

**PINE BLUFF AREA TRANSPORTATION STUDY
RESOLUTION #2022 – 6**

A RESOLUTION BY THE POLICY BOARD OF THE PINE BLUFF AREA TRANSPORTATION STUDY (PBATS) APPROVING AMENDMENTS TO THE 2045 METROPLITAN TRANSPORTATION PLAN.

WHEREAS, Southeast Arkansas Regional Planning is the officially designated Metropolitan Planning Organization (MPO) for the Pine Bluff – White Hall metropolitan area; and

WHEREAS, the MPO is charged with the responsibility of developing, administering and maintaining the long-range transportation plan for the Pine Bluff Area Transportation Study; and

WHEREAS, amendments to the 2045 Metropolitan Transportation Plan are required pursuant to its responsibilities as the Metropolitan Planning Organization (MPO) for the region to meet Federal requirements; and

WHEREAS, the adoption of the 2023-26 TIP includes amended costs and projects inconsistent with the 2045 MTP; and

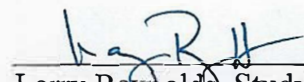
WHEREAS, the amendments, as attached, to the 2045 MTP were subject to public comment from November 13th 2022 to December 13th, 2022;

NOW, THEREFORE, BE IT RESOLVED THAT, the PBATS Policy Board hereby amends the 2045 MTP to include the attached amendments (project inclusion, amended project costs, visionary roadway capacity project and additional identification of funding sources making it consistent with the recently adopted Transportation Improvement Program.

Passed and Approved on this 13th day of December 2022.



Ken Smith, Policy Board Chairman
Pine Bluff Metropolitan Planning Organization



Larry Reynolds, Study Director
Pine Bluff Metropolitan Planning Organization



Proposed Amendments to the 2045 Metropolitan Transportation Plan

- A. Updated information on Federal Funding
- B. Update information on State Revenue Source of Funding
- C. Amend Financial Summary Tables
- C1. Amend Statewide Financial Tables
- D. Add Generic Projects List
- E. Amend Section 10.2 – (2023-26 Project List of Fiscally Constrained Projects)
- F. Amend Transit Funding Levels
- G. Amend Appendix 3 – Updating Safety Performance Measures (ArDOT 2023)

ATTACHMENT A

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:

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

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)

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

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

- Set-asides Transportation Alternatives and Recreational Trails Projects (TAP or RTP), which provides funding for a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Bridges not on Federal-aid highways (Off System Bridge)

- Sub-allocation

A percentage of a State's 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 population greater than 200,000 (STBGP>200K)
- ✚ Areas with population greater than 5,000 but no more than 200,000 (STBGP)
- ✚ Areas with population of 5,000 or less (STBGP)

BRIDGE FORMULA PROGRAM (BFP)

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

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

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

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

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

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

CARBON REDUCTION PROGRAM (CRP)

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

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

- Sub-allocation

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

- ✚ Urbanized areas with a population greater than 200,000 **(CRP>200K)**
- ✚ Areas with population greater than 5,000 but no more than 200,000 **(CRP>200K)**
- ✚ Areas with population of 5,000 or less **(CRP<5K)**

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 overseen by EFLHD for Arkansas.

FERRY BOAT PROGRAM (Ferry Boat)

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

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

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

NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE FORMULA PROGRAM (NEVI)

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

DISADVANTAGED BUSINESS ENTERPRISE SUPPORTIVE SERVICES PROGRAM (DBE)

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

ON THE JOB TRAINING PROGRAM (OJT)

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

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 Projects** to prevent, delay or reduce deterioration of bridges or bridge elements, restore the function of existing bridges, keep bridges in good condition and extend their life. Bridge preservation actions may be preventative, or condition driven.
- **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 purchase of bridge inspection equipment.
- **Railroad Crossing Protective Devices / Surfacing / Hazard Elimination**
Safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.
- **Various Transportation Alternative Projects** Funded with a set-aside of STBGP program funding for transportation alternatives (TAP). Projects in this category will be approved through a competitive selection process with the solicitation of applications. These setaside 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 nonmotorized trails and trail facilities.
- **Various Resurfacing / Restoration / Rehabilitation / Reconstruction on County Roads** Federal funds dedicated for pavement and bridge improvement projects on the County Road System.
- **Various Bridge Replacement / Bridge Rehabilitation on City Streets /County Roads** Federal funds dedicated for bridge improvement projects for Off System Bridges on the City Street /County Road System.
- **PE / Right-of-Way / Utilities / Construction Engineering** Project development and construction management activities including surveys, environmental analysis, design, right-of-way acquisition,

relocating utilities and providing construction inspection once a project is let to contract.

- **Various Wildflower Programs** Funds to support ARDOT's beautification program of planting wildflowers along the State Highway System.
- **Motor Fuel Enforcement Activities** Funding for ARDOT's Internal Audit Motor Fuel Tax Section to offset the cost of International Fuel Tax Agreement audits and Motor Fuel Tax audits.
- **Various Statewide Safety Improvements.** Improvements consistent with the state Strategic Highway Safety Plan (SHSP) that correct or improve a hazardous road location or feature or address a highway safety problem.
- **Statewide Pavement Markings & Signing** Projects Upgrading pavement markings and signs to meet desired levels of retro reflectivity for driver safety.
- **Workforce Training and Development** Various courses and training for workforce development and educational activities for ARDOT employees.
- **Various Pavement Preservation Projects.** Projects to improve ride quality and extend the life of pavements on the State Highway System. Projects may increase lane widths and/or shoulder widths to current standards.
- **Various Signals and Intersection Improvements** Signalization, signal upgrades, signal coordination, and the addition of turn lanes to improve the flow of traffic through intersections.
- **Various Sealing Projects** May include fog seals, chip seals, high friction surface treatments or other surface treatments on the State Highway System to improve friction and long-term performance of the pavement.
- **Various Federal Lands Access Program (FLAP)** Projects Improves transportation facilities that are located on or adjacent to, or that provide access to Federal lands. This is a competitive grant program.
- **Various Ferry Boat Program Projects** Restoration or construction of ferry boats and/or ferry terminal facilities. This is a competitive grant program.
- **Disadvantaged Business Enterprises (DBE) Supportive Services** Provides training, assistance, and services to minority, disadvantaged, and women business enterprises to facilitate the firms' development into viable, self-sufficient organizations capable of competing for, and performing on federally assisted highway projects.
- **On-the-Job Training (OJT) Supportive Services** Hire and train workers in various highway construction skills.
- **Various Electric Vehicle Infrastructure Projects** Projects to improve/install various electric vehicle charging infrastructure. This includes traffic control devices or signs directing vehicles to charging infrastructure as well as operating assistance for associated operation and maintenance cost.

- **Various Intelligent Transportation System (ITS) Projects** Projects to improve the efficiency and safety of transportation through advanced technologies such as variable message signs, traffic control systems, traffic cameras, and vehicle detection systems.
- **Various Transportation Resiliency Projects** Projects to improve resiliency of the transportation system throughout the state. This includes funding for evacuation routes, coastal resiliency, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- **Various ADA Facility Upgrades** Projects to improve Americans with Disability Act (ADA) facilities throughout the state. This will ensure all ADA facilities are in compliance with regulations.
- **Bi-Partisan Infrastructure Law (BIL):** On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) into law. The Bipartisan Infrastructure Law is the largest long-term investment in our federal infrastructure and economy in our Nation’s history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resiliency, and broadband.
- **COVID/CARES ACT:** The CARES Act provides emergency assistance and health care response for individuals, families and businesses affected by the COVID-19 pandemic and provide emergency appropriations to support Executive Branch agency operations during the COVID-19 pandemic.
- **OTHER:** Funding identified as “other” could include funding from State of Federal grants or other funding sources including local funds. Eligibility for Roadway and Transit Projects Federal funds can be spent on any road functionally classified as a Major Collector and above for rural roadways and Minor Collector and above for urban roadways. The FAST ACT provides funding for roadway projects through Federal Highway Administration (FHWA) funding programs and transit projects through Federal Transit Administration (FTA) funding programs. FHWA-funded projects can be maintenance, expansion, safety, or operations-related, as well non-motorized-related (bike & pedestrian improvements, scenic byways, etc.). Planning, technology, and various other intermodal projects may also be eligible for FHWA funds. A portion of Surface Transportation Block Grant (STBG) funding can also be “flexed” for transit improvements

APPLICABLE GUIDANCE

Eligible activities for all programs can programs can be found in the IIJA guidance at the following website: https://www.fhwa.dot.gov/bipartisan-infratstructure-law/fact_sheets.cfm

ATTACHMENT B

Amendment 101

Extended the 0.5% sales tax established by Amendment 91 and making it permanent. Amendment 91 which was approved by the voters in 2012 raised the sales tax in Arkansas from 6.0% to 6.5% for 10 years to pay for improvements to the Arkansas Highway System.

Act 416

Provides funding to ArDOT through revenue from motor fuel taxes, electric and hybrid vehicle registration fees, and casinos.

ATTACHMENT C

PBATS AMENDED FINANCIAL SUMMARIES FOR SECTION 5 TABLE 9.1 FOR YEARS 2023-2026

PBATS MPO AREA HIGHWAY PROJECT						
Funding Category	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY TBD	Total
<i>(in thousands)</i>						
NHPP	19,612	16,600	-	-	11,640	47,852
STBGP	4,480	-	-	-	3,600	8,080
Earmark	1,108	-	-	-	-	1,108
NHPP-Br	-	-	-	-	-	0
Total	25,200	16,600	-	-	15,240	57,040
				-		
State	6,300	3,400	-	-	3,360	13,060
Local	-	-	-	-	-	0
State/Local	-	-	-	-	-	0
Total	6,300	3,400	-	-	3,360	13,060
Grand Total	31,500	20,000	-	-	18,600	70,100

The funding shown in the Statewide Financial Summary table includes PBATS MPO related projects as noted on pages 23-25 of the 2023-2026 TIP.

Full STIP List TIP 2023-2026						
Funding Category	2023	2024	2025	2026	TBD	Total
NHPP	\$112,997	\$82,321	\$158,363	\$85,468	\$14,520	\$453,669
NHFP	\$600	\$577	\$18,673	\$600	\$10,800	\$31,250
HSIP	\$34,348	\$40,622	\$41,514	\$42,424	\$0	\$158,908
STBGP	\$52,197	\$52,304	\$50,797	\$34,532	\$13,200	\$203,030
Off-System Bridge	\$4,700	\$4,700	\$4,700	\$4,700	\$0	\$18,800
TAP	\$14,685	\$13,044	\$15,280	\$15,585	\$0	\$58,594
RTP	\$1,494	\$1,494	\$1,494	\$1,494	\$0	\$5,976
OJT	\$100	\$100	\$100	\$100	\$0	\$400
CMAQ Flex	\$435	\$286	\$250	\$250	\$0	\$1,221
CRP Flex	\$6,937	\$14,420	\$9,808	\$15,003	\$0	\$46,168
Rail-Hwy	\$3,017	\$4,013	\$4,013	\$4,013	\$0	\$15,056
Earmark	\$0	\$0	\$18,000	\$0	\$0	\$18,000
COVID	\$7,000	\$2,000	\$0	\$0	\$0	\$9,000
BFP	\$1,984	\$0	\$0	\$704	\$0	\$2,688
BFP Off System	\$2,800	\$3,800	\$3,800	\$3,800	\$0	\$14,200
AC	\$0	\$0	\$98,900	\$0	\$0	\$98,900
FLAP	\$3,350	\$3,350	\$3,350	\$3,350	\$0	\$13,400
FLTP	\$1,625	\$7,300	\$1,585	\$3,653	\$0	\$14,163
Ferry Boat	\$100	\$100	\$100	\$100	\$0	\$400
ERFO	\$3,540	\$0	\$0	\$0	\$0	\$3,540
Protect	\$10,188	\$19,776	\$20,171	\$4,255	\$0	\$54,390
NEVFP	\$11,528	\$11,528	\$11,528	\$11,528	\$0	\$46,112
DBE	\$150	\$150	\$150	\$150	\$0	\$600
FTA 5304	\$117	\$117	\$119	\$119	\$0	\$472
FTA 5305	\$248	\$248	\$256	\$256	\$0	\$1,008
FTA 5307	\$1,877	\$1,888	\$1,905	\$1,912	\$0	\$7,582
FTA 5310	\$3,402	\$3,444	\$3,014	\$3,015	\$0	\$12,875
FTA 5311	\$14,272	\$14,534	\$14,549	\$14,629	\$0	\$57,984
FTA 5329	\$211	\$211	\$216	\$216	\$0	\$854
FTA 5339	\$4,374	\$4,376	\$4,418	\$4,419	\$0	\$17,587
Fed Funding	\$298,276	\$286,703	\$487,053	\$256,275	\$38,520	\$1,366,827
ACT 416	\$98,200	\$101,880	\$102,000	\$102,000	\$0	\$404,080
Amd 101	\$24,400	\$132,119	\$57,440	\$107,740	\$0	\$321,699
State	\$24,141	\$36,477	\$34,532	\$40,030	\$7,680	\$142,860
Local	\$25,651	\$29,637	\$22,320	\$21,418	\$0	\$99,026
State/Local	\$5,765	\$6,553	\$12,456	\$6,640	\$0	\$31,414
Total Non-Fed Aid	\$178,157	\$306,666	\$228,748	\$277,828	\$7,680	\$999,079
Total STIP	\$476,433	\$593,369	\$715,801	\$534,103	\$46,200	\$2,365,906
All projects in thousands (x1000)						
*Source : WAPDD – Stacy Willinger						

Statewide Generic Jobs and Project Types
Funding from Federal-Aid Programs Established by the Infrastructure Investment and Jobs Act (IIJA)

New Federal-Aid Program	Statewide Generic Job Numbers – Project Types	Program Funding in FFY 2023-2026 STIP (in thousands)				
		2023	2024	2025	2026	Statewide Total, 2023-2026
Bridge Formula Program (BFP) – Off System	XX202X-02 – Various Bridge Preservation	\$1,000	\$2,000	\$2,000	\$2,000	\$ 7,000
	XX202X-04 – Bridge Inspection / Inspection Equipment	\$800	\$800	\$800	\$800	\$3,200
	XX202X-09 – Various Bridge Rehab / Replacement on City Streets / County Roads	\$1,000	\$1,000	\$1,000	\$1,000	\$4,000
National Electric Vehicle Formula Program (NEVFP)	XX202X-23 – Various Electric Vehicle Infrastructure Projects	\$11,528	\$11,528	\$11,528	\$11,528	\$46,112
Carbon Reduction Program (CRP) – Flex	XX202X-24 – Various Intelligent Transportation System (ITS) Projects	\$6,937	\$4,420	\$9,808	\$15,003	\$46,168
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program	XX202X-25 – Various Transportation Resiliency Projects	\$10,188	\$19,776	\$20,171	\$4,255	\$54,390

ATTACHMENT D

Add to Section 5 10.1 following first paragraph:

- In lieu of listing Statewide generic line items in current and future Statewide Transportation Improvement Programs, projects from the following Statewide project types are hereby incorporated by reference as may be included in the Pine Bluff MPO Area: IRP Debt Service, Various Bridge Preservation, Various Off-System Bridge Rehab / Replacement on City streets; Bridge Inspection / Inspection Equipment; RR Xing Protect Devices / Surfacing /Hazard Elim.; Various Transportation Alternative Projects; Various Trail Projects; Various Resurf / Restore/ Rehab / Recon / BR Repl / BR Rehab on County Roads; Various Bridge Rehab / Replacement on County Roads; P.E. / Right-of-Way / Utilities / CENG; Various Wildflower Programs; Motor Fuel Enforcement Activities; Various Statewide Safety Improvements; Statewide Pavement Markings and Signing Projects; Workforce Training and Development; Various Pavement Preservation Projects; Various Signal and Intersection Improvements; Various Sealing Projects; Various Federal Lands Access Program (FLAP) Projects; Various Ferry Boat Program Projects; Disadvantaged Business Enterprise (DBE) Supportive Services; On-the -Job Training (OJT) Supportive Services; Bus and Bus Facilities <200,000; Bus and Bus Facilities – Rural Areas; Safety Oversight; Statewide Planning Program – FTA Planning; Seniors and Individuals with Disabilities – State Admin; Seniors and Individuals with Disabilities – Rolling Stock; Rural Transit – State Admin; Rural Transit – Project Admin; Rural Transit – Capital – Support Equipment/PM; Rural Transit – Capital – Intercity; Rural Transit – Operating- Rural; Rural Transit – Operating- Intercity; Rural Transit – RTAP; Public Transit Trust Fund; Translease; and HUA; Various Electric Vehicle Infrastructure Projects; Various Intelligent Transportation System (ITS) Project; Various Transportation Resiliency Projects; Various ADA Facility Upgrades.

Add to Section 5 following Table 10.2:

Note 6: Pavement preservation projects are shown for informational purposes. Actual locations are subject to change as schedules and priorities warrant. Any deviations from this list will not require a TIP or MTP amendment.

ATTACHMENT F

Amend Section 5 Table 10.3 Financially Constrained Projects

Public Transit Projects 2023-2026					
		Fiscal Year	Total Cost	Federal Cost	Local Cost
(in thousands)					
PBT001	Section 5307 PBT Transit Operating Assistance	2023	880	440	440
PBT002	Section 5307 PBT Capital - Preventive Maintenance	2023	270	216	54
PBT003	Section 5307 PBT Capital - Paratransit Service	2023	162	130	32
PBT004	Section 5339 PBT Capital - Rolling Stock	2023	126	101	25
PBT005	Section 5307 PBT - Planning	2023	26	21	5
PBT006	Section 5305 PBT - Consolidated Planning	2023	140	112	28
PBT007	Section 5307 PBT - Capital Rolling Stock - Conway Funds	2023	175	145	30
PBT001	Section 5307 PBT Transit Operating Assistance	2024	440	440	440
PBT002	Section 5307 PBT Capital - Preventive Maintenance	2024	272	218	54
PBT003	Section 5307 PBT Capital - Paratransit Service	2024	165	132	33
PBT004	Section 5339 PBT Capital - Rolling Stock	2024	126	101	25
PBT005	Section 5307 PBT - Planning	2024	26	21	5
PBT006	Section 5305 PBT - Consolidated Planning	2024	140	112	28
PBT007	Section 5307 PBT - Capital Rolling Stock - Conway Funds	2024	175	145	30
PBT001	Section 5307 PBT Transit Operating Assistance	2025	894	447	447
PBT002	Section 5307 PBT Capital - Preventive Maintenance	2025	274	219	55
PBT003	Section 5307 PBT Capital - Paratransit Service	2025	167	134	33
PBT004	Section 5339 PBT Capital - Rolling Stock	2025	128	102	26
PBT005	Section 5307 PBT - Planning	2025	30	24	6
PBT006	Section 5305 PBT - Consolidated Planning	2025	140	112	28
PBT007	Section 5307 PBT - Capital Rolling Stock - Conway Funds	2025	178	142	36
PBT001	Section 5307 PBT Transit Operating Assistance	2026	896	448	448
PBT002	Section 5307 PBT Capital - Preventive Maintenance	2026	274	219	55
PBT003	Section 5307 PBT Capital - Paratransit Service	2026	168	134	34
PBT004	Section 5339 PBT Capital - Rolling Stock	2026	128	102	25
PBT005	Section 5307 PBT - Planning	2026	30	24	6
PBT006	Section 5305 PBT - Consolidated Planning	2026	140	112	28
PBT007	Section 5307 PBT - Capital Rolling Stock - Conway Funds	2026	178	142	36

ATTACHMENT F

Financial Summary by Fund Type					
(in thousands)					
	2023	2024	2025	2026	Total
5305	112	112	112	112	448
5307	952	956	966	967	3841
5339	101	101	102	102	406
Local	614	615	629	633	2491

PINE BLUFF AREA TRANSPORTATION STUDY

RESOLUTION 2022 - #4

A RESOLUTION IN SUPPORT OF THE 2023 SAFETY PERFORMANCE TARGETS OF THE ARKANSAS DEPARTMENT OF TRANSPORTATION (ArDOT)

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

WHEREAS, pursuant to 23 USC 490.207, ArDOT has prepared a Highway Safety improvement Program (HSIP) Annual Report and has established the following 2023 HSIP targets for each of the five safety performance measures for achieving a significant reduction in fatalities and serious injuries on all public roads;


• Number of Fatalities	704.9
• Fatality Rate per 100 million VMT	1.895
• Number of Serious Injuries	2,790.1
• Serious Injury Rate per 100 million VMT	7.815
• Number of Non-Motorized Fatalities and Serious Injuries	274.4

and

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


THEREFORE, BE IT RESOLVED that the Policy Board of the Pine Bluff Area Transportation Study (MPO) has chosen to support all of the State's safety performance targets for 2023, and agrees to plan and program projects in support of these targets.

Passed and Approved on the 13th day of December 2022.



Ken Smith, Policy Board Chairman
Pine Bluff Metropolitan Planning Organization
Southeast Arkansas Regional Planning Commission

ATTEST



Larry Reynolds, Study Director
PBATS MPO