# MTP 2040 Amendment 3

## Performance Measures and Project List Revision

*This document reflects an amendment (Amendment 3) to the 2040 Metropolitan Transportation Plan (MTP) which includes a report on the applicable performance measures as well as the Transportation Improvement Plan (TIP) project list. The MTP has been amended to include all statewide generic projects which are reflected in the FY 2019-2022 STIP, including but not limited to IRP Debt Service; Various Project Development Activities; Various Roadway System Preservation Projects; Various Bridge Preservation, Rehabilitation and Replacement Projects; Various Safety Improvement Projects; Various Signal and Intersection Improvement Projects; Various Transportation Alternative Program Projects; and other Programs, Services and Activities. The funding estimates for the MTP period FY 2016-2020 have not changed. The previous MTP project list has been revised to include all the newly approved projects for TIP (short term) period. Specified local and statewide funding sources are listed in the attached FY 2019-2022 project list draft.*

## Performance Based Planning

Federal Legislation outlined in both MAP-21 and the 2015 FAST Act stipulate that all State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are required to incorporate performance measures in the transportation planning process to maintain receipt of federal planning funds. The purpose of enacting performance-based planning is to allow for the identification and correction of challenges to the existing surface transportation system. All DOTs and MPOs must establish performance targets to address the given national performance goals / measures outlined by the Federal Highway Administration (FHWA), and work to meet those targets through the selection of significant transportation improvement projects. The Pine Bluff Area Transportation Study intends to fulfill the federal requirements regarding the establishment of performance targets by collecting, analyzing, and monitoring available data to aid in the recommendation and / or selection of transportation improvement projects by the PBATS Policy Board that could help enhance overall safety, functionality, connectivity, and accessibility of the regional transportation system. Such processes and projects regarding the listed performance goal measures will be documented in all PBATS long and short-term transportation plans. The MTP shall include to the maximum extent practicable, a discussion of the performance measures and targets used in assessing the performance of the transportation system (Ref: 23 CFR 450.324(f) (3)). The MPO has adopted the State Targets (amendment ???) will work develop the required system evaluation report (Ref: CFR 450.324(f) (4)) and include it in the MTP document.

## Safety

Safety was the first of the seven national performance goals to be implemented. Safety performance-based planning requirements began May 27, 2018 for MPOs. Rather than setting safety targets, the PBATS policy board has elected to support ArDOT’s safety targets as published in the Strategic Highway Safety Plan (HSIP)1. In 2017, and pursuant to 23 USC 148, ArDOT developed its Strategic Highway Safety Plan (SHSP)2, which established safety performance targets for Arkansas. The SHSP integrates the four “E’s” – engineering, education, enforcement, and emergency services. It is a performance based, data-driven, comprehensive plan that establishes statewide goals, on=objectives, and strategies to address safety in Arkansas. ArDOT worked with various stakeholders, including PBATS, as part of its target setting process. The targets established in the SHSP address the five safety performance measures determined to significantly reduce the number and rate of fatalities and serious injury crashes, including non-motorized, on all public roads. ArDOT develops annual performance targets to support the SHSP goals in accordance with federal legislation. Safety projects included within the TIP / STIP 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 area
* Determination of benefits vs. cost

1 Resolution attached

2 <http://www.arkansashighways.com/Trans_Plan_Policy/traffic_safety/2017_SHSP_Final.pdf>

The projects are intended to have a positive effect on the State’s highway safety performance, moving toward achievement of the performance goals outlined in the SHSP. Project evaluation is conducted annually through the HSIP report.3

Federally mandated performance measures are:

* Number of fatalities
* Rate of Fatalities
* Number of Serious Injuries
* Rate of Serious Injuries
* Number of non-motorized fatalities and serious injuries

## Transit Asset Management

Transit Asset Management (TAM) is the next federal performance measure set to be implemented by MPOs in October 2018. The TAM requires that all public transportation capital assets (equipment, facilities and infrastructure) within the MPO area, as well as throughout the state, be inventoried and monitored to achieve and maintain a “state of good repair,” which will help improve safety and increase the reliability and performance of the current transit system. ArDOT is in the process of developing a Statewide Transit Asset Management Plan for all rural transit agencies around the state. A similar transit asset management framework is being used to develop the urban transit asset management plans except for Rock Region Metro (RRM). The transit asset management plans will assist transit agencies in identifying rolling stock, equipment and facility needs based on the identified performance targets. Pine Bluff Transit (PBT) is responsible for the development and implementation of the Transit Asset Management Plan (TAM), the PBATS MPO will assist and provide support to all efforts made by PBT and the State of Arkansas to accomplish the TAM target that will be outlined in the plan.

Federally mandated performance measure is:

* Useful Life Benchmark (ULB)

3 <https://safety.fhwa.dot.gov/hsip/reports/pdf/2017/ar.pdf>

## Infrastructure Condition (PM2)

Pavement and Bridge Condition Measures are to be established by MPOs in November 2018. Currently, the PBATS staff is in the process of determining whether to support the targets set by ArDOT4. ArDOT’s goal is to maintain the highway system in the best possible condition with the amount of funding available. To maintain the highway system, ArDOT has developed the Transportation Asset Management Plan (TAMP)5 compliant with 23 CFR 515. The TAMP is risk-based and describes how ArDOT is managing assets using TAM principles. Utilizing the life-cycle planning information, the TAMP assists ArDOT in identifying the right projects at the right time 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 in Good condition
* Percent of NHS bridges by deck area classified in Poor condition

## System Reliability

System Reliability Measures are to be established by MPOs in November 2018. Currently, the PBATS staff is in the process of determining whether to support the targets set by ArDOT6. 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 ration 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 NHD that are reliable
* Truck travel time reliability on the Interstate System
* Annual hours of peak hour excessive delay per capita (only applicable in the WMATS)
* Percent non-single occupancy vehicle travel (only applicable in the WMATS)
* On-Road Mobile Source Emission (only applicable in the WMATS)

4 See attached pavement and bridge condition targets / methodology

5 <http://www.tamptemplate.org/tamp/037_arkansasdot/>

6 See attached system reliability targets / methodology

## Proposed MTP Project list amendments

Currently there are no proposed projects that were not previously proposed in the 2040 Metropolitan Transportation Plan.

**FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM**

**HIGHWAY AND ROAD PROJECTS**

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Job / Item Number | County | Route | Termini / Name | Type Work | Length | Estimated Cost  (x $1,000) | Agency  Carrying Out The Project | FFY | TIP Area | A  P  H  N |
| 020661 | Jefferson | I-530 | I-530 Access Impvts (Pine Bluff) P.E. | Project Development | 0.00 | 5,000 -Total  4,000 -NHFP  1,000 - State | State | 2019 | PBATS | X |
| 020584 | Jefferson | 54 | Sandy Bayou Str. & Apprs. (S) | Strs. & Apprs.  Additional funds to be allocated through partnering to provide access improvements for potential economic development. | 0.00 | 800 -Total  640 -NHPP BR  160 -State | State | 2019 | PBATS | X |
| 020588 | Jefferson | 190 | 11th Avenue – Harding Avenue (Hwy 190) (Pine Bluff) S | Reconstruction | .39 | 1,700 -Total  1,360 -STBGP  340 -State | State | 2020 | PBATS | X |
| 020626 | Jefferson | 270 & 365S | Hwy 104 – Hwy. 365 (S) | Major Widening  Partnering project. City of Pine Bluff to assume ownership of Highway 190 through town upon completion of Jobs 020628 and 020588 | 4.59 | 15,000 -Total  12,000 -NHPP  3,000 -State | State | 2020 | PBATS | X |
| 020615 | Jefferson | 79 | Pine Bluff - South (S) | Major Widening | 2.38 | 5,500 -Total  4,400 -STBGP  1,100 -State | State | 2021 | PBATS | X |
| 020628 | Jefferson | 190 | I-530 - Hwy 79B (Franklin Street & 6th Avenue) (S)  Partnering project. City of Pine Bluff to assume ownership of Highway 190 through town upon completion of Jobs 020628 and 020588 | Reconstruction | 2.09 | 3,500 -Total  2,800 -STBGP  700 -State | State | 2021 | PBATS | X |
| 02X013 | Jefferson | 65 | I-530 – Hwy 425 (Resurface and Shoulder) | Minor Widening | 2.50 | 3,700 -Total  2,950 -NHPP  740 -State | State | 2022 | PBATS | X |







































