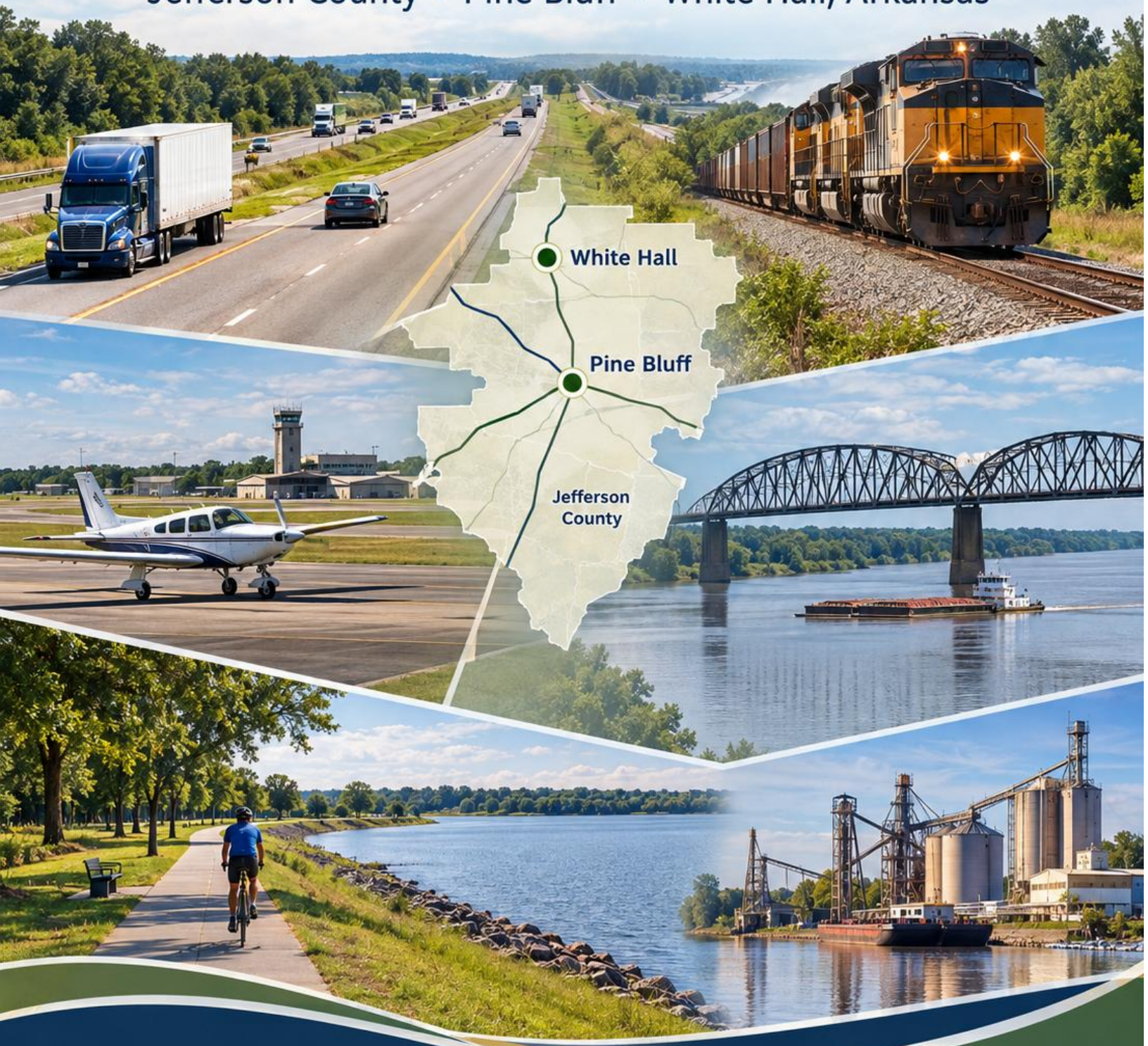
PBATS

2027–2030

TRANSPORTATION IMPROVEMENT PROGRAM

Jefferson County • Pine Bluff • White Hall, Arkansas



Adopted 10-7-2026

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

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2027 - 2030

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

The preparation and publication of this document is in accordance with the 2045 PBATS Metropolitan Transportation Plan, the Moving Ahead for Progress in the 21st Century (MAP-21) Act and Fixing America's Surface Transportation (FAST) Act in cooperation with the Arkansas Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and local agencies. This report was financed in part by funds provided by the United States Department of Transportation, Federal Highway Administration, and Federal Transit Administration. The provision of Federal financial assistance should not be construed as denoting U.S. governmental approval of plans, policies, programs, or projects contained herein.

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PINE BLUFF AREA TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM
FY 2027 - 2030

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, Arkansas. The Metropolitan Planning Area (MPA) includes within the geographic area that portion of Jefferson County designated by the 2020 Census as the Pine Bluff Urbanized Area.

The FFY 2027 – 2030 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 2027 – 2030 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 2027 – 2030 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 four-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, Executive 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 16th 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
Emmily Tiampati, 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
Alan Pillow, Study Director
300 South Church Street
Jonesboro, AR 72401
Telephone: 870-933-4623
Email: APillow@jonesboro.org

NARTS **Northwest Arkansas Regional Transportation Study**
(Washington & Benton Counties in Arkansas)
(McDonald County in Missouri)
Northwest Arkansas Regional Planning Commission
Tim Conklin, Executive Director
1311 Clayton St.
Springdale, AR 72762
Telephone: 479-751-7125
Email: TConklin@nwarpc.org

PBATS **Pine Bluff Area Transportation Study**
(Jefferson County)
Southeast Arkansas Regional Planning Commission
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1300 Ohio Street, Suite B
Pine Bluff, AR 71601
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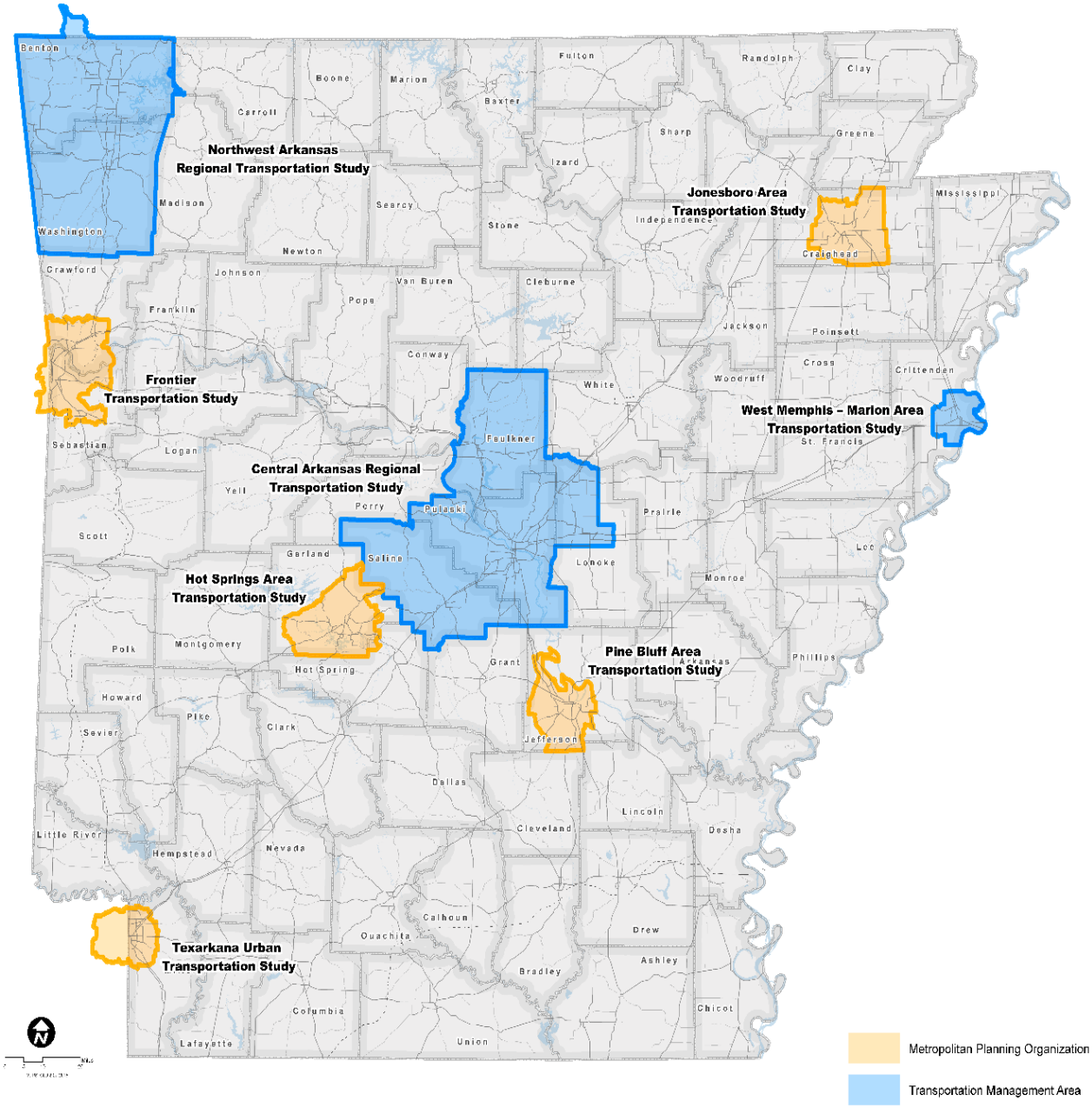
TUTS **Texarkana Urban Transportation Study**
(Miller County in Arkansas)
(Bowie County in Texas)
Texarkana Metropolitan Planning Organization
Ms. Rea Donna Jones, Study Director
220 Texas Blvd.
Texarkana, TX 75501
Telephone: 903-798-3927
Email: ReaDonna.Jones@txkusa.org

WMATS **West Memphis – Marion Area Transportation Study**
(Crittenden County)
West Memphis Metropolitan Planning Organization
Rhonda Standridge, MPO Administrator
P.O. Box 1728
West Memphis, AR 72301
Telephone: 870-702-5158
Email: rstandridge@westmemphisar.gov

Additional information regarding this program may be obtained by contacting:

Keli Wylie, P.E.
Assistant Chief Engineer for Program Delivery
Arkansas Department of Transportation
P.O. Box 2261
Little Rock, Arkansas 72203
Telephone: (501) 569-4920
Email: STIP@ardot.gov

Transportation Management Areas
And Metropolitan Planning Organizations



GLOSSARY OF TERMS, ABBREVIATIONS AND ACRONYMS

3-C	Continuing, Cooperative, and Comprehensive
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.
ADA	Americans with Disability Act
AIM	Asset Inventory Module
ALOP	Annual Listing of Obligated Projects
ArDOT	Arkansas Department of Transportation
BFP	Bridge Formula Program. See Information on Federal Funding
BFP (Off)	Bridge Formula Program – set aside funds for off-system bridges. See information on Federal Funding.
Bond	Bond Proceeds
BR	Bridge
Bs. & Surf.	Base and Surfacing – including, but not limited to, asphalt, curb, and gutter.
BUILD	Better Utilizing Investments to Leverage Development grant
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.
CARES	Coronavirus Aid, Relief, and Economic Security Act
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
CFR	Code of Federal Regulations
CHBP	Competitive Highway Bridge Program. Federal-Aid grant from FHWA to provide funding that will go toward highway bridge replacement or rehabilitation projects on public roads that demonstrate cost savings by bundling at least two highway bridge projects into a single contract.
CMAQ	Congestion Mitigation and Air Quality Improvement Program. See Information on Federal Funding.
CMAQ AQ	Congestion Mitigation and Air Quality Improvement Program – air quality use only. See Information on Federal Funding.
CMAQ Flex	Congestion Mitigation and Air Quality Improvement Program – flexible use. See Information on Federal Funding.
CR	County Road
CRP	Carbon Reduction Program – See information on Federal Funding.

GLOSSARY OF TERMS, ABBREVIATIONS AND ACRONYMS (continued)

CRP>200K	Carbon Reduction Program – set aside funds for areas with greater than 200,000 population. See information on Federal Funding.
CS	City Street
DBE	Disadvantaged Business Enterprises. See Information on Federal Funding.
Diamond Grinding	A pavement preservation technique that corrects a variety of surface perfections on both concrete and asphalt pavements providing a significant improvement in the smoothness of a pavement.
EA	Environmental Assessment
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
ERFO	Emergency Relief for Federally Owned Roads. See information on Federal Funding.
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	Ferry Boat Program. 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	Federal Lands Access Program. See Information on Federal Funding.
FLTP	Federal Lands Transportation Program. 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 programs
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.

GLOSSARY OF TERMS, ABBREVIATIONS AND ACRONYMS (continued)

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.
GIS	Geographic Information System
Gr. Strs.	Grading and structures – include dirt work and bridge building.
HIP	Highway Infrastructure Program. See information on Federal Funding.
HIP >200K	Highway Infrastructure Program – set aside funds for areas with greater than 200,000 population. See information on Federal Funding.
HPMS	Highway Performance and Monitoring System
HSATS	Hot Springs Area Transportation Study – the Metropolitan Planning Organization (MPO) for the urbanized area in Garland County. (See also MPO.)
HSIP	Highway Safety Improvement Program. See Information on Federal Funding.
Improve Air Quality	Improve air quality in nonattainment areas.
IIJA	Infrastructure Investment and Jobs Act
INFRA	Infrastructure for Rebuilding America. Federal-aid grant from the U.S. Department of Transportation to help fund infrastructure improvements using innovative approaches to improve the processes for building significant projects, and increasing accountability for the projects that are built.
Intchng. Impvts.	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.
ITS	Intelligent Transportation System
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
LPA	Local Public Agency

GLOSSARY OF TERMS, ABBREVIATIONS AND ACRONYMS (continued)

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.
MAP-21	Moving Ahead for Progress in the 21st Century Act
Metroplan	Metroplan is the federally designated Metropolitan Planning Organization (MPO) for central Arkansas. (See also CARTS and MPO.)
MPA	Metropolitan Planning Area
MPO	Metropolitan Transportation 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.
MTP	Metropolitan Transportation Plan
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 access environmental effects to their proposed actions prior to constructing highways, roadways, or projects in public land.
NEVI	National Electric Vehicle Infrastructure Program. See information on Federal Funding.
New Location	Construction of a roadway on a location not previously developed for vehicular transportation.
NHFP	National Highway Freight Program. See information on Federal Funding.
NHPP	National Highway Performance Program. See information on Federal Funding.
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.
NPMRDS	National Performance Management Research Data Set
NTD	National Transit Database
Off System Bridge	See information on Federal Funding.
OJT	On-the-Job-Training. See information on Federal Funding.
Operational Improvements	Improves traffic operations on existing roadways.
Partnering Project	A project that has a partnering arrangement between ArDOT and local governments and other state agencies that results in project acceleration.

GLOSSARY OF TERMS, ABBREVIATIONS AND ACRONYMS (continued)

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.)
PBT	Pine Bluff Transit
P.E. or PE	Preliminary Engineering – Includes surveys, environmental analysis, and design.
PEA	Planning Emphasis Area
PEL	Planning and Environmental Linkages
PL	Planning Funds
Planning	Determination of existing and future needs.
PM	Performance Measures
PPP	Public Participation Plan
Project Development	Combination of preliminary engineering, environmental analysis, design, right-of-way acquisition, and utility relocation activities.
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program. See information on Federal Funding.
PTASP	Public Transportation Agency Safety Plan
Pvmt.	Pavement
QACF	Quick Action Closing Funds
Rail Hwy.	Rail Highway Crossing Program. See information on Federal Funding.
RAISE	Rebuilding America Infrastructure with Sustainability and Equity (grant)
Reconstruction	Rebuilding of an existing roadway.
Rehabilitation	Pavement restoration, patching, heat scarifying, etc., of an existing roadway.
ROW	Right of Way
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.
RSA	Road Safety Audit
RTP	Recreational Trails Program. 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.
SFY	State Fiscal Year, July 1 – June 20

GLOSSARY OF TERMS, ABBREVIATIONS AND ACRONYMS (continued)

SHSP	Strategic Highway Safety Plan – a Federally required statewide-coordinated safety plan for reducing highway fatalities and serious injuries on all public roads.
SS4A	Safe Streets and Roads for All
State	State funds.
State Local	State funds, Local funds, or a combination of the two.
STBG	Surface Transportation Block Grant Program. See information on Federal Funding.
STBGP >200K	Surface Transportation Block Grant Program – set aside funds for areas with greater than 200,000 population. 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(s). & Apprs.	Structure(s) and Approaches – including but not limited to, bridge replacement, grade separation, etc.
System Preservation	Various projects to preserve, rehabilitate, or reconstruct an existing roadway.
TAC	Technical Advisory Committee
TAM	Transit Asset Management Plan
TAP	Transportation Alternative Program. 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.
TDM	Transportation / Travel Demand Management
TIGER	Transportation Investment Generating Economic Recovery
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.
TLMPO	Tri-Lakes Metropolitan Transportation Organization
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.
TOD	Transit Oriented Developments
TrAMS	Transit Award Management System
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.
TSM&O	Transit System Management and Operations

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
U.S. DOT	United States Department of Transportation
Utility	Adjustment and/or relocation of utilities.
WCAPDD	West Central Arkansas Planning and Development District
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.)

DEFINITIONS

Commonly used metropolitan transportation planning terms.

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

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

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

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

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

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

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

DEFINITIONS (continued)

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

Financially Constrained or Fiscal Constraint – Including sufficient financial information for demonstrating that projects in the MTP, TIP and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are "available" or "committed".

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

Metropolitan Planning Organization (MPO) – means the policy board, technical committee and administrative staff of an organization created and designated to carry out the metropolitan transportation process.

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

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

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

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

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

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

Update – Making current a MTP, TIP, SLRTP, or STIP through a comprehensive review. Updates require public review and comment, a 30-year horizon for MTPs and LRTP's, a 4-yearprogram period for TIPs and STIPs, demonstration of fiscal constraint (except for LRTP), and a conformity determination (for MTPs and TIPs in nonattainment and maintenance areas).

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

INFORMATION ON FINANCIAL RESOURCES

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 50,000 but not more than 200,000 (STBGP)
  - ✓ Areas with populations greater than 5,000 but no more than 50,000 (STBGP 5K-50K)
  - ✓ Areas with populations 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 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.

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 met 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.

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 vehicle 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**)
  - ✓ Urbanized areas with a population greater than 50,000 but no more than 200,000 (**CRP 50K-200K**)
  - ✓ Areas with population greater than 5,000 but no more than 50,000 (**CRP 5K-50K**)
  - ✓ 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 the Eastern Federal Lands Highway Division (EFLHD) for Arkansas

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.

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 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 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.

BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

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

SAFE STREETS AND ROADS FOR ALL (SS4A)

The IIJA established the SS4A competitive grant program from FFY 2022-2026 to fund regional, local, and tribal initiatives to prevent roadway fatalities and serious injuries. The SS4A program provides funding for two main types of grants: Planning and Development Grants for Action

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

INTERSECTION IMPROVEMENT PROGRAM (IIP)

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

CONNECTING ARKANSAS PROGRAM (CAP)

During the November 2012 elections, Arkansans voted to approve Ballot Issue No. 1, a constitutional amendment to approve a 10-year, half-cent sales tax effective July 1, 2013 to provide additional funding for highways, county roads, city streets, bridges, and surface transportation. Seventy percent of the tax revenues was apportioned to the State, while the remaining 30 percent of the tax revenue was turned back to local governments for road and street projects.

STATE-AID COUNTY AND CITY PROGRAMS

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

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

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

TURNBACK FUNDS

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

TRANSIT FUNDING 5303, 5304, 5305

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

TRANSIT FUNDING 5307

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

TRANSIT FUNDING 5309

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

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

TRANSIT FUNDING 5310

This formula Enhances Mobility of Seniors and Individuals with Disabilities grant program supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000 – 199,999) and rural (under 50,000). The federal share of transportation costs may not exceed 80 percent for planning and capital costs and 50 percent for operating assistance. Additionally, 10 percent may be used to fund program administrative costs, including administration, planning and technical assistance at 100 percent federal share. Section 5310 funds are available for obligation for three fiscal years, the year of apportionment plus two additional years. For example, funds appropriated in FY 2024 are available until September 30, 2026.

TRANSIT FUNDING 5311

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

TRANSIT FUNDING 5337

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

TRANSIT FUNDING 5339

This Grant for Buses and Bus Facilities grant program has a formula program (5339(a)) and a competitive program (5339(b)), both of which provide funding to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus related facilities. In addition, the Section 5339 grant program includes the

Low or No Emissions Bus Vehicle competitive program (5339(c)), which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. The federal share of eligible capital costs is 80 percent of the net capital project cost, unless the grant recipient requests a lower perce3ntage. The Federal share may exceed 80 percent for certain projects related to ADA and the Clean Air Act. The Federal share of the cost of leasing or purchasing a low or no emission transit bus is not to exceed 85 percent of the total transit bus cost. The federal share in the cost of leasing or acquiring low- or no-emission bus related equipment and facilities is 90 percent of the net project cost. All 5339 programs remain available for obligation for four fiscal years. This includes the fiscal year in which the amount is made available or appropriated plus three additional years.

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

INFORMATION ON GENERIC PROJECTS

IRP Debt Service

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

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.

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.

Transportation Alternative Projects (TAP)

ArDOT administers TAP funds through a competitive process with the application being reviewed by the TAP Advisory Committee (TAPAC). This program is funded with set-aside of STBGP program funding for transportation alternatives programs (TAP). 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. TAP is a reimbursement type grant program, with an 80 percent federal share and a 20 percent local match required from the eligible sponsor. Local match for other TAP projects must be in the form of cash.

Various Trail Projects (RTAP)
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.

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.

Off-System Bridge Replacement / Bridge Rehabilitation on City Streets / County Roads
Federal funds dedicated for bridge improvement projects for Off System Bridges on the City Street / 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.

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.

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.

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.

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

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.

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

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.

Electric Vehicle Infrastructure Projects
Projects to improve/install various electric vehicle charging infrastructure. This includes traffic control devices or signs directing vehicles to charging infrastructure as well as operating assistance for associated operation and maintenance costs.

Intelligent Transportation System (ITS) Projects
Projects to improve the efficiency and safety of transportation through advanced technologies such as variable message signs, traffic signal control systems, traffic cameras, and vehicle detection systems.

Transportation Resiliency Projects
Projects to improve the resiliency of the transportation system throughout the state. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.

ADA Facility Upgrades
Project to improve existing Americans with Disabilities Act (ADA) facilities throughout the state. This will ensure ADA facilities are in compliance with regulations.

Concrete Pavement Preservation Projects
Projects to improve ride quality and extend the life of concrete pavements on the State Highway System.

Micro surfacing Projects
Projects to improve ride quality and extend the life of pavements on the State Highway System.

Economic Development
Projects to improve economic competitiveness in various regions throughout the State. Involves partnering with various entities to facilitate the funding/completion of these projects.

APPLICABLE GUIDANCE

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

STIP INTRODUCTION

The Statewide Transportation Improvement Program (STIP) for Federal Fiscal Years 2027 through 2030 has been prepared by the Arkansas State Highway Commission in response to 23 U.S.C. 135 – Statewide Planning, as continued by the Infrastructure Investment and Jobs (IIJA) Act.

In accordance with 23 CFR 450.218, ArDOT has developed a statewide transportation improvement program (STIP) for all areas of the State. The STIP shall contain all

regionally significant projects requiring an action by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), regardless of the funding source. Each project or project phase included in the STIP, shall be consistent with the long-range statewide transportation plan developed under 2 CFR 450.216 and, in metropolitan planning areas, consistent with an approved metropolitan transportation plan developed under 23 CFR 450.324.

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 2027 through 2030. 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

A 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 – PM1

Arkansas has adopted the U.S. Department of Transportation's National Roadway Safety Strategy, known as the Safe System Approach, to significantly reduce serious injuries and deaths on Arkansas Highways. With this approach, the State's Strategic Highway Safet Plan (SHSP) was developed so that it integrates the six principles of the Safe System Approach – Death and Serious injuries are Unacceptable, Humans Make Mistakes, Humans are Vulnerable, Responsibility is Shared, Safety is Proactive, and Redundancy is Crucial. It is a performance-based, data-driven, comprehensive plan that establishes statewide goals, objectives, and strategies to address safety in Arkansas. This approach is consistent with the Toward Zero Deaths National Strategy on Highway Safety sponsored by the Federal Highway Administration, the National Highway Traffic Safety Administration (NHTSA), the American Association of State Highway and Transportation Officials (AAASHTO), and the Governor's Highway Safety Association (GHSA).

ArDOT 2022-2027 State Highway Safety Plan:
https://safety.fhwa.dot.gov/shsp/

The latest SHSP was last update in September 2022, which identified the following five focus areas: Safe Road Users, Safe Vehicles, Safe Speeds, Safe Roads, and Post-Crash Care. The SHSP identifies six core implementation areas to ensure the Safe System Approach considered. Thes six core implementation areas are Engineering and Infrastructure, Education and Communication, Enforcement and Legislation, Data Collection and Analysis, Emergency Response and Incident Management, and Funding and Collaboration. Key Performance Measures can be found in the **SHSP** for the following performance measures:

Federally mandated performance measures are:

- 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.

Safety Performance Measures	2026 Targets	2027 Targets
Number of Fatalities	694	694
Rate of Fatalities per 100 million VMT	1.854	1.854
Number of Serious Injuries	2,816.1	2,816.6
Rate of Serious Injuries per 100 million VMT	7.111	7.686
Number of Non-Motorized Fatalities & Serious Injuries	307.1	325.9

Relevant SHSP Focus Areas under Engineering and Infrastructure include:

- Older driver visibility
- Rumble strips and stripes for distracted and drowsy drivers
- Infrastructure improvements for non-motorist protection
- Engineering solutions to reduce large CMV crashes
- Motorcycle friendly roadway design
- Installation of proven safety countermeasures to prevent roadway departure crashes
- Improved countermeasures at intersections
- Use of new countermeasure technology and roadway design to decrease speeding related crashes, work zone crashes, and railroad crossing crashes, as well as improving incident management data collection to reduce secondary crashes.

Safety projects included in the STIP/TIP were identified to address the focus 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.

Infrastructure Condition – Pavement & Bridges PM2

The Department currently manages the 12th largest State Highway System in the country. In order to manage the system 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 risk-based and it describes the inventory and condition of highways and bridges located on the National Highway System (NHS) in Arkansas. It also describes how ArDOT is managing these assets using TAMP principles. Utilizing life-cycle planning information, the TAMP assists ArDOT in identifying the correct projects at the correct times to reduce the overall cost of 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

In addition, State DOTs are required to submit a biennial performance report to FHWA in accordance with code 23 U.S.C. 150 and 23 CFR part 490. Two-year and four-year targets are se in recurring four-year performance periods. Table 1 and Table 2 show the current condition and the four-year targets reported in the Baseline Performance Report for the performance period from January 1, 2022, to December 31, 2025. The current condition is based on 2025 data but reported on 2027 while the four-year targets are based on 2027 projected year condition but reported in 2029.

Table 1

2026-2029- Baseline Performance Period Report			
	Baseline	2-Year Target	4-Year Target
Percent of Interstate pavements in *Good* condition	74.8%	55%	55%
Percent if Interstate pavements in *Poor* condition	0.2%	5%	5%
Percent on non-interstate NHS pavements in *Good* condition	47.7%	40%	40%
Percent on non-interstate NHS pavements in *Poor* condition	2.7%	5%	5%

"Baseline" refers to 2025 HPMS pavement condition. "2-yr" and "4-yr" refer to the 2027 & 2029 targets

Out of the 16,451 centerline miles of State Highway System, there are 768 centerline miles of Interstate and 2,600 centerline miles of non-Interstate NHS. Currently, the 2026 target for Percent of Pavement in Good Condition is set to be 55% for Interstate pavements and 40% for non-Interstate pavements. In the current STIP, 295 centerline miles of pavement projects are programmed for Interstate Highways, and 930 centerline miles of pavement projects are programmed for non-Interstate NHS roads. These projects

will add 38% of Interstate in Good Condition and 36% of Non-Interstate in Good condition.

Table 2

2026-2029- Bridge Baseline Performance Period (based on deck area)			
	Baseline	2-Year Target	4-Year Target
Percent of NHS Bridges in *Good* condition	45.37%	40%	40%
Percent of NHS Bridges in *Poor* condition	4.45%	8%	8%

Table 2 shows the current condition and 2029 targets for NHS Bridges. The 2029 target for the Percent of NHS bridges by deck area in Good condition is set to be 40%, and the 2029 target for Percent of NHS bridges by deck area in Poor condition is set to be 8.0%. Both targets are set assuming that the bridge deterioration outpaces the bridge repair and replacement. In the current STIP, close to 1,720,000 square feet of deck area is programmed in bridge repair and replacement jobs. It will add 1.37% (by deck area) of bridges in Good condition.

In accordance with the TAMP, a number of jobs in the STIP/TIP, will implement system preservation, reconstruction, on 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. With additional funding made available through various state initiatives, preservation projects are implemented expeditiously as needs are identified. The highway condition is reported annually in the Highway Performance Monitoring System (HPMS) to FHWA.

System Reliability and Congestion Mitigation & Air Quality (CMAQ) – PM3

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
- Truck travel time reliability on the Interstate System
- Annual hours of peak hour excessive delay per capita (only applicable in the West Memphis-Marion Area Transportation Study (WMATS)
- Percent non-single occupancy vehicle travel (only applicable in the (WMATS)
- On-Road Mobile Source Emission (only applicable in the WMATS)

Table 3

2026-2029- Baseline Performance Period Report			
	Baseline	2-Year	4-Year

		Target	Target
Percent of Person-Miles Traveled on the Interstate that are Reliable	96.5%	93.0%	93.0%
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable	94.5%	92.0%	92.0%
Truck Travel Time Reliability on the Interstate System	1.19	1.35	1.35

Table 3 shows the current condition and 2029 targets for system reliability and freight measures. The 2029 targets for the percent of person-miles traveled on the Interstate and non-Interstate NHS that are reliable is set to be 93% and 92%, respectively. The 2029 target for truck travel time reliability on the Interstate System is set to be 1.35. All targets are conservative.

Table 4

2022 Baseline Performance Report		
	Current Condition (2022)	**4-year Target (2026)**
Annual hours of PHED per capita (only applicable in the WMATS)	8.4	9.6
Percent Non-SOV travel (only applicable in the WMATS)	16.8%	16.2%

Table 4 CMAQ condition and targets in 2022 Baseline Performance Report

Table 4 shows the current condition and 2026 targets for Peak Hour Excessive Delay (PHED) and Percent of Non-Single Occupancy Vehicle (Non-SOV) travel. These targets apply to the Greater Memphis area and were set jointly in consideration with the Memphis MPO, West Memphis MPO, Tennessee DOT, and Mississippi DOT through a Tri-State System Performance Measures (PM3) measures working group. The Department supports these targets as there are not many construction activities planned in this area now and in 2026.

In West Memphis, reducing on-road mobile source emissions is a goal and, although no specific projects are selected at this time, funds are available when applicable projects are identified. 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 through the Highway Performance Monitoring System (HPMS) to FHWA.

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:

Statewide Planning - Arkansas Department of Transportation (ardot.gov)
Source: ARDOT FFY 2027-2030 STIP

Transit

The Arkansas Statewide Transit Asset Management Plan, covering all rural transit agencies around the State, was completed and adopted in 2022.

In reference to the original plan, a similar transit asset management framework was used to develop the urban transit asset management plans with exception of Rock Region Metro (RRM) and Texarkana Urban Transportation Service (T-Line). Due to the rail component of its system, RRM is classified as a Tier 1 transit provider who is responsible for developing its own transit asset management plan. T-Line receives their Section 5307 funding from the Texas Department of Transportation (TxDOT) and are part of the TxDOT's statewide transit asset management plan.

The transit asset management plan assists transit agencies in identifying rolling stock equipment, and facility needs based on the identified performance targets.

The federally mandated performance measure is:

- Useful Life Benchmark (ULB)

With the completion of the Transit Asset Management Plan, the funds in the STIP will be distributed in accordance with the plan and ULB of the assets. The projects are intended to maintain assets in the state of good repair. The asset condition is reported annually in the National Transit Database to the Federal Transit Administration.

Asset Category		Current	2023	2024	2025	2026
Revenue Vehicles Performance and Targets						
Condition Score - % of revenue vehicles within a particular asset class that have exceeded their age ULB	AO - Automobile	50%	50%	50%	50%	50%
	CU - Cutaway Bus	9%	50%	50%	50%	50%
	MV - Minivan	13%	50%	50%	50%	50%
	Other	25%	50%	50%	50%	50%
	RT - Rubber-Tire Vintage Trolley	0%	50%	50%	50%	50%
	VN - Van	41%	50%	50%	50%	50%
Equipment Performance and Targets						
Cumulative Condition Score - % of non-revenue vehicles within a particular asset class that have exceeded their age ULB	AO - Automobile	0%	50%	50%	50%	50%
	MT- Maintenance Truck	27%	50%	50%	50%	50%
Facilities Performance and Targets						
Condition Score - % of facilities that score below 3.0 on the TERM scale	Admin/Maintenance	8.3%	25%	25%	25%	25%
	Parking	0%	25%	25%	25%	25%

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.

<u>FTA Sections 5307,5310, 5311, and 5339 funds</u>:

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.

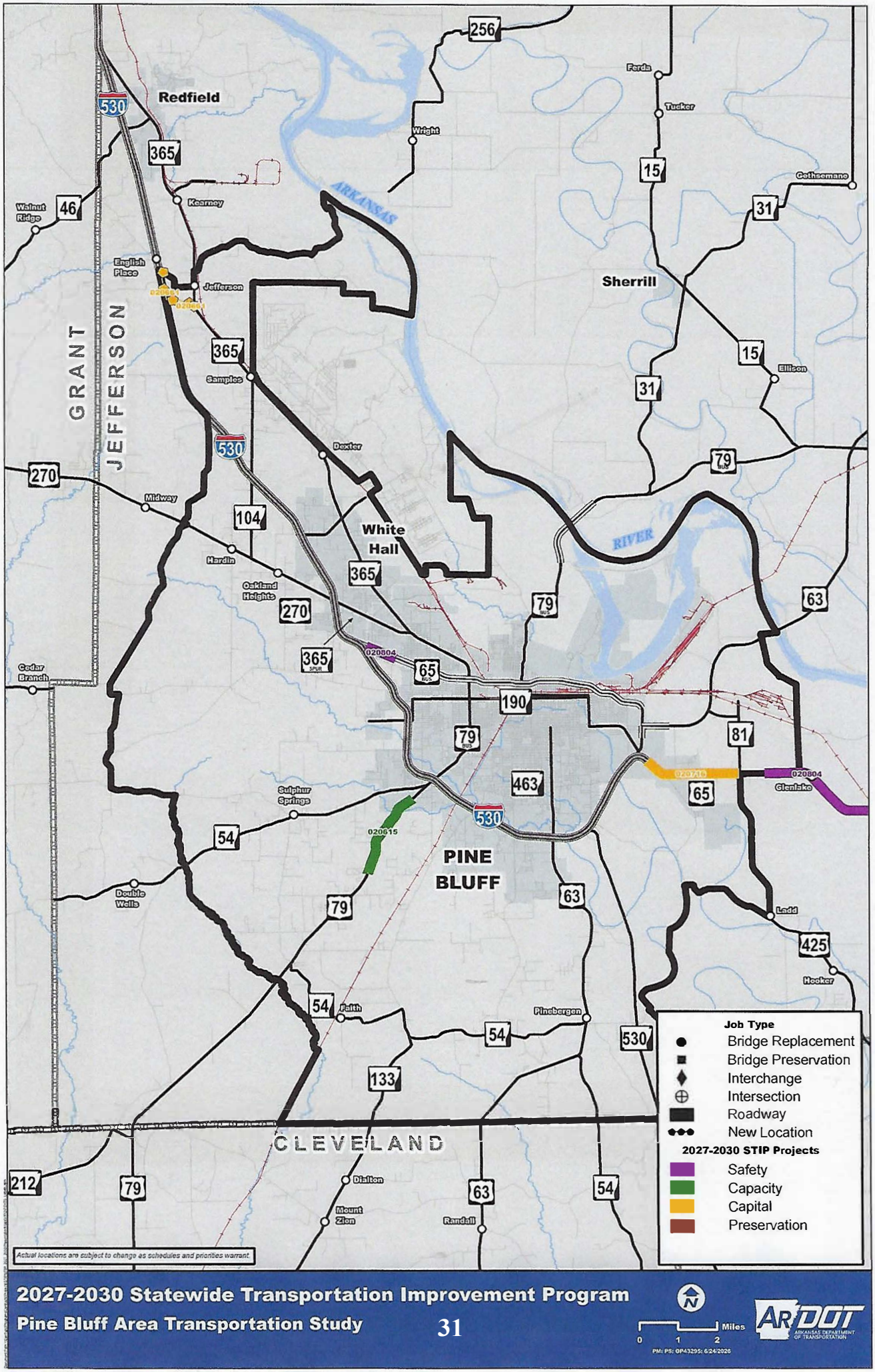
Funds for highway and transit Statewide Projects are total funds available throughout the State. Projects may be selected within the PBATS area and are at the discretion of ArDOT.

PINE BLUFF AREA TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM
FY 2027 – 2030

HIGHWAY AND TRANSIT PROJECTS

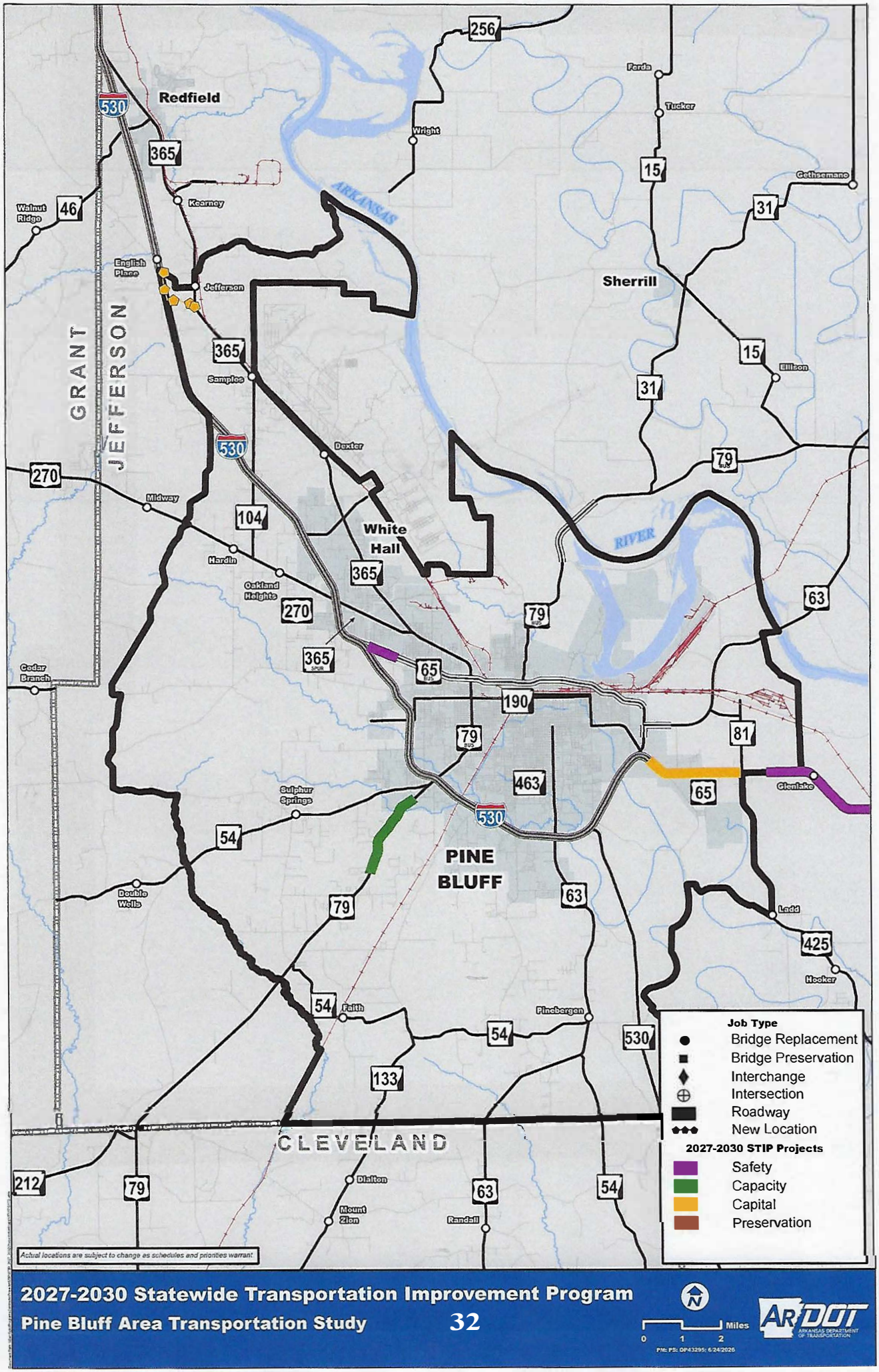
Pine Bluff Area Transportation Study
2027-2030 STIP

Job Number	Job Name	District	County	Route	Section	Length
020615	Pine Bluff – South (S)	2	Jefferson	79	9	2.363
020661	I-530 Access Impvts. (Jefferson Co.) (Phase 1) (S)	2	Jefferson	I-530	New	1.659
020716	I-530 – Hwy. 425 (Minor Widening) (Pine Bluff) (S)	2	Jefferson	65	15	2.513
020804	Hwys. 65 & 425 Cable Median Barrier Impvts. (S)	2	Jefferson & Lincoln	65, 65B, & 425	Various	24.670



2027-2030 Statewide Transportation Improvement Program

Pine Bluff Area Transportation Study



2027-2030 Statewide Transportation Improvement Program

Pine Bluff Area Transportation Study

2027-2030 PBATS DRAFT 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. (Jefferson Co.) (Phase 1) (S)	1.66	New Location	14,100 - TOTAL 11,280 - NHFP 2,820 - State	State	2027	PBATS
Partnering Project with Jefferson County, AEDC & GTL. County to assume ownership of highway segments. $4M QACF from AEDC. GTL to front $7M. County will handle ROW/Utility.									
020804	Jefferson & Lincoln	65, 65B, & 425	Hwys. 65 & 425 Cable Median Barrier Impvts. (S)	24.67	Safety Improvements	14,100 - TOTAL 12,690 - HSIP 1,410 - State	State	2027	PBATS
020716	Jefferson	65	I-530 – Hwy. 425 (Minor Widening) (Pine Bluff) (S)	2.51	Shoulder Widening	11,125 - TOTAL 8,900 - NHPP 2,225 - State	State	2027	PBATS
020615	Jefferson	79	Pine Bluff – South (S)	2.36	Major Widening	2,000 - TOTAL 1,600 - NHPP 400 - State	State	2027	PBATS
Funding amount shown for project development.									
XX2027-01			IRP Debt Service	-	Miscellaneous	12,000 - TOTAL 12,000 - NHPP	State	2027	All
This is the final repayment of the bond program.									
XX2027-02			Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 12,400 - NHPP 2,000 - BFP (Off-System) 3,600 - State	State	2027	All
XX2027-03			Various Off-System Bridge Rehab / Replacement on City Streets	-	Str. & Apprs.	2,500 - TOTAL 1,000 - Off-System Bridge 1,000 - BFP (Off-System) 500 - State/Local	State	2027	All
XX2027-04			Bridge Inspection / Inspection Equipment	-	Miscellaneous	7,000 - TOTAL 4,800 - STBGP 800 - Off-System Bridge 1,400 - State/Local	State	2027	All
XX2027-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Project Development	1,754 - TOTAL 1,754 - Rail Hwy	State/RR	2027	All
XX2027-06			Various Transportation Alternative Projects	-	Miscellaneous	18,993 - TOTAL 15,195 - TAP 3,798 - Local	Local	2027	All

2027-2030 PBATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2027-07			Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2027	All
XX2027-08			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	2027	All
XX2027-09			Various Bridge Rehab / Replacement on County Roads	-	Str. & Apprs.	4,625 - TOTAL 4,162 - BFP (Off-System) 463 - Local	State	2027	All
XX2027-10			PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 1,892 - NHPP 2,948 - NHFP 2,000 - HSIP 1,130 - Rail Hwy 5,000 - STBGP 3,030 - CMAQ Flex 4,000 - State/Local	State	2027	All
Funding in this category may be used for the development of any project within the 2027-2030 STIP.									
XX2027-11			Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2027	All
XX2027-12			Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2027	All
XX2027-13			Various Statewide Safety Improvements	-	Safety Improvements	5,197 - TOTAL 4,677 - HSIP 520 - State	State	2027	All
XX2027-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	15,000 - TOTAL 5,100 - NHPP 3,400 - HSIP 3,500 - STBGP 3,000 - State	State	2027	All
XX2027-15			Workforce Training and Development	-	Miscellaneous	950 - TOTAL 950 - Off-System Bridge	State	2027	All

ALL PROJECTS IN PBATS AREA

2027-2030 PBATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2027-16			Various Pavement Preservation Projects	-	System Preservation	128,731 - TOTAL 5,033 - NHPP 1,000 - HSIP 3,669 - STBGP 35,110 - State 83,918 - Act 416	State	2027	All
XX2027-17			Various Signal and Intersection Improvements	-	Intersection Improvements	10,000 - TOTAL 8,000 - STBGP 2,000 - State/Local	State	2027	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2027-18			Various Sealing Projects	-	System Preservation	15,000 - TOTAL 15,000 - Act 416	State	2027	All
XX2027-19			Various Federal Lands Projects	-	Miscellaneous	5,512 - TOTAL 3,600 - FLAP 1,012 - FLTP 900 - State/Local	Federal Lands/State/ Local	2027	All
Funding for the category is detailed in Appendix A.									
XX2027-20			Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2027	All
XX2027-21			Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2027	All
Funding amount is approximate.									
XX2027-22			On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2027	All
Funding amount is approximate.									
XX2027-23			Various Electric Vehicle Infrastructure Projects	-	Miscellaneous	14,410 - TOTAL 11,528 - NEVFP 2,882 - State	State	2027	All
XX2027-24			Various Intelligent Transportation System (ITS) Projects	-	ITS Improvements	1,192 - TOTAL 954 - CRP Flex 238 - State	State	2027	All
XX2027-25			Various Transportation Resiliency Projects	-	Miscellaneous	6,726 - TOTAL 500 - STBGP 4,881 - PROTECT 1,345 - State	State	2027	All

2027-2030 PBATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2027-26			Various ADA Facility Upgrades	-	Miscellaneous	500 - TOTAL 400 - STBGP 100 - State	State	2027	All
XX2027-27			Economic Development	-	Miscellaneous	5,000 - TOTAL 2,000 - NHPP 2,000 - STBGP 1,000 - State	State	2027	All
XX2028-02			Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 12,400 - NHPP 2,000 - BFP (Off-System) 3,600 - State	State	2028	All
XX2028-03			Various Off-System Bridge Rehab / Replacement on City Streets	-	Str. & Apprs.	2,500 - TOTAL 1,000 - Off-System Bridge 1,000 - BFP (Off-System) 500 - State	State	2028	All
XX2028-04			Bridge Inspection / Inspection Equipment	-	Miscellaneous	7,000 - TOTAL 4,800 - STBGP 800 - Off-System Bridge 1,400 - State/Local	State	2028	All
XX2028-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Project Development	3,113 - TOTAL 3,113 - Rail Hwy	State/RR	2028	All
XX2028-06			Various Transportation Alternative Projects	-	Miscellaneous	20,011 - TOTAL 16,008 - TAP 4,003 - Local	Local	2028	All
XX2028-07			Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2028	All
XX2028-08			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	2028	All
XX2028-09			Various Bridge Rehab / Replacement on County Roads	-	Str. & Apprs.	4,625 - TOTAL 4,162 - BFP (Off-System) 463 - Local	State	2028	All

ALL PROJECTS IN PBATS AREA

2027-2030 PBATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2028-10			PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 6,010 - NHPP 600 - NHFP 2,000 - HSIP 1,130 - Rail Hwy 5,000 - STBGP 1,260 - CMAQ Flex 4,000 - State/Local	State	2028	All
Funding in this category may be used for the development of any project within the 2027-2030 STIP.									
XX2028-11			Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2028	All
XX2028-12			Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2028	All
XX2028-13			Various Statewide Safety Improvements	-	Safety Improvements	13,258 - TOTAL 11,932 - HSIP 1,326 - State	State	2028	All
XX2028-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	15,000 - TOTAL 5,100 - NHPP 3,400 - HSIP 3,500 - STBGP 3,000 - State	State	2028	All
XX2028-15			Workforce Training and Development	-	Miscellaneous	950 - TOTAL 950 - Off-System Bridge	State	2028	All
XX2028-16			Various Pavement Preservation Projects	-	System Preservation	134,314 - TOTAL 17,470 - NHPP 1,000 - HSIP 5,760 - STBGP 25,846 - State 84,238 - Act 416	State	2028	All
XX2028-17			Various Signal and Intersection Improvements	-	Intersection Improvements	10,000 - TOTAL 8,000 - STBGP 2,000 - State/Local	State	2028	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2028-18			Various Sealing Projects	-	System Preservation	15,000 - TOTAL 15,000 - Act 416	State	2028	All

2027-2030 PBATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2028-19			Various Federal Lands Projects	-	Miscellaneous	4,917 - TOTAL 3,600 - FLAP 417 - FLTP 900 - State/Local	Federal Lands/State/ Local	2028	All
Funding for the category is detailed in Appendix A.									
XX2028-20			Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2028	All
XX2028-21			Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2028	All
Funding amount is approximate.									
XX2028-22			On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2028	All
Funding amount is approximate.									
XX2028-23			Various Electric Vehicle Infrastructure Projects	-	Miscellaneous	14,410 - TOTAL 11,528 - NEVFP 2,882 - State	State	2028	All
XX2028-24			Various Intelligent Transportation System (ITS) Projects	-	ITS Improvements	19,054 - TOTAL 15,243 - CRP Flex 3,811 - State	State	2028	All
XX2028-25			Various Transportation Resiliency Projects	-	Miscellaneous	27,383 - TOTAL 500 - STBGP 21,406 - PROTECT 5,477 - State	State	2028	All
XX2028-26			Various ADA Facility Upgrades	-	Miscellaneous	500 - TOTAL 400 - STBGP 100 - State	State	2028	All
XX2028-27			Economic Development	-	Miscellaneous	5,000 - TOTAL 2,000 - NHPP 2,000 - STBGP 1,000 - State	State	2028	All
XX2029-02			Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 12,400 - NHPP 2,000 - BFP (Off-System) 3,600 - State	State	2029	All

ALL PROJECTS IN PBATS AREA

2027-2030 PBATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2029-03			Various Off-System Bridge Rehab / Replacement on City Streets	-	Str. & Apprs.	2,500 - TOTAL 1,000 - Off-System Bridge 1,000 - BFP (Off-System) 500 - State	State	2029	All
XX2029-04			Bridge Inspection / Inspection Equipment	-	Miscellaneous	7,000 - TOTAL 4,800 - STBGP 800 - Off-System Bridge 1,400 - State/Local	State	2029	All
XX2029-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Project Development	3,198 - TOTAL 3,198 - Rail Hwy	State/RR	2029	All
XX2029-06			Various Transportation Alternative Projects	-	Miscellaneous	20,411 - TOTAL 16,329 - TAP 4,082 - Local	Local	2029	All
XX2029-07			Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2029	All
XX2029-08			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	2029	All
XX2029-09			Various Bridge Rehab / Replacement on County Roads	-	Str. & Apprs.	4,625 - TOTAL 4,162 - BFP (Off-System) 463 - Local	State	2029	All
XX2029-10			PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 5,894 - NHPP 600 - NHFP 2,000 - HSIP 1,130 - Rail Hwy 5,000 - STBGP 1,376 - CMAQ Flex 4,000 - State/Local	State	2029	All
Funding in this category may be used for the development of any project within the 2027-2030 STIP.									
XX2029-11			Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2029	All
XX2029-12			Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2029	All

ALL PROJECTS IN PBATS AREA

2027-2030 PBATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2029-13			Various Statewide Safety Improvements	-	Safety Improvements	42,837 - TOTAL 38,553 - HSIP 4,284 - State	State	2029	All
XX2029-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	15,000 - TOTAL 5,100 - NHPP 3,400 - HSIP 3,500 - STBGP 3,000 - State	State	2029	All
XX2029-15			Workforce Training and Development	-	Miscellaneous	950 - TOTAL 950 - Off-System Bridge	State	2029	All
XX2029-16			Various Pavement Preservation Projects	-	System Preservation	101,870 - TOTAL 9,603 - NHPP 1,000 - HSIP 4,841 - STBGP 3,947 - State 82,479 - Act 416	State	2029	All
XX2029-17			Various Signal and Intersection Improvements	-	Intersection Improvements	10,000 - TOTAL 8,000 - STBGP 2,000 - State/Local	State	2029	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2029-18			Various Sealing Projects	-	System Preservation	15,000 - TOTAL 15,000 - Act 416	State	2029	All
XX2029-19			Various Federal Lands Projects	-	Miscellaneous	5,512 - TOTAL 3,600 - FLAP 1,012 - FLTP 900 - State/Local	Federal Lands/State/ Local	2029	All
Funding for the category is detailed in Appendix A.									
XX2029-20			Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2029	All
XX2029-21			Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2029	All
Funding amount is approximate.									
XX2029-22			On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2029	All
Funding amount is approximate.									

ALL PROJECTS IN PBATS AREA

2027-2030 PBATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2029-23			Various Electric Vehicle Infrastructure Projects	-	Miscellaneous	14,410 - TOTAL 11,528 - NEVFP 2,882 - State	State	2029	All
XX2029-24			Various Intelligent Transportation System (ITS) Projects	-	ITS Improvements	1,435 - TOTAL 1,148 - CRP Flex 287 - State	State	2029	All
XX2029-25			Various Transportation Resiliency Projects	-	Miscellaneous	24,018 - TOTAL 500 - STBGP 18,714 - PROTECT 4,804 - State	State	2029	All
XX2029-26			Various ADA Facility Upgrades	-	Miscellaneous	500 - TOTAL 400 - STBGP 100 - State	State	2029	All
XX2029-27			Economic Development	-	Miscellaneous	5,000 - TOTAL 2,000 - NHPP 2,000 - STBGP 1,000 - State	State	2029	All
XX2030-02			Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 12,400 - NHPP 2,000 - BFP (Off-System) 3,600 - State	State	2030	All
XX2030-03			Various Off-System Bridge Rehab / Replacement on City Streets	-	Str. & Apprs.	2,500 - TOTAL 1,000 - Off-System Bridge 1,000 - BFP (Off-System) 500 - State	State	2030	All
XX2030-04			Bridge Inspection / Inspection Equipment	-	Miscellaneous	7,000 - TOTAL 4,800 - STBGP 800 - Off-System Bridge 1,400 - State/Local	State	2030	All
XX2030-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Project Development	3,284 - TOTAL 3,284 - Rail Hwy	State/RR	2030	All
XX2030-06			Various Transportation Alternative Projects	-	Miscellaneous	20,069 - TOTAL 16,055 - TAP 4,014 - Local	Local	2030	All

ALL PROJECTS IN PBATS AREA

2027-2030 PBATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2030-07			Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2030	All
XX2030-08			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	2030	All
XX2030-09			Various Bridge Rehab / Replacement on County Roads	-	Str. & Apprs.	4,625 - TOTAL 4,162 - BFP (Off-System) 463 - Local	State	2030	All
XX2030-10			PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 5,412 - NHPP 600 - NHFP 2,000 - HSIP 1,130 - Rail Hwy 5,000 - STBGP 1,858 - CMAQ Flex 4,000 - State/Local	State	2030	All
Funding in this category may be used for the development of any project within the 2027-2030 STIP.									
XX2030-11			Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2030	All
XX2030-12			Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2030	All
XX2030-13			Various Statewide Safety Improvements	-	Safety Improvements	24,947 - TOTAL 22,452 - HSIP 2,495 - State	State	2030	All
XX2030-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	15,000 - TOTAL 5,100 - NHPP 3,400 - HSIP 3,500 - STBGP 3,000 - State	State	2030	All
XX2030-15			Workforce Training and Development	-	Miscellaneous	950 - TOTAL 950 - Off-System Bridge	State	2030	All

ALL PROJECTS IN PBATS AREA

2027-2030 PBATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2030-16			Various Pavement Preservation Projects	-	System Preservation	137,717 - TOTAL 4,630 - NHPP 1,000 - HSIP 38,919 - STBGP 8,286 - State 84,882 - Act 416	State	2030	All
XX2030-17			Various Signal and Intersection Improvements	-	Intersection Improvements	10,000 - TOTAL 8,000 - STBGP 2,000 - State/Local	State	2030	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2030-18			Various Sealing Projects	-	System Preservation	15,000 - TOTAL 15,000 - Act 416	State	2030	All
XX2030-19			Various Federal Lands Projects	-	Miscellaneous	4,917 - TOTAL 3,600 - FLAP 417 - FLTP 900 - State/Local	Federal Lands/State/ Local	2030	All
Funding for the category is detailed in Appendix A.									
XX2030-20			Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2030	All
XX2030-21			Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2030	All
Funding amount is approximate.									
XX2030-22			On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2030	All
Funding amount is approximate.									
XX2030-23			Various Electric Vehicle Infrastructure Projects	-	Miscellaneous	14,410 - TOTAL 11, 528 - NEVFP 2,882 - State	State	2030	All
XX2030-24			Various Intelligent Transportation System (ITS) Projects	-	ITS Improvements	19,824 - TOTAL 15,859 - CRP Flex 3,965 - State	State	2030	All
XX2030-25			Various Transportation Resiliency Projects	-	Miscellaneous	28,464 - TOTAL 500 - STBGP 22,271 - PROTECT 5,693 - State	State	2030	All

2027-2030 PBATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2030-26			Various ADA Facility Upgrades	-	Miscellaneous	500 - TOTAL 400 - STBGP 100 - State	State	2030	All
XX2030-27			Economic Development	-	Miscellaneous	5,000 - TOTAL 2,000 - NHPP 2,000 - STBGP 1,000 - State	State	2030	All
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	849 - TOTAL 679 - FTA-5339 170 - Local	Local	2027	All
114FTA			Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	5,000 - TOTAL 4,000 - FTA-5339 1,000 - Local	Local	2027	All
115FTA			Safety Oversight	-	Transit	649 - TOTAL 519 - FTA-5329 130 - Local	Local	2027	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	220 - TOTAL 176 - FTA-5304 44 - Local	Local	2027	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	421 - TOTAL 421 - FTA-5310	Local	2027	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	4,736 - TOTAL 3,789 - FTA-5310 947 - Local	Local	2027	All
119FTA			Rural Transit - State Admin	-	Transit	1,912 - TOTAL 1,912 - FTA-5311	Local	2027	All
120FTA			Rural Transit - Project Admin	-	Transit	4,625 - TOTAL 3,700 - FTA-5311 925 - Local	Local	2027	All
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	345 - TOTAL 276 - FTA-5311 69 - Local	Local	2027	All
122FTA			Rural Transit - Capital - Intercity	-	Transit	1,625 - TOTAL 1,300 - FTA-5311 325 - Local	Local	2027	All

2027-2030 PBATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
123FTA			Rural Transit - Operating - Rural	-	Transit	20,800 - TOTAL 10,400 - FTA-5311 10,400 - Local	Local	2027	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	3,200 - TOTAL 1,600 - FTA-5311 1,600 - Local	Local	2027	All
125FTA			Rural Transit - RTAP	-	Transit	315 - TOTAL 315 - FTA-5311	Local	2027	All
127FTA			Capital - Rolling Stock CRRSAA	-	Transit	626 - TOTAL 472 - FTA-5310 154 - Local	Local	2027	All
Amended into 2021-2024 STIP after the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program.									
200PTF			Public Transit Trust Fund	-	Transit	6,000 - TOTAL 6,000 - State	Local	2027	All
201TLS			Translease	-	Transit	6,000 - TOTAL 6,000 - State	Local	2027	All
202HUA			HUA	-	Transit	350 - TOTAL 350 - State	Local	2027	All
PBT001			Operating Assistance	-	Transit	934 - TOTAL 467 - FTA-5311 467 - Local	Local	2027	PBATS
PBT002			Capital - Preventive Maintenance	-	Transit	289 - TOTAL 231 - FTA-5311 58 - Local	Local	2027	PBATS
PBT003			Capital - Paratransit Service	-	Transit	175 - TOTAL 140 - FTA-5311 35 - Local	Local	2027	PBATS
PBT004			Capital - Rolling Stock/Support Equipment	-	Transit	134 - TOTAL 107 - FTA-5311 27 - Local	Local	2027	PBATS
PBT005			Capital - Planning	-	Transit	28 - TOTAL 22 - FTA-5311 6 - Local	Local	2027	PBATS

ALL PROJECTS IN PBATS AREA

2027-2030 PBATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
PBT006			Consolidated Planning Grant (MPO)	-	Transit	149 - TOTAL 119 - FTA-5305 30 - Local	Local	2027	PBATS
PBT007			Capital - Rolling Stock-Conway Funds	-	Transit	186 - TOTAL 158 - FTA-5311 28 - Local	Local	2027	PBATS
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	866 - TOTAL 693 - FTA-5339 173 - Local	Local	2028	All
114FTA			Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	5,000 - TOTAL 4,000 - FTA-5339 1,000 - Local	Local	2028	All
115FTA			Safety Oversight	-	Transit	661 - TOTAL 529 - FTA-5329 132 - Local	Local	2028	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	225 - TOTAL 180 - FTA-5304 45 - Local	Local	2028	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	430 - TOTAL 430 - FTA-5310	Local	2028	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	4,838 - TOTAL 3,870 - FTA-5310 968 - Local	Local	2028	All
119FTA			Rural Transit - State Admin	-	Transit	1,950 - TOTAL 1,950 - FTA-5311	Local	2028	All
120FTA			Rural Transit - Project Admin	-	Transit	4,750 - TOTAL 3,800 - FTA-5311 950 - Local	Local	2028	All
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	346 - TOTAL 277 - FTA-5311 69 - Local	Local	2028	All
122FTA			Rural Transit - Capital - Intercity	-	Transit	1,625 - TOTAL 1,300 - FTA-5311 325 - Local	Local	2028	All

ALL PROJECTS IN PBATS AREA

2027-2030 PBATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
123FTA			Rural Transit - Operating - Rural	-	Transit	21,400 - TOTAL 10,700 - FTA-5311 10,700 - Local	Local	2028	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	3,200 - TOTAL 1,600 - FTA-5311 1,600 - Local	Local	2028	All
125FTA			Rural Transit - RTAP	-	Transit	322 - TOTAL 322 - FTA-5311	Local	2028	All
127FTA			Capital - Rolling Stock CRRSAA	-	Transit	639 - TOTAL 472 - FTA-5310 167 - Local	Local	2028	All
Amended into 2021-2024 STIP after the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program.									
200PTF			Public Transit Trust Fund	-	Transit	6,000 - TOTAL 6,000 - State	Local	2028	All
201TLS			Translease	-	Transit	6,000 - TOTAL 6,000 - State	Local	2028	All
202HUA			HUA	-	Transit	350 - TOTAL 350 - State	Local	2028	All
PBT001			Operating Assistance	-	Transit	952 - TOTAL 476 - FTA-5311 476 - Local	Local	2028	PBATS
PBT002			Capital - Preventive Maintenance	-	Transit	295 - TOTAL 236 - FTA-5311 59 - Local	Local	2028	PBATS
PBT003			Capital - Paratransit Service	-	Transit	179 - TOTAL 143 - FTA-5311 36 - Local	Local	2028	PBATS
PBT004			Capital - Rolling Stock/Support Equipment	-	Transit	136 - TOTAL 109 - FTA-5311 27 - Local	Local	2028	PBATS
PBT005			Capital - Planning	-	Transit	29 - TOTAL 23 - FTA-5311 6 - Local	Local	2028	PBATS

ALL PROJECTS IN PBATS AREA

2027-2030 PBATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
PBT006			Consolidated Planning Grant (MPO)	-	Transit	151 - TOTAL 121 - FTA-5305 30 - Local	Local	2028	PBATS
PBT007			Capital - Rolling Stock-Conway Funds	-	Transit	189 - TOTAL 161 - FTA-5311 28 - Local	Local	2028	PBATS
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	883 - TOTAL 707 - FTA-5339 176 - Local	Local	2029	All
114FTA			Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	5,000 - TOTAL 4,000 - FTA-5339 1,000 - Local	Local	2029	All
115FTA			Safety Oversight	-	Transit	674 - TOTAL 540 - FTA-5329 134 - Local	Local	2029	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	230 - TOTAL 184 - FTA-5304 46 - Local	Local	2029	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	439 - TOTAL 439 - FTA-5310	Local	2029	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	4,935 - TOTAL 3,947 - FTA-5310 988 - Local	Local	2029	All
119FTA			Rural Transit - State Admin	-	Transit	1,989 - TOTAL 1,989 - FTA-5311	Local	2029	All
120FTA			Rural Transit - Project Admin	-	Transit	4,845 - TOTAL 3,876 - FTA-5311 969 - Local	Local	2029	All
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	353 - TOTAL 283 - FTA-5311 70 - Local	Local	2029	All
122FTA			Rural Transit - Capital - Intercity	-	Transit	1,625 - TOTAL 1,300 - FTA-5311 325 - Local	Local	2029	All

ALL PROJECTS IN PBATS AREA

2027-2030 PBATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
123FTA			Rural Transit - Operating - Rural	-	Transit	21,828 - TOTAL 10,914 - FTA-5311 10,914 - Local	Local	2029	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	3,200 - TOTAL 1,600 - FTA-5311 1,600 - Local	Local	2029	All
125FTA			Rural Transit - RTAP	-	Transit	328 - TOTAL 328 - FTA-5311	Local	2029	All
127FTA			Capital - Rolling Stock CRRSAA	-	Transit	642 - TOTAL 472 - FTA-5310 170 - Local	Local	2029	All
Amended into 2021-2024 STIP after the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program.									
200PTF			Public Transit Trust Fund	-	Transit	6,000 - TOTAL 6,000 - State	Local	2029	All
201TLS			Translease	-	Transit	6,000 - TOTAL 6,000 - State	Local	2029	All
202HUA			HUA	-	Transit	350 - TOTAL 350 - State	Local	2029	All
PBT001			Operating Assistance	-	Transit	971 - TOTAL 486 - FTA-5311 485 - Local	Local	2029	PBATS
PBT002			Capital - Preventive Maintenance	-	Transit	301 - TOTAL 241 - FTA-5311 60 - Local	Local	2029	PBATS
PBT003			Capital - Paratransit Service	-	Transit	183 - TOTAL 146 - FTA-5311 37 - Local	Local	2029	PBATS
PBT004			Capital - Rolling Stock/Support Equipment	-	Transit	139 - TOTAL 111 - FTA-5311 28 - Local	Local	2029	PBATS
PBT005			Capital - Planning	-	Transit	30 - TOTAL 24 - FTA-5311 6 - Local	Local	2029	PBATS

ALL PROJECTS IN PBATS AREA

2027-2030 PBATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
PBT006			Consolidated Planning Grant (MPO)	-	Transit	153 - TOTAL 123 - FTA-5305 30 - Local	Local	2029	PBATS
PBT007			Capital - Rolling Stock-Conway Funds	-	Transit	193 - TOTAL 164 - FTA-5311 29 - Local	Local	2029	PBATS
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	901 - TOTAL 721 - FTA-5339 180 - Local	Local	2030	All
114FTA			Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	5,000 - TOTAL 4,000 - FTA-5339 1,000 - Local	Local	2030	All
115FTA			Safety Oversight	-	Transit	688 - TOTAL 550 - FTA-5329 138 - Local	Local	2030	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	234 - TOTAL 187 - FTA-5304 47 - Local	Local	2030	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	447 - TOTAL 447 - FTA-5310	Local	2030	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	5,033 - TOTAL 4,026 - FTA-5310 1,007 - Local	Local	2030	All
119FTA			Rural Transit - State Admin	-	Transit	2,029 - TOTAL 2,029 - FTA-5311	Local	2030	All
120FTA			Rural Transit - Project Admin	-	Transit	4,942 - TOTAL 3,954 - FTA-5311 988 - Local	Local	2030	All
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	360 - TOTAL 288 - FTA-5311 72 - Local	Local	2030	All
122FTA			Rural Transit - Capital - Intercity	-	Transit	1,625 - TOTAL 1,300 - FTA-5311 325 - Local	Local	2030	All

ALL PROJECTS IN PBATS AREA

2027-2030 PBATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
123FTA			Rural Transit - Operating - Rural	-	Transit	22,265 - TOTAL 11,132 - FTA-5311 11,133 - Local	Local	2030	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	3,200 - TOTAL 1,600 - FTA-5311 1,600 - Local	Local	2030	All
125FTA			Rural Transit - RTAP	-	Transit	335 - TOTAL 335 - FTA-5311	Local	2030	All
127FTA			Capital - Rolling Stock CRRSAA	-	Transit	646 - TOTAL 472 - FTA-5310 174 - Local	Local	2030	All
Amended into 2021-2024 STIP after the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program.									
200PTF			Public Transit Trust Fund	-	Transit	6,000 - TOTAL 6,000 - State	Local	2030	All
201TLS			Translease	-	Transit	6,000 - TOTAL 6,000 - State	Local	2030	All
202HUA			HUA	-	Transit	350 - TOTAL 350 - State	Local	2030	All
PBT001			Operating Assistance	-	Transit	990 - TOTAL 495 - FTA-5311 495 - Local	Local	2030	PBATS
PBT002			Capital - Preventive Maintenance	-	Transit	307 - TOTAL 246 - FTA-5311 61 - Local	Local	2030	PBATS
PBT003			Capital - Paratransit Service	-	Transit	186 - TOTAL 149 - FTA-5311 37 - Local	Local	2030	PBATS
PBT004			Capital - Rolling Stock/Support Equipment	-	Transit	141 - TOTAL 113 - FTA-5311 28 - Local	Local	2030	PBATS
PBT005			Capital - Planning	-	Transit	30 - TOTAL 24 - FTA-5311 6 - Local	Local	2030	PBATS

ALL PROJECTS IN PBATS AREA

2027-2030 PBATS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
PBT006			Consolidated Planning Grant (MPO)	-	Transit	156 - TOTAL 126 - FTA-5305 30 - Local	Local	2030	PBATS
PBT007			Capital - Rolling Stock-Conway Funds	-	Transit	197 - TOTAL 168 - FTA-5311 29 - Local	Local	2030	PBATS

ALL PROJECTS IN PBATS AREA

FINANCIAL SUMMARIES

PBATS MPO AREA HIGHWAY PROJECTS					
Funding Category	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total
(IN THOUSANDS)					
NHFP	11,280	0	0	0	11,280
HSIP	12,690	0	0	0	12,690
NHPP	10,500	0	0	0	10,500
State Funds	6,855	0	0	0	6,855
Local Funds	0	0	0	0	0
Total PBATs TIP/STIP Highway Funds	41,325	0	0	0	41,325

The funding shown in the Statewide Financial Summary table includes PBATS MPO related projects as noted on pages 29-31.

PBATs Transit Projects (Estimates) FFY 2027-2030 (in thousands)

Funding Category	FFY 2027			FFY 2028			FFY 2029			FFY 2030		
	FTA	Local	Total	FTA	Local	Total	FTA	Local	Total	FTA	Local	Total
5311 (PBT001) Operating Assistance	467	467	934	476	476	952	486	485	971	495	495	990
5311 (PBT002) Capital Preventive Maintenance	231	58	289	236	59	295	241	60	301	246	61	307
5311 (PBT003) Capital Paratransit	140	35	175	143	36	179	146	37	183	149	37	186
5311 (PBT004) Capital-Rolling Stock/Support	107	27	134	109	27	136	111	28	139	113	28	141
5311 (PBT005) Capital Planning	22	6	28	23	6	29	24	6	30	24	6	30
5305 (PBT006) Consolidate Planning Grant -MPO	119	30	149	121	30	151	123	30	153	126	30	156
5311 (PBT007) Capital - Rolling Stock - Conway Funds	158	28	186	161	28	189	164	29	193	168	29	197
Totals	1244	651	1895	1269	662	1931	1295	675	1970	1321	686	2007

Total Federal Transit Administration (FTA)	5129
Total Local Match (Non-FederalAid Funds)	2674
Grand Total PBATs TIP/STIP Transit Funds	7803

2027 - 2030 Statewide (STIP) Financial Summary Report

All amounts shown in millions

FUNDING ANALYSIS *Federal Funding Categories*	2027 Scheduled	2028 Scheduled	2029 Scheduled	2030 Scheduled	Total Scheduled
National Hwy Performance Program	408.1	416.3	424.6	433.1	1682.2
Surface Transportation Block Grant Program	214.3	218.5	222.8	227.2	882.8
Bridge Formula Program	60.2	60.2	60.2	60.2	240.6
National Electric Vehicle Program	11.5	11.5	11.5	11.5	46.1
Highway Safety	43.2	44.1	45	45.9	178.1
Rail-Hwy Crossing	4.2	4.2	4.3	4.4	17.1
Congestion Mitigation & Air Quality	15.2	15.5	15.9	16.2	62.8
Carbon Reduction Program	18.4	18.8	19.2	19.6	76
National Highway Freight Program	19.4	19.8	20.2	20.6	80.1
Recreational Trails	1.5	1.5	1.5	1.5	6
Transportation Alternatives Program	18.9	19.3	19.7	20.1	78.1
Federal Grant Programs (1)	71.5	0	0	0	71.5
PROTECT Program	21	21.4	21.8	22.3	86.5
Earmarked Funds	53.1	14.1	11.4	0.1	78.7
Federal Lands Program	4.6	4	4.6	4	17.3
Ferry Boat Program	0.1	0.1	0.1	0.1	0.4
Subtotal	965.3	869.4	882.8	886.7	3604.2

Non-Federal Funding Categories

State Funds for Construction	345.2	503.8	362.7	371.8	1658.6
Local/State Aid/MFT/Railroad Match	58.5	25.3	20.3	19.7	123.8
State Advance Construction (2)	60	132.5	25	302	519.5
Subtotal	463.1	736.1	408	693.5	2301.9

Total	1428.4	1605.5	1290.8	1580.2	5906.1
Total (Less AC)	1368.4	1473	1265.8	1278.2	5386.6

(1) The value may contain funding from Federal Discretionary grants, e.g. Better Utilizing to Leverage Development, Infrastructure for Rebuilding America, etc.

(2) Amounts shown may include funding accrued outside of the STIP period.

Note: Totals may not be additive due to rounding.

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. 0r 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/20251219/ffy-2025-annual-listing-of-federally-obligated-projects-80641.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.

2025-2028 TIP PROJECT STATUS

Job Number	Job Name	District	County	Route	Section	Length	Status
A20037	Cleveland Co. Line - North (S)	2	Jefferson	79	9	9.21	**Bids Early 2026**
020615	Pine Bluff – South (S)	2	Jefferson	79	9	2.36	**Programmed**
020628	I-530 – Hwy. 79B (Franklin St. & 6th Ave.) (Pine Bluff) (S)	2	Jefferson	190	5	2.08	**Under Contract**
020661	I-530 Access Impvts. (Jefferson Co.) (Phase 1) (S)	2	Jefferson	I-530	New	1.66	**Programmed**
020716	I-530 – Hwy. 425 (Minor Widening) (Pine Bluff) (S)	2	Jefferson	65	15	2.51	**Programmed**
020804	Hwys. 65 & 425 Cable Median Barrier Impvts. (S)	2	Jefferson & Lincoln	65, 65B, & 425	Various	24.67	**Programmed**
020813	Hwy. 190 Str. & Apprs. (Jefferson Co.) (S)	2	Jefferson	190	5	-	**2028**
02X345	Hwy. 65B – Arkansas River (S)	2	Jefferson	79B	9B	4.5	**Programmed**
02X348	Hwy. 79B – Hwy. 65 (Pine Bluff) (Sel. Secs.) (S)	2	Jefferson	190	5	5.43	**Programmed**
02X350	Grant Co. Line – East (S)	2	Jefferson	270	11	2.62	**Programmed**
02X351	Grant Co. Line – Hwy. 365S (S)	2	Jefferson	365	14	18.66	**Programmed**
A20032	Hurricane Creek – Hwy. 104 (Sel. Secs.) (S)	2	Grant & Jefferson	270	10/11	5.21	**Substantially Complete**
A20034	Lincoln Co. Line – Hwy. 65 (S)	2	Jefferson	425	7	8.33	**Substantially Complete**

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.

CERTIFICATIONS
AND
ASSURANCES

STATEMENT OF SELF-CERTIFICATION

23 U.S.C. § 450.336 Self-certifications and Federal certifications.

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

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this part;

(2) In nonattainment and maintenance areas, section 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 11101(E) of the Infrastructure Investment and Jobs Act (Pub. L. 117-58) 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 Disability 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.

The PBATS SEARPC MPO certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation problems, that the urban transportation process is being carried out in conformance with all the applicable Federal requirements.

ArDOT

David Siskowski
Division Head, Local Programs Division
Transportation Planning and Policy

PBATS SEARPC MPO

Ken Smith
PBATS / SEARPC Chair
October 11th, 2024

APPENDIX

PUBLIC NOTICE – 1st

Fiscal Year (FY) 2027-2030 Transportation Improvement Program (TIP) Project List

The Pine Bluff Metropolitan Planning Organization (MPO) has proposed the FY 2027-2030 **Transportation Improvement Program (TIP) Project List.** This TIP Project List is prepared by the MPO in association with the Arkansas Department of Transportation (ArDOT) with cooperation from local entities and stakeholders. The purpose of this document is to provide a listing of transportation projects scheduled in the MPO area during the outlined fiscal years (2027-2030). The document also contains a financial plan which demonstrates how the transportation improvement program will be implemented.

To formalize the public participation process, the MPO is gathering public comments on the adopted document listed above. **Transit projects are included in this TIP. This public notice and the time established for public review and comment satisfies FTA Program of Projects (POP) and public participation requirements.**

The draft documents will be available for your review and comments at Pine Bluff City Hall, White Hall City Hall, the Jefferson County Courthouse, area public libraries and the MPO website: ***SARPC.com***. The public will have **fifteen (15)** days to review the TIP Project list and submit comments to determine if any needed amendments to the document should be submitted for recommendation and approval by the Transportation Policy Committee. The current comment period begins on June 26th, 2026 and ends on July 11th, 2026.

You can help shape the region's transportation future by getting involved. Please send your comments by mail, fax, or email to:

Mail: SEARPC
1300 Ohio Street, Suite B
Pine Bluff, AR 71601

E-Mail: SARPC1@cablelynx.com

Comments may also be made directly through the comment portal located on our website.

The staff will compile all public comments, make necessary changes in the document, and present any revised document to the MPO Transportation Policy Committee for adoption.

TO BE PUBLISHED: Friday, June 26th, 2026

PLEASE SEND BILL AND PROOF OF PUBLICATION TO:

Southeast Arkansas Regional Planning Commission
1300 Ohio Street, Suite B
Pine Bluff, AR 71601

PUBLIC NOTICE – 2nd

Fiscal Year (FY) 2027-2030 Transportation Improvement Program (TIP) Project List

The Pine Bluff Metropolitan Planning Organization (MPO) has proposed the FY 2027-2030 **Transportation Improvement Program (TIP) Project List.** This TIP Project List is prepared by the MPO in association with the Arkansas Department of Transportation (ArDOT) with cooperation from local entities and stakeholders. The purpose of this document is to provide a listing of transportation projects scheduled in the MPO area during the outlined fiscal years (2027-2030). The document also contains a financial plan which demonstrates how the transportation improvement program will be implemented.

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You can help shape the region's transportation future by getting involved. Please send your comments by mail, fax, or email to:

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1300 Ohio Street, Suite B
Pine Bluff, AR 71601

E-Mail: SARPC1@cablelynx.com

Comments may also be made directly through the comment portal located on our website.

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 2027-2030 Transportation Improvement Plan. Following is a synopsis of the comments received.

No public comments received.

PINE BLUFF AREA TRANSPORTATION STUDY
RESOLUTION 2026 - #4

ADOPTING THE FYY 2027-2030 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 2027-2030 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 2027-2030 Transportation Improvement Program.

PASSED AND APPROVED THIS 7th **DAY OF** October **2026.**

Ken Smith, Chairman PBATS

Larry Reynolds, Study Director