



## **FY 2023 Unified Planning Work Program (UPWP) Pine Bluff Area Transportation Study (PBATS)**

**In cooperation with the Federal Highway Administration, Federal Transportation Administration, Arkansas Department of Transportation, Jefferson County, City of Pine Bluff, City of White Hall, Pine Bluff Transit and Southeast Arkansas Transportation.**



# UNIFIED PLANNING WORK PROGRAM

## FISCAL YEAR 2023

Approved \_\_\_\_\_, 2022, by Resolution # 2022-1

Prepared by:

***Southeast Arkansas Regional Planning Commission***

In cooperation with:

***Cities of Pine Bluff and White Hall***

***Jefferson County***

***Pine Bluff Transit (PBT) and Southeast Arkansas Transit (SEAT)***

***Arkansas Department of Transportation (ArDOT)***

***Federal Highway Administration***

***Federal Transit Administration***

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## INTRODUCTION

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### **What is a Metropolitan Planning Organization (MPO)?**

A Metropolitan Planning Organization or MPO is a transportation policy-making agency comprised of representatives from local governments and transportation agencies. The Federal Surface Transportation Act of 1973 required any urbanized area with a population over 50,000 people to have a designated MPO. That requirement has been continued by all federal transportation statutes including the most recent legislation signed into law on December 4, 2015 and titled Fixing America's Surface Transportation (FAST) Act.

The Pine Bluff-White Hall urbanized area, which includes portions of unincorporated Jefferson County, is designated as the Pine Bluff Area Transportation Study (PBATS). The Southeast Arkansas Regional Planning Commission (SEARPC) has been designated the MPO for PBATS. The MPO is comprised of two committees; 1) the Policy Committee which serves as the governing body and provides policy guidance and; 2) the Technical Committee which provides technical support and guidance in the transportation planning process.

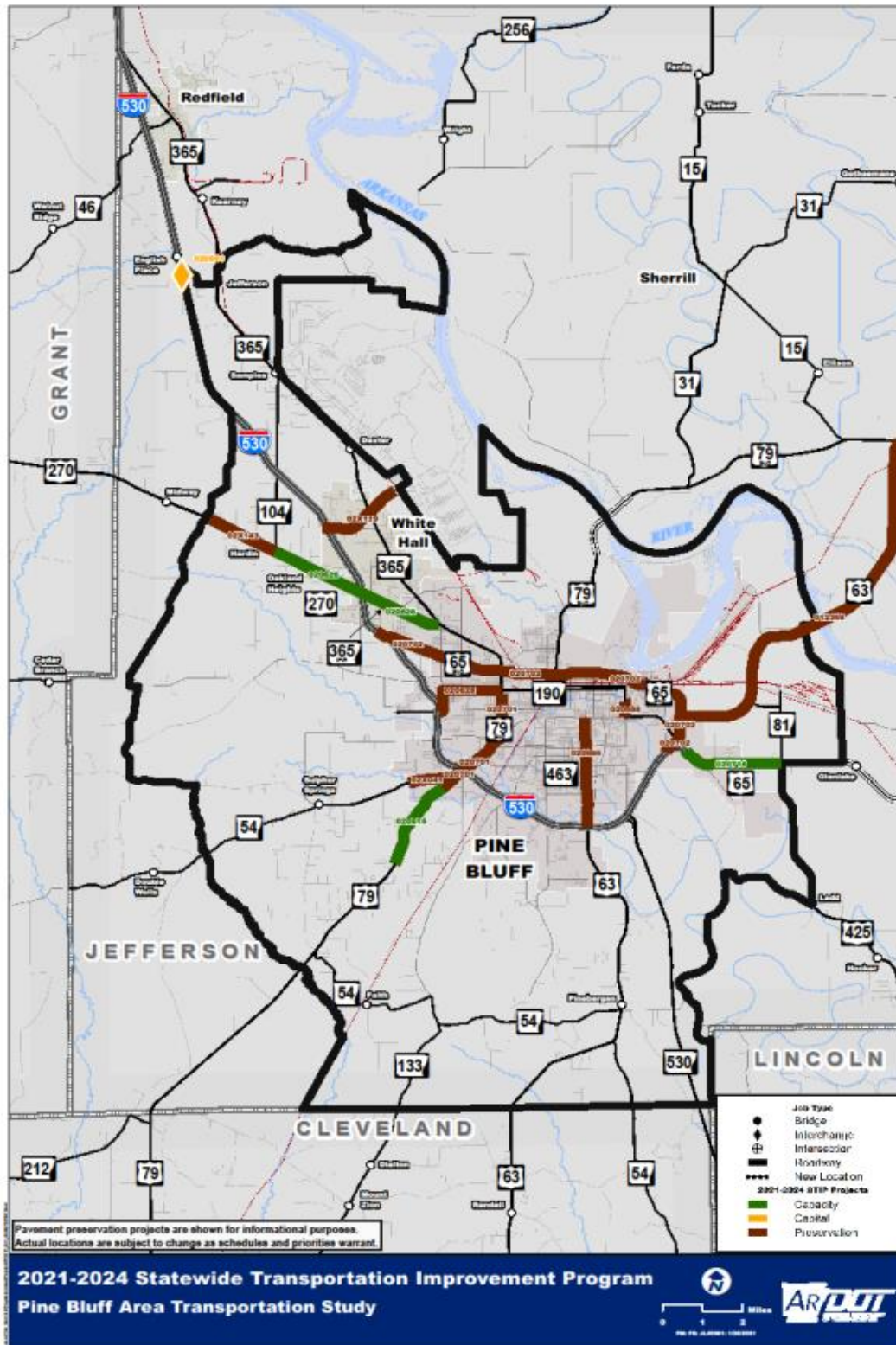
Policy guidance and overall direction for the integrated, multi-modal, urban transportation planning process is provided by the PBATS Policy Committee. The Policy Committee includes the mayor and one Alderman from the Cities of Pine Bluff and White Hall, the County Judge and one Quorum Court member, the ArDOT District 2 Engineer and ArDOT MPO Coordinator, and an ex-officio representative from both the Southeast Arkansas Regional Planning Commission (SEARPC) and the Alliance of Jefferson County. Table 1 identifies current members. The Policy Committee reviews and approves both the UPWP and TIP and is responsible for approving the Metropolitan Transportation Plan for the Study Area.

The PBATS Technical Committee assists the Policy Committee by reviewing and making recommendations on the Metropolitan Transportation Plan, reports, and studies that the Policy Committee must approve. The TAC members are those technical and professional staff members of local governments and ArDOT who are responsible for planning and managing various transportation systems within the Study Area and a non-voting ex-officio representative from the Federal Highway Administration (FHWA). See below for current members.

**TABLE 1**  
**PBATS MEMBERSHIP**

<b>POLICY COMMITTEE</b>	
<b>REPRESENTATIVES</b>	<b>NAME AND TITLE</b>
Jefferson County	Gerald Robinson, County Judge Jimmy Lee Fisher Jr., Quorum Court Member
Pine Bluff	Shirley Washington, Mayor Joni Alexander, Alderman
White Hall	Noel Foster, Mayor Scott Ray, Alderman, Vice-Chair
Southeast Arkansas Regional Planning Comm.	Ken Smith, PBATS Chairman
ArDOT	Andrew Hoggard, District 2 Engineer Sunny Farmahan, MPO Coordinator
Economic Development Alliance of Jefferson County	Allison J.H. Thompson, President

<b>TECHNICAL COMMITTEE</b>	
<b>REPRESENTATIVES</b>	<b>NAME AND TITLE</b>
Jefferson County	Rickey Bullard, County Road Department County Road Supervisor
Pine Bluff	Tom Bennett, PB Street Manager Cassandra Shaw, Transit Director Vacant, Traffic Division, PBPD
White Hall	Noel Foster, Mayor
ArDOT	Bryan Swinney, Construction Engineer Anthony Hunter, ArDOT Planning
Pine Bluff Airport Commission	Doug Hale, Airport Manager
Alliance of – Jefferson County	Nancy McNew, Alliance
Area Agency on Aging (SEAT)	Stephanie Bradshaw, Transportation Director
Federal Highway Administration (Non-voting)	Valera McDaniel, Transportation Planning Coordinator
S.E. Arkansas Regional Planning Commission (Non-voting)	Larry Reynolds, Executive Director



## MPO STUDY AREA

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## **MPO Function**

**Metropolitan Planning Organizations have five essential functions and are responsible for the development and maintenance of three (3) key documents.**

**The essential functions are:**

1. Establish and manage a fair and impartial setting for effective regional transportation decision making in the metropolitan area.
2. Identify and evaluate transportation improvement options.
3. Prepare and maintain the Metropolitan Transportation Plan for the area that addresses mobility and access for people and freight; as well as, maintaining efficient system performance, preservation, and quality of life.
4. Develop a Transportation Improvement Plan that serves as a short-range plan to meet the area's goals.
5. Involve the public in the transportation planning process.

### **Primary Documents Produced by the MPO**

- a. The Unified Planning Work Program (UPWP). The UPWP serves as the activity and budget document for the MPO staff and identifies transportation actions to be performed on an annual basis.
- b. The Metropolitan Transportation Plan (MTP). The MTP is the long-range strategic transportation planning document that identifies future investments to be made in the area's transportation system. This plan is updated every five years.
- c. The Transportation Improvement Plan (TIP). The TIP is a four-year funding program that implements the transportation projects and policies identified in the MTP. It must be updated at least once every four years but may be updated more frequently. In Arkansas, the TIP is updated annually.

### **Planning Process**

As the designated Metropolitan Planning Organization for the Pine Bluff-White Hall urbanized area, the Southeast Arkansas Regional Planning Commission is responsible under Section 134 of Title 23, United States Code for carrying out a cooperative, comprehensive, and continuous (3-C) process designed to promote involvement by all users of the transportation system, such as the business community, community groups, environmental organizations, freight operators, and the general public, through a proactive public participation process.

SEARPC conducts the planning process for the Pine Bluff Area Transportation Study (PBATS) in cooperation with the Arkansas Department of Transportation (ArDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Cities of Pine Bluff and White Hall, and Jefferson County.

Section 134 of Title 23, U.S.C states:

(a) *Policy – It is in the national interest –*

(1) *To encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between states and urbanized areas, while minimizing transportation related fuel consumption and air pollution through metropolitan and statewide planning processes identified in this chapter; and*

(2) *To encourage the continued improvement and evolution of the metropolitan and statewide transportation planning process by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d)*

**Planning Factors** (as identified in Section 134 of Title 23, U.S.C. subsection h)

- A. Support the economic vitality of the United States, the States and Metropolitan Areas, especially by enabling global competitiveness, productivity, and efficiency;
- B. Increase the safety of the transportation system for motorized and non-motorized users;
- C. Increase the security of the transportation system for motorized and non-motorized users;
- D. Increase the accessibility and mobility options available to people and for freight;
- E. Protect and enhance the environment, promote energy conservation, and improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- F. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- G. Promote efficient system management and operation; and
- H. Emphasize the preservation of the existing transportation system.
- I. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts on surface transportation; and
- J. Enhance travel and tourism.

The Planning Factors, which apply to each Element of the Unified Planning Work Program, are listed in Table 2 below:

**TABLE 2**

FAST ACT PLANNING FACTORS	A	B	C	D	E	F	G	H	I	J
44:21 Program Support and Administration					X			X		
44:22 General Development and Comprehensive Planning	X			X	X	X	X	X		
44:23 Long Range Planning	X	X	X	X	X	X	X	X	X	X
44:24 Short Range Planning	X	X	X	X	X	X	X	X	X	X
44:25 Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X

## **RECENT LEGISLATION**

In fall 2021, Congress passed the INVEST in America Act. This bill addresses provisions related to federal-aid highway, transit, highway safety, motor carrier, research, hazardous materials, and rail programs of the Department of Transportation (DOT).

The bill:

- Extends FY2021 enacted levels through FY2022 for federal-aid highway, transit, and safety programs;
- Reauthorizes for FY2023-FY2026 several surface transportation programs, including the Federal-aid highway program, transit programs, highway safety, motor carrier safety, and rail programs;
- Addresses climate change, including strategies to reduce the climate change impacts of the surface transportation system and a vulnerability assessment to identify opportunities to enhance the resilience of the surface transportation system and ensure the efficient use of federal resources;
- Revises Buy America procurement requirements for highways, mass transit, and rail;
- Establishes a rebuild rural bridges program to improve the safety and state of good repair of bridges in rural communities;
- Implements new safety requirements across all transportation modes; and
- Directs DOT to establish a pilot program to demonstrate a national motor vehicle per-mile user fee to restore and maintain the long-term solvency of the Highway Trust Fund and achieve and maintain a state of good repair in the surface transportation system.

In late 2021, Congress passed the Infrastructure Investment Jobs Act (IIJA). IIJA addresses the nation's core infrastructure priorities— including roads and bridges, rail, transit, ports, airports, the electric grid, water systems, and broadband.

### **The bill includes provisions related to:**

- Drinking Water and Wastewater Infrastructure Act
  - Surface Transportation Reauthorization Act and Surface Transportation Investment Act
  - Energy Infrastructure Act
  - Improves permitting by including enhanced FAST-41 program
  - Needed infrastructure needed a low-carbon economy
  - Includes rural infrastructure development and dedicated new funds for major projects.
  - Long-term spending for capital assets that will improve economic efficiency, productivity, GDP, and revenue, and will not increase inflation. New spending paid for according to Congressional Budget Office(CBO)/Joint Committee on Taxation scores, CBO estimates and Office of Management and Budget estimates. \$550 Billion In New Spending Over 5 Years
- Roads, Bridges, & major projects: 2021-2022 UNIFIED PLANNING WORK PROGRAM 5

- \$110B - Includes the Surface Transportation Reauthorization Act and Surface Transportation Investment Act. Funds new, dedicated grant program to replace and repair bridges and increases funding for the major project competitive grant programs. At the same time, the package preserves the 90/10 split of federal highway aid to states.
- Passenger and Freight Rail: \$66B - Provides funding for the Amtrak National Network for new service and dedicated funding to the Northeast Corridor, which has incurred a severe repair backlog after Hurricane Sandy. Increases funding for freight rail and safety.
- Safety: \$11B - Funds highway & pedestrian safety programs, as well as pipeline safety and repair.
- Public Transit: \$39.2B - Funds nation's transit system repair backlog, which DOT estimates is more than 24,000 buses, 5,000 rail cars, 200 stations, and thousands of miles of track, signals, and power systems. Expands transit systems, supports clean transit options, and increases accessibility for seniors and persons with disabilities.
- Broadband: \$65B - Grants to states for broadband deployment, makes broadband access more affordable for low-income families, expands eligible private activity bond projects to include broadband infrastructure, and supports middle-mile deployment efforts.
- Ports and Waterways: \$16.6B - Funding for waterway and coastal infrastructure, inland waterway improvements, port infrastructure, and land ports of entry through the Army Corps of Engineers, Department of Transportation, Coast Guard, General Services Administration, and Department of Homeland Security. Airports: \$25B - Increases funds for Airport Improvement grant program for runways, gates, & taxiways as well as a new Airport Terminal Improvement program for terminals, concessions, and multimodal connections. Improves Air Traffic Control infrastructure.
- Water Infrastructure: \$55B - Includes \$23.4 billion for the bipartisan Drinking Water and Wastewater Infrastructure Act of 2021. Provides a historic \$15 billion for lead service line replacement and \$10 billion to address Per- and Polyfluoroalkyl Substances (PFAS). Supports water infrastructure in Tribal communities by providing \$3.5 billion (\$1.8 billion under Water Infrastructure and
- \$1.7 billion under Resiliency) for the Indian Health Service Sanitation Facilities Construction program
- Power and Grid: \$65B - Includes the bipartisan, ENR-passed Energy Infrastructure Act, which includes funds for grid reliability and resiliency and support for a Grid Deployment Authority; critical minerals and supply chains for clean energy technology; key technologies like carbon capture, hydrogen, direct air capture, and energy efficiency; and energy demonstration projects from the bipartisan
- Energy Act of 2020. Resiliency: \$47.2B - Funding for cybersecurity to address critical infrastructure needs, waste management, flood and wildfire mitigation, drought, and coastal resiliency, ecosystem restoration, heat stress, and weatherization.
- Clean School Buses & Ferries: \$7.5B - Includes historic \$5 billion for the replacement of existing school buses with zero emission and clean school buses, with a priority on low income, rural and Tribal schools.
- Provides \$2.5 billion for the replacement of existing ferries with low carbon ferries and to assist states with operational costs for essential rural ferries.

- Electric Vehicle Charging: \$7.5B – Funds for alternative fuel corridors and to build out a national network of electric vehicle charging infrastructure to facilitate long-distance travel and to provide convenient charging where people live, work, and shop.
- Reconnecting Communities: \$1B – Total of \$1 billion between contract authority and new appropriations.

In December 2021, in support of the BIL, FTA and FHWA issued updated Planning Emphasis Areas for use by metropolitan planning organizations, state departments of transportation, transit agencies, and federal land management agencies in their Unified Planning Work Programs and State Planning and Research Work Programs.

The planning emphasis areas are as follows:

**Tackling the Climate Crisis:** Transitioning to a Clean, Resilient Future: Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's Sustainable Transportation or FTA's Transit and Sustainability Webpages for more information.

**Equity and Justice<sup>40</sup> in Transportation Planning:** FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans, and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for nonmotorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce singleoccupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations

of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transitoriented development including affordable housing strategies and consideration of environmental justice populations.

**Complete Streets:** FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a onesize-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

**Public Involvement:** Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

**Strategic Highway Network (STRAHNET/U.S. Department of Defense) Coordination:** Encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200- mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war.

**Federal Land Management Agency (FMLA) Coordination:** FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMA in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMA, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMA before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMA that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMA in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

**Planning & Environmental Linkages (PEL):** FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

**Data in Transportation Planning:** To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties

## **FY2022 UPWP ACCOMPLISHMENTS**

- Pine Bluff Comprehensive Plan Development – completed
- Streetscape route extension – right-of-way exchange.
- Transit Maintenance Plan RFP developed
- Provided technical assistance to the Pine Bluff Arsenal Compatible Use Study
- Provided technical assistance to local jurisdictions
- Pine Bluff Transit assistance (grant coordination, needs assessment, capital requirements)
- Provided documentation and information for Policy Board meeting
- Completed Annual Performance and Expenditures Report
- Attended and managed Pine Bluff and White Hall Planning Commission meetings
- Reviewed local site development requests
- Reviewed demolition and building permits
- Worked with Pine Bluff Transit and SEAT on long range needs and goals
- Maintained and updated website as needed
- Provided GIS data sets and maps in local area (limited at this time)

## **FY2023 Goals**

Goals for the MPO in FY 2023 include making information available regarding Bicycle and Pedestrian access and planning while working toward development of a PBATS area Bicycle and Pedestrian Plan template. SEARPC will continue to monitor traffic conditions and roadway safety as well as coordinating with ArDOT on the Highway Safety Improvement Plan with the goals of Towards Zero deaths. This will include reviewing crash data to ensure compliance with the performance measures listed previously. Actively coordinate Transportation and Land Use planning through local jurisdiction involvement. SEARPC will analyze socio-economic data to stay abreast of housing trends, traffic patterns and population shifts to improve transportation decision making. PBATS staff will pursue efficient ways to improve public involvement through different social media links and public meetings. Staff will continue to assist Pine Bluff Transit and the Southeast Arkansas Transportation agency (SEAT) to facilitate public access to transit services. Through coordination with Pine Bluff Transit, PBATS will work with agency staff and consultants to conduct a Route Design study.

## **UPWP Purpose**

The UPWP describes the planning activities that the metropolitan transportation planning organization and other agencies propose to undertake during the FY 2023 (July 1, 2022 – June 30, 2023) to address local and regional transportation issues. The Unified Planning Work Program also provides budgeting and proposed expenditures of local, state, and federal funds used to support the various planning activities while providing a management tool for the MPO and the funding agencies in scheduling transportation planning activities, products, and milestones.

Pursuant to these functions, the PBATS FY202 UPWP is the document identifying all USDOT funded transportation planning activities that will be undertaken within the Pine Bluff-White Hall Metropolitan Area by the Southeast Arkansas Regional Planning Commission (SEARPC) during the FY 2023 project year. The UPWP has been developed as a cooperative venture between SEARPC (which provides administrative staff for the PBATS MPO), ArDOT, FHWA, FTA, City of Pine Bluff, City of White Hall, and Jefferson County.

## **WORK ELEMENTS**

Five work categories or tasks have been developed relative to the planning process that address the factors of the FAST ACT listed previously. These are as follows:

- Task 1: 44.21 Program Support and Administration
- Task 2: 44.22 General Development and Comprehensive Planning
- Task 3: 44.23 Long Range Transportation Planning
- Task 4: 44.24 Short Range Transportation Planning
- Task 5: 44.25 Transportation Improvement Program.

## 44.21 PROGRAM SUPPORT AND ADMINISTRATION

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### **DESCRIPTION**

The purpose of this task is to ensure that the transportation planning process conducted in the Study Area is **continuous, cooperative, and comprehensive**, and that it has resulted in plans and programs consistent with the comprehensive planned development of the urbanized area. The task consists of the daily administrative and management work elements that are necessary to maintain the transportation planning and public participation process for the Pine Bluff-White Hall Urbanized Area for both the FHWA and FTA portions of the program. This task reflects all those activities associated in ensuring community involvement in the planning process, monitoring of on-going planning activities, and ensuring that all modes of transportation are considered in the planning process in terms of addressing the planning factors as stated in federal transportation legislation.

### **WORK TASK**

#### **44.21.01 – Work Program Development and Administration**

- A. Financial Management:** Provide administrative, budgeting, bookkeeping, and clerical duties required to perform work tasks and comply with ArDOT, FTA, and FHWA requirements. Progress reports, payment requests, budget monitoring and related documentation will be prepared.
- B. Administration:** MPO staff will prepare reports and agendas for the SEARPC Technical Committee and Policy Board meetings and respond to committee and/or Policy Board requests and maintain program management and coordination. An on-going review of MPO by-laws and policies will be conducted. Evaluation and upgrading of equipment and SEARPC's website will continue.
- C. Record Maintenance:** These activities will include all correspondence from ArDOT and local questions and decisions regarding transportation actions within the MPO area. Committee memberships, agency agreements, financial documentation, and meeting minutes and attendance rosters will be maintained.
- D. Document Preparation:** Staff will prepare the 2024 UPWP which identifies the transportation planning and programming activities to be undertaken in the SARPC area.
- E. Staff Training:** MPO staff will participate in various training relative to transportation requirements including performance measure development and adoption, professional development, and other Planning related topics.
- F. Community / Member training:** Staff will look for ways to provide training to member agencies, citizens, and the media to emphasize the importance of the MPO and community support through transportation process and to improve understanding of their roles and responsibilities.

## 44.21 PROGRAM SUPPORT AND ADMINISTRATION (cont.)

### **44.21.02 – Public Information and Citizen Participation**

**A. Public Participation Plan:** MPO staff will ensure compliance with its current public Involvement procedures and will annually review and update, when needed, the agency's Public Participation Plan.

**B. Planning assistance:** MPO staff will assist SEARPC member organizations in utilizing transportation resources by relaying information regarding transportation programs (TAP, etc.). Staff will assist in updating the Master Street plans for each entity and continue involvement in all local planning issues.

**C. Intergovernmental review:** Review area Federal Transportation Administration (FTA) and Federal Highway Administration funding applications.

### **END PRODUCT**

	END PRODUCTS	Completion Dates
1	Record keeping, correspondence, public involvement	On-going
2	Audit Report	July 2023
3	Financial and Performance Reports.	Quarterly
4	FY2024 UPWP.	May 2023
5	Office/equipment upgrades.	On-going
6	Website Maintenance	On-going
7	Documentation of PPP compliance maintained on file	On-going
8	Compliance Documentation and Training	On-going
9	Community / Member training	On-going
10	Planning Assistance and Program Funding Review	As needed
11	Prepare FY 2022 APERs	September 2023

Cooperating Agencies: SEARPC, ArDOT, FHWA, FTA, Pine Bluff Transit, SEAT, City of Pine Bluff, City of White Hall and Jefferson County.

### **44.21 Funding Data**

**Local           \$ 6,616.00**

**Federal       \$ 26,464.00**

**Total          \$ 33,080.00**

**UPWP Percent   20 %**

## **44.22 GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING**

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### **DESCRIPTION**

The maintenance of socio-economic data, land use, and transportation system characteristics on a current basis is necessary to compare and evaluate existing conditions in relation to assumptions and forecasts made in developing transportation plans. The determination of the magnitude and location of changing demographics and statistics is essential in updating the overall transportation plan and in the scheduling of priority projects in the Transportation Improvement Program.

The purpose of this task is to collect various data and information that is used in the transportation planning process. The data and information collected is used for the purpose of identifying trends and gaps in connectivity that may result in a lack of transportation related access across various population sectors.

### **WORK TASK**

#### **44.22.01 – Technical Assistance to Local Governments**

- A. **Map Review**: SEARPC staff will assist local jurisdictions in map review and amend the functional classification maps within the study area as needed.

#### **44.22.02 – Geographic Information, Graphics and Mapping**

- A. **GIS Development**: SEARPC will work to upgrade PBATS area maps to ArcMap and ArcGIS format.

#### **44.22.03 – Land Use / Socioeconomic Data Development**

- A. **Demographics and Projection**: MPO staff will collect and compile demographic data related to population, housing, and employment to provide transportation related projections to assist in prioritizing local projects. Data will be collected from local jurisdictions, ArDOT, the Census bureau, and American Community Survey (ACS).
- B. **Land Use / Transportation Coordination**: SEARPC will assist local jurisdictions in coordinating land use decisions with consideration toward transportation alternatives.

## **44.22 GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING (cont.)**

### **END PRODUCT**

	<b>END PRODUCTS</b>	<b>Completion Dates</b>
1	Map Review	On-going
2	Traffic count database	On-going
3	GIS mapping program	On-going
4	Demographic and development database	On-going
5	Land use / Transportation Coordination	On-going

Cooperating Agencies: SEARPC, ArDOT, FHWA, FTA, Pine Bluff Transit, SEAT, City of Pine Bluff, City of White Hall and Jefferson County.

### **44.22 Funding Data**

**Local        \$ 8,270.00**

**Federal     \$ 33,080.00**

**Total        \$ 41,350.00**

**UPWP Percent     25 %**

## 44.23 LONG RANGE TRANSPORTATION PLANNING

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### **DESCRIPTION**

The 2045 Metropolitan Transportation Plan (MTP) plan was adopted in September of 2020 and amended in March 2021. PBATS' 2045 MTP plan will be reviewed to determine areas of the plan that may need amending to better reflect the Urban Area's current and future transportation needs. To this end, this task will also involve evaluating the work conducted under the other tasks of the UPWP to determine if the Plan is meeting the immediate needs of the Study Area. Review of local government's policies and practices that have a bearing on the implementation of the Transportation Plan will also be undertaken as part of this task.

### **WORK TASK**

#### **44.23.01 – Metropolitan Transportation Plan**

- A. 2045 Metropolitan Transportation Plan Maintenance:** Maintenance of the 2045 MTP will be the primary focus of this element of the UPWP. Amendments will be addressed as needed.
- B. Plan Development:** Staff will continue to work with local governments on regional transportation plans and / or updates:
  - a. Review with local governmental units the Arkansas Bicycle and Pedestrian Transportation Plan
  - b. Encourage coordination of local Regional Bike and Pedestrian Plans with the State Plan
- C. Transit Expansion** – Work with Pine Bluff Transit on expansion of fixed route public transit into remaining MPO area.
- D. PEA and Performance Planning** - Provide guidance to local jurisdictions in areas related to Planning Emphasis Areas and Performance Based Planning.
- E. Assistance to Local Governments** – Assist local governments with project priorities and funding opportunities as it relates to transportation planning.
- F. Complete Streets:** Continue work with local governments to develop and get implemented a "Complete Streets" policy for the Cities in the MPO area. A minimum of 2.5 percent of Federal allocation shall be spent on work toward Complete Street policies.

## **END PRODUCT**

	<b>END PRODUCTS</b>	<b>Completion Dates</b>
1	2045 MTP Monitoring and amending as needed	On-going
2	Regional Bike and Pedestrian Plan Draft Development	On-going
3	Transit Expansion	June 30, 2023
4	PEA and Performance Planning	On-going
5	Assistance to local governments	On-going
6.	Complete Streets planning and coordination	On-going

Cooperating Agencies: SEARPC, ArDOT, FHWA, FTA, Pine Bluff Transit, SEAT, City of Pine Bluff, City of White Hall, and Jefferson County.

### **44.23 Funding Data**

<b>Local</b>	<b>\$ 3,267.00</b>
<b>Federal</b>	<b>\$ 13,232.00</b>
<b>Federal Dedicated Complete Streets</b>	<b>\$ 2,646.00</b>
<b>Total</b>	<b>\$ 19,847.00</b>

**UPWP Percent     12 %**

## **44.24 SHORT RANGE TRANSPORTATION PLANNING**

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### **DESCRIPTION**

The staff will continue to provide technical assistance to local governments in their planning process as it relates to the MPO 3-C transportation planning process. We will assist local governments in preparing and administering “Transportation Alternative” program grants (Enhancement, Trail, Safe Routes to Schools, etc.) and other transportation grants as requested or as may come available. The staff will participate in various community and regional committees related to transportation. Staff will work with local governmental bodies to assist in the understanding of MPO Transportation Planning.

### **WORK TASK**

#### **44.24.01 – Traffic Monitoring and Analysis of Existing Conditions**

**A. Traffic Counts:** Utilize state and local traffic counts to monitor area of congestion or safety issues.

**B. Project Priority List:** Staff will work with the TAC to maintain a continuous project priority list.

#### **44.24 SHORT RANGE PLANNING (cont.)**

##### **44.24.02- Traffic Congestion and Safety Planning**

- A. Crash data analysis and eCrash:** Staff will review and monitor traffic accidents and crash data to identify patterns and use the data to meet FAST Act performance measures when adopted. MPO will continue working with local governments and law enforcement to emphasize the importance of utilizing e-Crash accident / incident management system for transportation planning and assist with any transition.
- B. Fixing America's Surface Transportation (FAST) Act compliance:** Inclusion of performance measures are required by the FAST ACT. To this end, staff will continue to work with ArDOT staff and other MPO's to include performance measures that will be used to guide future transportation projects.
- C. Highway Safety Improvement Program** – MPO will participate in on-going involvement with the Highway Safety Improvement Program (HSIP).
- D. Hazel Street / University Corridor Preliminary Study:** MPO will continue to work with Pine Bluff officials to include this corridor in its short-range Infrastructure plans.
- E. Streetscape extension project:** MPO will continue to monitor and assist the City of Pine Bluff, Downtown Development regarding extending the adopted streetscape project on Main Street from 4<sup>th</sup> Avenue to Harding Avenue.

##### **44.24.03 – Public Transportation, Goods Movement, and Intermodal Planning:**

- A. Transit Performance Measures:** Staff will work with Pine Bluff Transit and Southeast Arkansas Transit by providing technical assistance in the implementation of performance measures once adopted.
- B. Statewide Public Transportation Coordination Plan:** SEARPC staff will assist public transit operators and local human service providers in coordinating the delivery of transit services. Staff will monitor and work with ArDOT in the coordination of the Statewide Plan.
- C. Assist Pine Bluff Transit on Program Requirements:** SEARPC staff will work with PBT on meeting the Program Requirements including the Program of Projects, Public Participation, TIP and MTP development, and assist with public involvement through the agency's Public Participation Plan.
- D. Comprehensive Plan Development:** Staff will assist Pine Bluff on implementation of the recently adopted Comprehensive Plan.

#### 44.24 SHORT RANGE PLANNING (cont.)

**F. MySidewalk** - Research availability of MySidewalk data for to assist with visual data on transportation and socio-economic data.

#### **END PRODUCT**

	<b>END PRODUCTS</b>	<b>Completion Dates</b>
1	Traffic Monitoring	On-going
2	Project Priority List	On-going
3	Complete Street planning and coordination	On-going
4	Hazel Street Corridor Analysis	On-going
5	Comprehensive Plan implementation	December, 2022
6	Transit performance measures	On-going
7	Statewide Public Transportation Plan	On-going
8	Pedestrian and Bicycle Sidewalk Analysis	June 30, 2023
9	Highway Safety Improvement Program Targets	As Determined by ArDOT
10	MySidewalk research	October 2022

Cooperating Agencies: SEARPC, ArDOT, FHWA, FTA, Pine Bluff Transit, SEAT, City of Pine Bluff, City of White Hall and Jefferson County.

#### 44.24 Funding Data

**Local**            \$ 10,586.00  
**Federal**        \$ 42,342.00  
**Total**           \$ 59,928.00

**UPWP Percent**     32 %

### 44.25 TRANSPORTATION IMPROVEMENT PROGRAM

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#### **DESCRIPTION**

The objective of this task is to further the goals and objectives of the Transportation Improvement Program (TIP) planning process through review and analysis by MPO staff or in support of the existing TIP or developing a new TIP.

#### **WORK TASK**

##### **44.25.01 – TIP Development, Project Selection and Monitoring**

**A. Transportation Improvement Program:** MPO will monitor and amend the 2021-2024 Transportation Improvement Program as needed.

#### **44.25 TRANSPORTATION IMPROVEMENT PROGRAM (cont.)**

**B. Annual Listing of Projects (ALOP):** Listing and publication of Annual List of Projects (ALOP) in which Federal Highway and Federal Transit funds have been obligated.

**C. Monitor Project Progress:** Monitor progress on TIP projects and keep local government up to date.

**D. Transportation Improvement Plan:** Staff will coordinate with ArDOT on the development of the 2023-2026 TIP,

#### **END PRODUCT**

	<b>END PRODUCTS</b>	<b>Completion Dates</b>
1	2021-2024 TIP updates and amendments	On-going
2	Annual Listing of Projects (ALOP)	December 2022
3	Monitor TIP Projects	On-going
4	TIP Development and Adoption	September 2022

Cooperating Agencies: SEARPC, ArDOT, FHWA, FTA, Pine Bluff Transit, SEAT, City of Pine Bluff, City of White Hall, and Jefferson County.

#### **44.25 Funding Data**

**Local           \$ 3,639.00**  
**Federal       \$ 14,555.00**  
**Total          \$ 18,194.00**

**UPWP Percent   11 %**

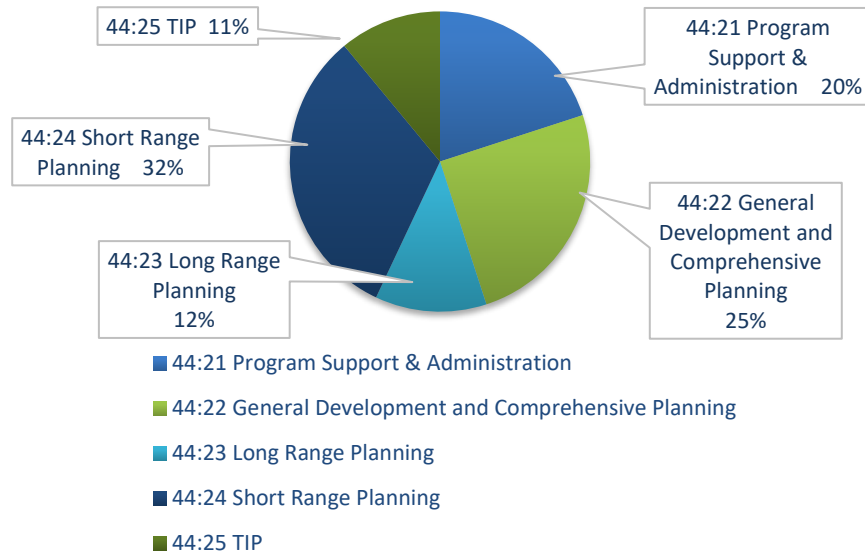
## 2023 UPWP FINANCIAL SUMMARY

It is anticipated that to complete the work tasks as described in the UPWP, \$132,319 in PL and FTA funds will be required. The following table indicates the estimated cost by work task to complete each task.

<b>TASKS</b>	<b>PL &amp; FTA FEDERAL (5307)</b>	<b>LOCAL</b>	<b>TOTAL</b>
44:21 Program Support and Administration	\$ 26,464.00	\$ 6,616.00	\$ 33,080.00
44:22 General Development and Comprehensive Planning	\$ 33,080.00	\$ 8,270.00	\$ 41,350.00
44:23 Long Range Planning	\$ 13,232.00	\$3,267.00	\$ 16,539.00
- Complete Street Planning	\$ 2646.00	\$ 662.00	\$ 3308.00
44:24 Short Range Planning	\$ 42,342.00	\$ 10,586.00	\$ 52,928.00
44:25 Transportation Improvement Program	\$ 14,555.00	\$ 3,639.00	\$ 18,194.00
<b>TOTALS</b>	<b>\$ 132,319.00</b>	<b>\$ 33,080.00</b>	<b>\$ 165,399.00</b>

**\*\* Federal Share includes FHWA / FTA Consolidated Planning Funds**

## UPWP Cost Allocation



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***PUBLIC NOTICE OF DRAFT FY2023 UNIFIED PLANNING WORK PROGRAM***

The Southeast Arkansas Regional Planning Commission (SEARPC - MPO) is requesting the public to review and provide comments on the draft Fiscal Year (FY) 2023 Unified Planning Work Program (UPWP) for the Pine Bluff Area Transportation Study (PBATS) area. This document describes what transportation planning activities will be conducted within the Pine Bluff Urbanized Area between July 1, 2022 and June 30, 2023. In accordance with the U. S. Department of Transportation rules and regulations the anticipated expenditures are outlined for those activities.

The UPWP can be viewed at [www.searpc.com](http://www.searpc.com) and is on file and available for public inspection at the Southeast Arkansas Regional Planning Commission office, located at 1300 Ohio Street, Suite B, Pine Bluff, Arkansas from the hours of 8:30 a.m. to 12:00 noon and 1:00 p.m. to 4:30 p.m., Monday through Friday. Due to the COVID-19 pandemic copies will not be located at White Hall City Hall, Pine Bluff City Hall, or the Jefferson County Courthouse. Copies will be furnished to individuals by calling 870-534-4247.

Comments concerning the proposed UPWP will be received beginning Wednesday, April 21st, 2022, until 11: a.m., Thursday, May 5th, 2022. Comments should be submitted to the Southeast Arkansas Regional Planning Commission, 1300 Ohio, Suite B, Pine Bluff, Arkansas 71601. Should you have any questions, please contact the SARPC office at 534-4247.

