is primarily due to an increased emphasis placed on pavement preservation and overall actual investments that exceeded the investment strategy targets due to the following:

- Additional funding provided by Local Public Agencies through Partnering Agreements
- State Surplus funds exceeded estimates
- Multiple Federal Fiscal Year Obligations applied to one or more projects

The 4-year non-Interstate NHS targets are being adjusting to account for the increase in preservation projects on the non-Interstate portion of the NHS and the impact of additional revenue from State of Arkansas Act 416 adopted in March 2019. The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to minimizing deterioration of the existing pavements on the Interstate and non-Interstate NHS in an environment where available resources are improving. The targets represent what is forecasted to be attainable if the strategies and funding estimates in the Transportation Asset Management Plan (TAMP) are implemented.

Performance Targets		
	2-year *	4-year ^
Percent of Interstate pavements in Good condition	N/A	72%
Percent of Interstate pavements in Poor condition	N/A	5%
Percent of non-Interstate NHS pavements in Good condition	36%	40%
Percent of non-Interstate NHS pavements in Poor condition	4%	4%
* Condition rating based on ARDOT's 2019 HPMS pavement dataset – full distress.		
^ Condition rating based on ARDOT's Projected 2021 HPMS pavement dataset – full distress.		

BRIDGE PERFORMANCE MEASURES



Per 23 CFR 490, FHWA established performance measures for State DOTs to use in managing bridge performance on the NHS. The following is a list of the required performance measures for bridges.

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

CONDITION BASED PERFORMANCE MEASURES

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

Additional Information:

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

MID-PERFORMANCE PERIOD

A review of the Mid-Performance Period indicates that the 4-year target for poor bridges is still reasonable with the mid-performance at 3.6%, but that the 4-year target for good bridges is 5.5% lower than the 2-year mid-performance. A review of the individual bridges explained the unexpected drop from good to fair. A few large bridges moved from good to fair in the two year period. One bridge in particular, 07100 – Lake Village Bridge over the Mississippi River, accounted for 3.5% of the change by itself. Mississippi inspects bridge 07100, and this bridge was not included in the model since it is a

unique bridge and relatively new. It turns out there are design and construction issues with bridge 07100 that the model would not have accounted for even if it was in the model.

Another but less affecting issue is the makeup of the NHS itself. There were 248 bridge changes (removed and added) from 2018 to 2020. Replaced bridges accounted for 28% of the changes to the NHS, but the remainder is due to updates and corrections. Before 2019, there was no prescribed procedure to maintain the current NHS in the bridge database, so errors existed. GIS tools are now available to keep the bridge database in sync with the current NHS.

4-YEAR TARGET ADJUSTMENT

While the 4-year target of 6.0% poor is still reasonable, the number of large bridges moving to fair condition earlier than projected necessitates a change to the 4-year good target of 50.0%. While there may be some additional large bridges move from good to fair in the next two years, it is unlikely to drop as much as the previous two years. A target of 42.0% gives a reasonable adjustment with some room for downward movement if the trend continues. The following chart reflects the original targets with the proposed change.

NHS Performance Measures (by Deck Area)	2018 Baseline	2-year Target	Current Condition	Original 4-year Target	Revised 4-year Target
NHS bridges in Good condition	50.3%	50.0%	44.5%	50.0%	42.0%
NHS bridges in Poor condition	3.9%	4.0%	3.6%	6.0%	6.0%

RISK AND MITIGATION

The significant drop in good to fair bridges demonstrates the risk in projecting future conditions based on past performance. Changes in design, construction and maintenance practices, material quality, traffic, and environmental factors all can have a significant effect on the accuracy of the predictive model. The following steps help to mitigate future risks in model performance.

- Risk – A few large bridges changing states between Good and Fair or Fair and Poor can significantly affect the accuracy of the model – as explained previously.
 - Mitigation – Revising the bridge model better to fit the conditions of the last two years.
- Risk – There is a “lag” between the dTIMS (predictive modeling software) investment projections and the delivery of capital investments. In the 2018 model, the existing Statewide Transportation Improvement Program (STIP) was not modeled in the initial dTIMS run.
 - Mitigation – Include the most recent STIP in the dTIMS model.

While it is not possible to eliminate all risk in a predictive model, it is possible to mitigate the risks and increase the reliability of the predictive model. Planned improvements in the model include updates to the deterioration curves and integration of truck traffic and environmental factors. The use of artificial intelligence is also being investigated to help achieve better results. Validation checks along the way ensure that any changes made give improved outcomes. While these actions do not affect the current TAMP, it allows a higher degree of accuracy in the next TAMP.

TRAVEL TIME RELIABILITY PERFORMANCE MEASURES



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

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

CONDITION BASED PERFORMANCE MEASURES

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

Additional information:

- State DOTs must establish targets for the Interstate and non-Interstate NHS.
- FHWA began introducing the NPMRDS provided by HERE in August 2013. The data was mainly considered as raw probe data.
- In February 2017, FHWA switched the NPMRDS vendor from HERE to INRIX. Due to different data processing approaches by the vendors, there are inconsistencies in the NPMRDS.

- The data used in the 2018 target setting included three years (2014-2016) of data in HERE standard and one year (2017) of data in INRIX standard. Since that time, INRIX has backfilled 2016 data. Therefore, in the 2020 target setting, only the 2014-2015 data is in the HERE standard. 2016-2019 data is provided using the INRIX standard.
- Population growth and increasing travel will affect travel time reliability, particularly in fast-growing urban areas.
- An extensive construction program on the Interstate system could result in multiple major work zones. This scenario would have an effect on the reliability of the Interstates and non-Interstate NHS routes.
- If FHWA determines that a State DOT has not made significant progress toward achieving the target, the State DOT shall document the actions it will take to achieve the NHS travel time targets. There is no financial penalty for not meeting the proposed targets at this time.

MID-PERFORMANCE PERIOD

In the 2018 Baseline Report, the 2-year target for Percent of Person-Miles Traveled Reliable on Interstate was set to 91%. However, it was set with only one year (2017) of consistent data and four years (2014-2017) of total data. A consistent trend was not established at that time.

The latest data (2019) for Percent of Person-Miles Traveled on Interstate Reliable is 97%, which significantly outperforms the 2-year target of 91%. Considering the relatively flat trend line for this measure from recent years, the original 4-year target of 89% is very conservative.

4-YEAR TARGET ADJUSTMENT

The 4-year target for Percent of Person-Miles Traveled Reliable on Interstate can be adjusted to 93%. This new target is set to be lower than the current trend line. It takes into consideration the estimation of the increase in traffic over the next two years, along with construction impacts that can affect the reliability of the system. A few large construction projects in Central Arkansas are going to start in the near future that will potentially change traffic patterns. Figure 2 shows the data and targets for the Percent of Person-Miles Traveled Reliable on Interstate.

Similarly, the 4-year targets for Non-Interstate NHS will be changed from 90% to 92%. Figure 3 shows the data and targets for the Percent of Person-Miles Traveled Reliable on Non-Interstate NHS.

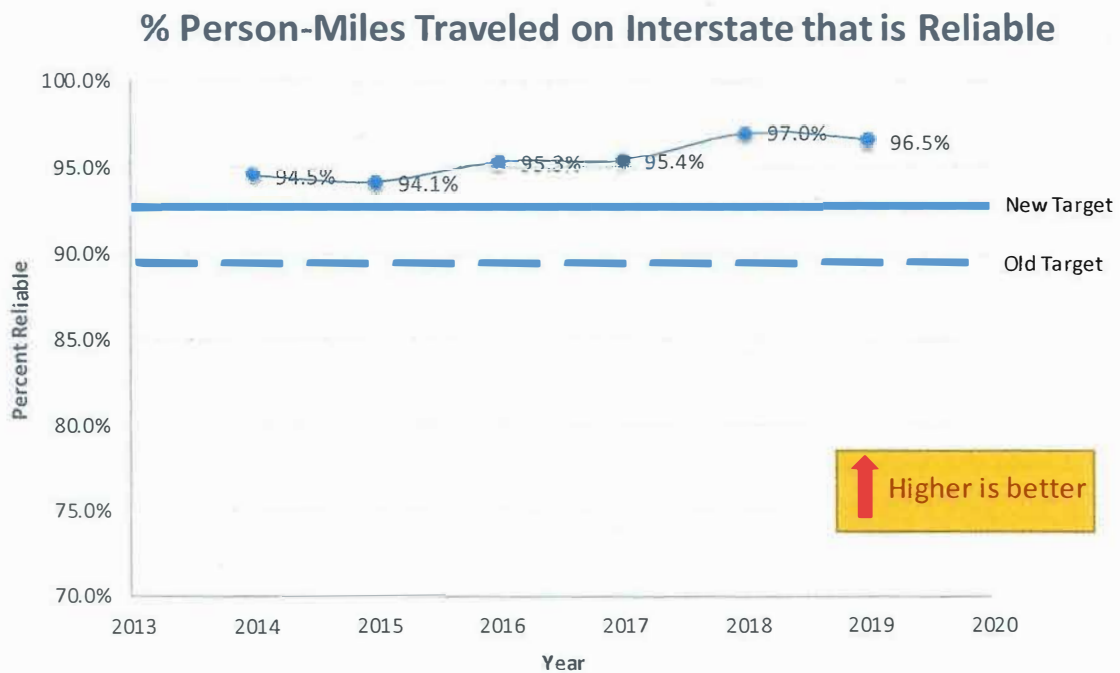


Figure 2. Percent of Person-Miles Traveled on Interstate that is Reliable

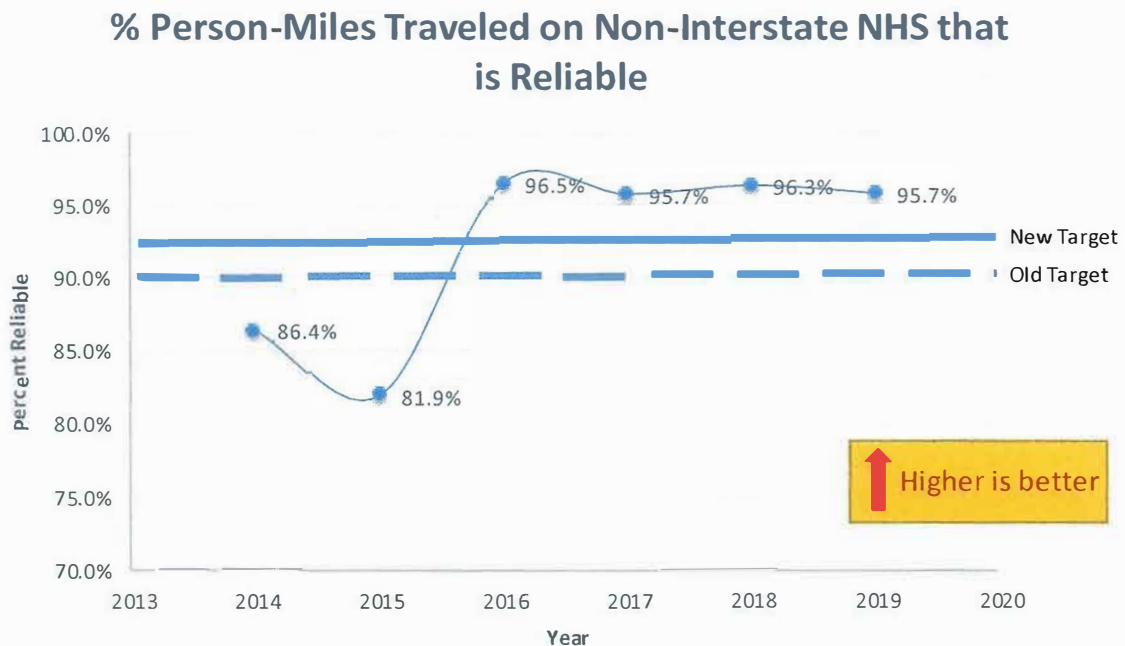


Figure 3. Percent of Person-Miles Traveled on Non-Interstate NHS that is Reliable

FREIGHT RELIABILITY PERFORMANCE MEASURE



In accordance with 23 CFR 490, FHWA established performance measures for State DOTs to use in assessing freight movement on the Interstate System. The following is the required performance measure for freight reliability.

Performance Measure
Truck Travel Time Reliability on the Interstate System

CONDITION BASED PERFORMANCE MEASURES

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

Additional Information:

- Must establish targets for all Interstates.
- FHWA began introducing the NPMRDS provided by HERE in August 2013. The data was mainly considered as raw probe data.
- In February 2017, FHWA switched the NPMRDS vendor from HERE to INRIX. The change in vendor resulted in inconsistencies due to the different approaches in the data processing.
- The data used in the 2018 target setting include three years (2014-2016) of data in HERE standard and one year (2017) of data in INRIX standard. Since that time, INRIX has backfilled 2016 data. Therefore, in the 2020 target setting, only the 2014-2015 data is in the HERE standard. 2016-2019 data is provided using the INRIX standard.

- Population growth and increasing travel will affect travel time reliability, particularly in fast-growing urban areas.
- Urban congestion often affects freight reliability. For example, 20 of the highest 40 TTTR segments in Arkansas are located on urban Interstates, where very little truck traffic exists.
- If FHWA determines that a state DOT has not made significant progress toward achieving the target, the State DOT shall include as part of the next performance target report identification of significant freight trends, needs, and issues within the State as well as a description of the freight policies and strategies and an inventory of truck freight bottlenecks. There is no financial penalty for not meeting the proposed targets at this time.

MID-PERFORMANCE PERIOD

In the 2018 Baseline Report, a 2-year target for TTTR on the Interstate System was set to 1.45. However, it was set with only one year (2017) of consistent data and four years (2014-2017) of total data. A consistent trend was not established at that time.

4-YEAR TARGET ADJUSTMENT

The latest data (2019) for TTTR on the Interstate System is 1.21, which significantly outperforms the 2-year target of 1.45. Considering the relatively flat trend line for this measure in recent years, the original 4-year target of 1.52 is very conservative. Therefore, the 4-year target for TTTR on Interstates can be adjusted to 1.40. Figure 4 shows the data and targets for the TTTR on Interstates.

The proposed target is slightly higher than the trend line. This considers the estimation of the increase in traffic over the next two years along with construction impacts that can affect the reliability of the system. A few large construction projects in Central Arkansas are going to start in the near future that will potentially change traffic patterns .

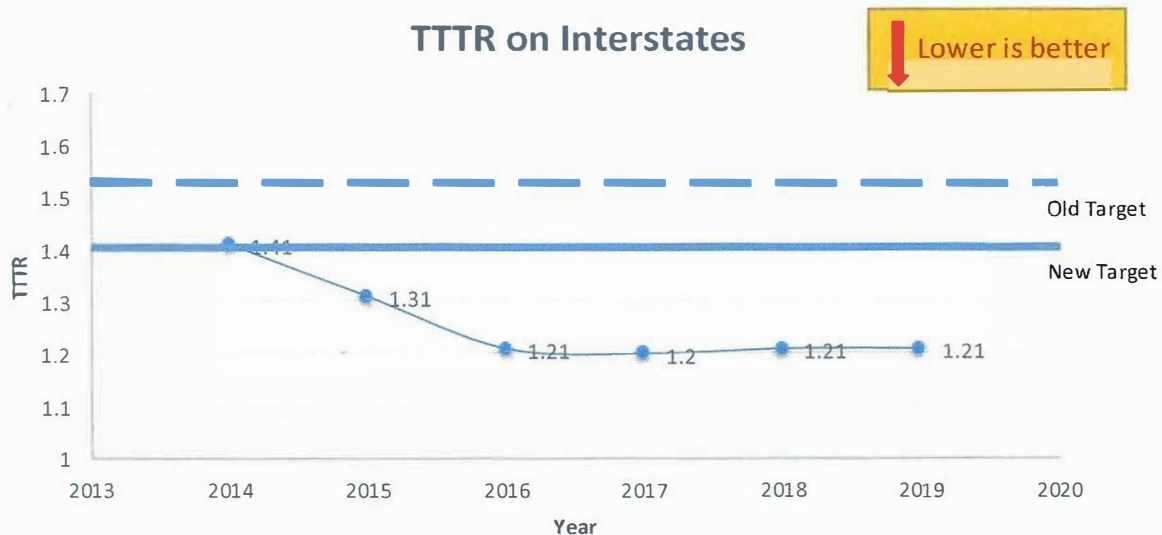


Figure 4. Truck Travel Time Reliability on Interstates