

Unified Planning Work Program (FY 2008)



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UNIFIED PLANNING WORK PROGRAM

Prepared by the
JONESBORO AREA TRANSPORTATION STUDY (JATS)
METROPOLITAN PLANNING ORGANIZATION (MPO)

Prepared in Cooperation with
The Arkansas State Highway and Transportation Department
The U.S. Department of Transportation
The Federal Highway Administration
The Federal Transit Administration
The Cities of Jonesboro, Brookland, Bono, and Bay
The County of Craighead
Jonesboro Economical Transportation System (JETS)

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INTRODUCTION

A metropolitan planning organization (MPO) is a transportation policy-making organization made up of representatives from local governments and transportation providing authorities. The Federal Surface Transportation Assistance Act of 1973 required the formation of an MPO for any urbanized area with a population greater than 50,000. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21) gave metropolitan areas more control over transportation decision-making in their own regions. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) retains the MPO's role established in ISTEA and TEA-21.

SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

SAFETEA-LU continues a strong fundamental core formula program emphasis coupled with targeted investment, featuring:

Safety – SAFETEA-LU establishes a new core Highway Safety Improvement Program that is structured and funded to make significant progress in reducing highway fatalities. It creates a positive agenda for increased safety on our highways by almost doubling the funds for infrastructure safety and requiring strategic highway safety planning, focusing on results. Other programs target specific areas of concern, such as work zones, older drivers, and pedestrians, including children walking to school, further reflect SAFETEA-LU's focus on safety.

Equity – The new Equity Bonus Program has three features – one tied to Highway Trust Fund contributions and two that are independent. First, building on TEA-21's Minimum Guarantee concept, the Equity Bonus program ensures that each State's return on its share of contributions to the Highway Trust Fund (in the form of gas and other highway taxes) is at least 90.5 percent in 2005 building toward a minimum 92 percent relative rate of return by 2008. In addition, every State is guaranteed a specified rate of growth over its average annual TEA-21 funding level, regardless of its Trust Fund contributions. Selected States are guaranteed a share of apportionments and High Priority Projects not less than the State's average annual share under TEA-21.

Innovative Finance – SAFETEA-LU makes it easier and more attractive for the private sector to participate in highway infrastructure projects, bringing new ideas and resources to the table. Innovative changes such as eligibility for private activity bonds, additional flexibility to use tolling to finance infrastructure improvements, and broader Transportation Infrastructure

Finance and Innovation Act (TIFIA) and State Infrastructure Banks (SIB) loan policies, will all stimulate needed private investment.

Congestion Relief – Tackling one of the most difficult transportation issues facing us today – congestion - SAFETEA-LU gives States more flexibility to use road pricing to manage congestion, and promotes real-time traffic management in all States to help improve transportation security and provide better information to travelers and emergency responders.

Mobility & Productivity – SAFETEA-LU provides a substantial investment in core Federal-aid programs, as well as programs to improve interregional and international transportation, address regional needs, and fund critical high-cost transportation infrastructure projects of national and regional significance. Improved freight transportation is addressed in a number of planning, financing, and infrastructure improvement provisions throughout the Act.

Efficiency – The Highways for LIFE pilot program in SAFETEA-LU will advance longer-lasting highways using innovative technologies and practices to speed up the construction of efficient and safe highways and bridges.

Environmental Stewardship – SAFETEA-LU retains and increases funding for environmental programs of TEA-21, and adds new programs focused on the environment, including a pilot program for non-motorized transportation and Safe Routes to School. SAFETEA-LU also includes significant new environmental requirements for the Statewide and Metropolitan Planning process.

Environmental Streamlining – SAFETEA-LU incorporates changes aimed at improving and streamlining the environmental process for transportation projects. These changes, however, come with some additional steps and requirements on transportation agencies. The provisions include a new environmental review process for highways, transit, and multimodal projects, with increased authority for transportation agencies, but also increased responsibilities (e.g., a new category of "participating agencies" and notice and comment related to defining project purpose and need and determining the alternatives). A 180-day statute of limitations is added for litigation, but it is pegged to publication of environmental actions in the Federal Register, which will require additional notices. Limited changes are made to Section 4(f). There are several delegations of authority to States, including delegation of Categorical Exclusions for all states, as well as a 5-state delegation of the USDOT environmental review authority under NEPA and other environmental laws. The air quality conformity process is improved with changes in the frequency of conformity determinations and conformity horizons.

HISTORY OF THE MPO:

In 2003, the Governor of the State of Arkansas, acting by, and through the Arkansas State Highway and Transportation Department designated the Jonesboro Area Transportation Study (JATS) Policy Committee to be the Metropolitan Planning Organization (MPO) for the Jonesboro metropolitan area. The cities of Jonesboro, Brookland, Bono, and Bay and Craighead County agreed with the state

to participate in the transportation planning process. The MPO is charged with a variety of duties related to transportation planning. The MPO is responsible for developing a Metropolitan Transportation Plan (MTP), a Transportation Improvement Program (TIP), a Unified Planning Work Program (UPWP), and a Public Participation Plan (PPP).

METROPOLITAN TRANSPORTATION PLANNING PROCESS:

The MPO shall develop and use a documented participation plan that defines a process for providing citizens and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. The MPO shall employ visualization techniques to describe metropolitan transportation plans and transportation improvement programs and make available information in electronically accessible formats and means, such as the World Wide Web. The MPO shall seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.

In developing Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs), the MPO should consult with agencies and officials responsible for other planning activities within the Metropolitan Planning Area (MPA) that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by the Federal Transit Administration (FTA) and other Federal assistance from the U.S. Department of Transportation and from other Federal sources.

The metropolitan planning process shall be continuous, cooperative, and comprehensive (3C), and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the safety of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

In addition, the Planning Emphasis Areas for Fiscal Year 2006 have identified the following five key planning themes:

1. Incorporate Safety and Security in the Transportation Planning: Communication and collaboration among safety professionals. Maintaining the personal security of transportation system operators and users. Support the "homeland" security of localities, regions, States, and nation.
2. Participation of Transit Operators in Metropolitan and Statewide Planning: Establish technical advisory committees that include representation and active participation by transit operators. Develop and monitor transportation system performance indicators. Reliable transit ridership forecasts. Criteria for setting project priorities.
3. Coordination of Non-Emergency Human Service Transportation: Provide Transit service to individuals with job access and specialized transportation needs. Prepare coordinated human service transportation plan.
4. Planning for Transit Systems Management/Operations to Increase Ridership: Convene a system operators coordinating committee to identify issues, share solutions, and establish an ongoing framework for coordination. Develop analytical tools and expertise in assessing the impacts of operational strategies, both in conjunction with, and as alternative to, capital investments. Facilitate improved understanding and deployment of advanced technologies to improve the operational efficiency of systems. Improve the tracking, analysis, and use of operational performance data in transportation plan and program development.
5. Support Transit Capital Investment Decisions Through Effective Systems Planning. Three systems planning topics are: Data, Technical Tools and Analysis; Regional Needs Identification and Corridor Prioritization; and Financial Planning.

PURPOSE:

The Unified Planning Work Program (UPWP) describes transportation planning and related activities to be performed during the year by the MPO entities. The document shows in sufficient detail who will perform the work, the schedule for completing it, and the expected products. Each work element in the UPWP satisfies at least one "factor" and the Emphasis Areas listed above.

Planning Factors	Factor 1	Factor 2	Factor 3	Factor 4	Factor 5	Factor 6	Factor 7	Factor 8
Administration	✓	✓	✓	✓	✓	✓	✓	✓
Data Development	✓	✓	✓	✓	✓	✓	✓	✓
Short-Range Planning	✓	✓	✓	✓	✓	✓	✓	✓
Long-Range Planning	✓	✓	✓	✓	✓	✓	✓	✓

The citizens' involvement is vital in the success of transportation planning. The MPO staff is continuously involved in enhancing the public participation in transportation planning. The citizens are informed of the MPO plans and activities through public notices, advertisements, press releases, and e-mails. In addition, the MPO's World Wide Web site is being developed to provide up to date

information regarding the MPO activities. The Metro-Mobility Talks, the MPO newsletter, is e-mailed to several organizations. To enhance its public outreach activities, the MPO has prepared two documents: the MPO Profile and the ABCs of MPO. These handouts help in educating the public on the functions and activities of the MPO. The Public Access Channel (Channel 24) is showing "Get to Know your MPO." In addition, the citizens are informed and encouraged to attend monthly meetings of the Technical Advisory Committee and the quarterly meetings of the Policy Committee. Phone, fax and e-mail lines are always open to the public, day and night.

DEFINITION OF AREA:

Based on the 2000 Census, the Census Bureau defined urbanized area includes the Cities of Jonesboro and Brookland. The Cities of Bono and Bay were invited to participate in the urban transportation planning activities and are included in the MPO Study Area. The metropolitan planning area further extends to include parts of the rural areas of Craighead County that are expected to become urbanized in the next twenty years.

Appendix A shows the Map of the existing Metropolitan Planning Area.

ORGANIZATION:

Since April 16, 2003, the Jonesboro Area Transportation Study (JATS) Policy Committee is the designated MPO. JATS MPO has a two committee organizational structure. The Policy Committee is at the top of the organization and provides policy guidance and approves the work of the Technical Advisory Committee. The Technical Advisory Committee provides technical support and direction necessary in the transportation planning process.

The Policy Committee is comprised of eleven voting members. They include the mayor and two council members from the City of Jonesboro, mayors of the Cities of Brookland, Bono, and Bay, the Craighead County Judge and a Craighead County Quorum Court member, two members from the Arkansas State Highway and Transportation Department, and one member from the Community Transportation Advisory Board, the advisory board for the Jonesboro Economical Transportation System (JETS).

The Technical Advisory Committee includes twelve voting members appointed by the member entities for their technical expertise in transportation planning. The Transportation Study Director of the MPO provides assistance to both Committees.

Appendix B shows the list of the Transportation Policy and Technical Advisory Committees members.

ABBREVIATIONS:

The following abbreviations denote agencies and programs:

ADA	Americans with Disabilities Act of 1990
AHTD	Arkansas State Highway and Transportation Department
AMPO	Association of Metropolitan Planning Organizations
DOT	United States Department of Transportation
EJ	Environmental Justice
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITE	Institute of Transportation Engineers
JARC	Job Access and Reverse Commute
JATS	Jonesboro Area Transportation Study
JETS	Jonesboro Economical Transportation System
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
SAFTEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
TAZ	Transportation Analysis Zone
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TRB	Transportation Research Board
Title VI	Title VI of the Civil Rights Act of 1964
UPWP	Unified Planning Work Program

TASK 1.0
ADMINISTRATION AND MANAGEMENT

TASK 1.0 ADMINISTRATIVE AND MANAGEMENT ACTIVITIES

A. OBJECTIVE:

Coordinate the transportation planning activities at the MPO level with the Arkansas State Highway and Transportation Department (AHTD), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the participants in the Jonesboro Area Transportation Study (JATS). Maintain records of all activities needed for the comprehensive, coordinated, and continuing (3C) transportation planning process. Insure a proactive public participation process that provides full public access to key decisions in developing plans and transportation improvement programs.

B. EXPECTED PRODUCTS:

The MPO will perform administrative activities necessary to retain federal and state funding to perform transportation planning in the Jonesboro Study Area.

C. PREVIOUS WORK:

The MPO maintains a continued liaison with agencies and individuals who are interested in transportation planning and improvement in the study area. The activities include broad public and technical support and involvement to insure that planning actions are responsive to community values and needs.

D. SUBTASKS:

The following subtasks will be performed to achieve the objectives of this task. The objectives of each subtask are listed in detail within each subtask description on the following pages.

- Subtask 1.1 Study Coordination and Direction.
- Subtask 1.2 Unified Planning Work Program.
- Subtask 1.3 Expenditure and Progress Reports.
- Subtask 1.4 Staff Training and Education
- Subtask 1.5 Development Planning Activity
- Subtask 1.6 Website Development and Maintenance
- Subtask 1.7 Review Public Participation Policy

E. FUNDING SUMMARY:

Subtask	Responsible Agency	Federal	Local	Total
Subtask 1.1	MPO	\$18,480	\$4,620	\$23,100
Subtask 1.2	MPO	\$3,120	\$780	\$3,900
Subtask 1.3	MPO	\$8,480	\$2,120	\$10,600
Subtask 1.4	MPO	\$6,240	\$1,560	\$7,800
Subtask 1.5	MPO	\$2,960	\$740	\$3,700
Subtask 1.6	MPO	\$3,040	\$760	\$3,800
Subtask 1.7	MPO	\$1,200	\$300	\$1,500
Total		\$43,520	\$10,880	\$4,400

SUBTASK 1.1 STUDY COORDINATION AND DIRECTION

OBJECTIVE:

Administer, coordinate, and monitor the Jonesboro Area Metropolitan Planning Organization (MPO) and associated transportation planning activities in the metropolitan area for compliance with federal requirements of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Maintain close communication and coordination with AHTD and the representatives of the participating governments in implementing a coordinated, comprehensive, and continuing (3C) transportation planning process for the Jonesboro MPO. Involve the public at all levels of planning and decision-making. Participate in area wide activities by various public and private organizations.

The material and equipment needed to perform this subtask are: office furniture (\$3,000), office supplies (\$2,000) and a computer and laptop (\$5,000). Other needs to perform this subtask are telephone bills (\$500), postage (\$200), membership dues (\$260), mileage claim (\$1,500), printing of legal notices and advertisements (\$2,000).

EXPECTED PRODUCTS:

1. Participation and cooperation of several agencies involved in the urban transportation planning process in FY 2008.
2. Compliance with all federal and state transportation planning regulations.
3. Maintenance of verifiable administrative and financial records of the MPO activities.
4. Proactive and continuous public participation to insure that planning actions are responsive to community values and needs

The activities carried out in this subtask are a continuous process for the MPO.

PREVIOUS WORK:

The MPO complied with federal and state requirements to continue the transportation planning process in FY 2007.

SUBTASK 1.2 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE:

Prepare a Unified Planning Work Program (UPWP) for FY 2009 describing transportation planning activities scheduled to be carried out by the MPO. The UPWP will show task objectives, expected tangible products, previous work, and the cost and funding sources for these activities. The citizens and the MPO Committees will be involved in the development and approval of the draft and final document.

EXPECTED PRODUCTS:

The Unified Planning Work Program for FY 2009 showing the transportation planning tasks.

PREVIOUS WORK:

The Unified Planning Work Program for FY 2007.

SUBTASK 1.3 EXPENDITURE AND PROGRESS REPORTS

OBJECTIVE:

Periodically prepare expenditure and progress reports and submit them to AHTD for timely reimbursements of the transportation planning funds. Prepare an end of year (Annual Performance and Expenditure Report) report comparing actual achievements with the set of goals for the entire fiscal year.

EXPECTED PRODUCTS:

Expenditure and Progress Reports requesting reimbursement and the Annual Performance and Expenditure Report describing the achievements of each task and subtask in comparison to the goals set for the year.

PREVIOUS WORK:

Periodic expenditure and progress reports and the Annual Performance and Expenditure Report.

SUBTASK 1.4 STAFF TRAINING AND EDUCATION

OBJECTIVE:

Keep the staff knowledgeable about the federal and state regulations, latest transportation planning technologies, and the activities of other MPOs.

EXPECTED PRODUCTS:

The MPO staff will participate in conferences, seminars, training workshops, and meetings to keep acquainted with the latest regulations and techniques in the transportation planning field. The training needs include attending workshops and conferences sponsored by AHTD, FTA, FHWA, Environmental Protection Agency (EPA), American Planning Association (APA), Transportation Research Board (TRB), Institute of Transportation Engineers (ITE), and the Association of Metropolitan Planning Organizations (AMPO). Registration, travel, and lodging to attend these courses are estimated at \$3,000. The reimbursement for the staff time is estimated to be \$4,800. The activities of this subtask are a continuous process.

PREVIOUS WORK:

The MPO staff attended the Arkansas MPOs meeting, Arkansas Safety Summit, and AHTD Resource Agencies Meeting.

SUBTASK 1.5 DEVELOPMENT PLANNING ACTIVITIES

OBJECTIVE:

The MPO staff keeps involved with local governments and other developers for information on any major developments in the regions. The MPO staff provides necessary data and technical support to organizations participating in the MPO transportation planning process.

EXPECTED PRODUCTS:

The information gathered from these interactions will help the MPO to assess traffic impact of the proposed development.

PREVIOUS WORK:

The MPO staff attends the Land Use Advisory Committee meetings to assist the City of Jonesboro in developing a comprehensive land use plan and regulations. The MPO reviews various development proposals and provides comments. When requested, the MPO provides traffic count data to public and private entities.

SUBTASK 1.6 WEBSITE DEVELOPMENT AND MAINTENANCE

OBJECTIVE:

Enhance public participation in the MPO transportation planning process. Provide an opportunity to the citizens to review, print, and comment on the MPO documents and reports from the privacy of their homes and offices.

EXPECTED PRODUCTS:

The MPO will post all documents, reports, and maps on the MPO website. The MPO will also conduct surveys and opinion pools on this website.

PREVIOUS WORK:

No significant work was done in developing the website.

SUBTASK 1.7 REVIEW PUBLIC PARTICIPATION POLICY

OBJECTIVE:

The MPO will review the Public Participation Plan developed in FY 2007 for its effectiveness and make necessary changes to make it more efficient. The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation concerning the development of a long-range transportation plan and TIP. The MPO shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the revisions of the Metropolitan Transportation Plan and the Transportation Improvement Program (TIP).

EXPECTED PRODUCTS:

A more effective public participation policy.

PREVIOUS WORK:

Current public involvement procedures adopted in May 2004.

TASK 2.0
DATA DEVELOPMENT AND MAINTENANCE

TASK 2.0 DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE:

The Metropolitan Planning Process involves extensive use of various types of data. These data include population, income, household size, employment, car ownership, street configuration, street capacity, land use types and other data. The purpose of this task is to coordinate the local, state, and regional efforts in developing and updating the data needed for transportation planning and development and establish a data bank in the MPO for these data. The MPO will store data into a GIS database for use in the Metropolitan Transportation Plan (MTP) and other reports and studies that are produced by the MPO.

B. EXPECTED PRODUCTS:

The MPO plan is expanding the GIS database for all data needed for transportation planning. Data creation and modification is a continuous process which goes on year after year. The MPO keeps on adding new data and modifying the existing data on as needed basis.

C. PREVIOUS WORK:

The MPO has the street functional classification, MPO boundary, greenways, and bus route maps in a GIS database format.

D. SUBTASKS:

The following subtasks will be performed to achieve the objectives of this task. The objectives of the subtasks are listed in detail in the subtasks description on the following pages.

Subtask 2.1 MPO geographic Information System (GIS) Database Development

Subtask 2.2 MPO geographic Information System (GIS) Database Development

E. FUNDING SUMMARY:

Subtask	Responsible Agency	Federal	Local	Total
Subtask 2.1	MPO/City	\$5,440	\$1,360	\$6,800
Subtask 2.2	MPO/City	\$14,160	\$3,540	\$17,700
Total		\$19,600	\$4,900	\$24,500

SUBTASK 2.1 MPO GEOGRAPHIC INFORMATION SYSTEM (GIS) DATABASE DEVELOPMENT

OBJECTIVE:

The MPO plans to create a data bank for all the necessary data that are needed for the development of a regional metropolitan transportation plan. These data will also be used by local governments to prepare and revise comprehensive plans.

EXPECTED PRODUCTS:

A GIS system that will provide information in the form of intelligent maps and data sets. The data will be developed in such a way that it could be made available to the public on the World Wide Web. GIS data development is a multi-year project. The MPO plans to create the following data in a GIS format.

1. MPO Area Boundary
2. Functional Classification of Streets for the base year and the horizon year.
3. Jonesboro Economical Transportation System (JETS) Routes
4. MPO Greenway
5. Street configuration: number of lanes, curb and gutter, median type.
6. Improved segments of streets and the year of improvement.
7. Traffic volume, capacity, and degree of congestion on various segments of streets.
8. Posted Speed on all the segments of functionally classified streets.
9. Population: density, ethnicity, and income level.

To achieve this subtask, the MPO has allocated \$1,500 for the software license and data purchase from other sources.

PREVIOUS WORK:

The MPO has developed a GIS database on the MPO Area Boundary, Street Functional Classification, Greenway, and JETS Routes maps.

SUBTASK 2.2 DEMOGRAPHIC AND EMPLOYMENT DATA

OBJECTIVE:

Maintain current demographic and employment data for Craighead County to forecast the travel behavior. The MPO may buy data from professional vendors to forecast population, households, vehicle available, and the employment data for the metropolitan study area. The MPO will use the Census Bureau reports and the Arkansas Employment Security Division information to develop data for each block group. Later these block group data will be modified to the Transportation Analysis Zone (TAZ) when the MPO will demarcate TAZs. These data will form

the basis to validate base year travel pattern and forecast future demand. The staff will use the Census Bureau data: 2000 Census, and 2000 Census Transportation Planning Package, supplemented with the Arkansas Employment Security Division data on employment.

EXPECTED PRODUCTS:

Population, income or vehicle ownership, household, and employment information at the block group level for the base year and all the projection years.

PREVIOUS WORK:

None.

TASK 3.0
SHORT-RANGE PLANNING

TASK 3.0 SHORT RANGE PLANNING

A. OBJECTIVE:

The MPO is required to develop and maintain a Transportation Improvement Program (TIP) to outline a four-year schedule of transportation improvements for the study area. In addition, the MPO carries out various planning studies to explore the need for other projects that have not been identified in MTP or TIP.

B. EXPECTED PRODUCTS:

1. Transportation Improvement Program.
2. Travel Time and Delay Study.
3. Bikeway and Walkway Plan.
4. Master Street Plan

C. PREVIOUS WORK:

Maintained the FY 2007 - 2010 TIP. Initiated a travel time and delay study, and created a MPO Greenway Plan which will be added to other bikeway and walkway routes and segments.

D. SUBTASKS:

The following subtasks will be performed to achieve the objectives of this task. The objectives of each subtask are listed in detail within each subtask description on the following pages.

- Subtask 3.1 Transportation Improvement Program.
- Subtask 3.2 Travel Time and Delay Study.
- Subtask 3.3 Bikeway and Walkway Plan.
- Subtask 3.4 Master Street Plan

E. FUNDING SUMMARY:

Subtask	Responsible Agency	Federal	Local	Total
Subtask 3.1	MPO	\$4,240	\$1,060	\$5,300
Subtask 3.2	MPO	\$10,320	\$2,580	\$12,900
Subtask 3.3	MPO/City	\$26,480	\$6,620	\$33,100
Subtask 3.4	MPO/City	\$26,800	\$6,700	\$33,500
Total		\$67,840	\$16,960	\$84,800

SUBTASK 3.1 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

OBJECTIVE:

Keep the FY 2007 - 2010 TIP current by doing necessary amendments until the new TIP for FY 2010 - FY 2013 is approved by the Policy Committee.

EXPECTED PRODUCTS:

Current FY 2007 - FY 2010 TIP with all amendments as and when needed.

The MPO, in cooperation with AHTD, will develop and prepare the annual listing of projects including pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obliged in the preceding year. This list shall be published or otherwise made available by the cooperative effort of AHTD, JETS and the Metropolitan Planning Organization (MPO) for public review. The listing shall be consistent with the funding categories identified in the Transportation Improvement Program (TIP).

PREVIOUS WORK:

Maintained the FY 2007 - 2010 TIP by including amendments to streets and transit projects listed for improvement in those years.

SUBTASK 3.2 TRAVEL TIME AND DELAY STUDY

OBJECTIVE:

Evaluate the quality of traffic movement along routes and determine the locations, types, and extent of traffic delays by using a moving test vehicle. The study will guide the MPO and local governments to establish remedial strategies including signal progression, access management, and intersection improvements before considering widening of a street as the last resort.

EXPECTED PRODUCTS:

The data showing net operational speed and delays on various segments of the streets included in the study.

PREVIOUS WORK:

This subtask is a carryover from FY 2007. The contract negotiations took longer than expected. Field data collection in FY 2007 started late. The subtask will be accomplished early in FY 2008.

SUBTASK 3.3 BIKEWAY AND WALKWAY PLAN

OBJECTIVE:

This plan will seek to encourage lesser dependency on cars as a form of transportation and to increase bicycle use and walkways as modes of transportation. Provide safe connecting routes within Jonesboro and other localities within the MPO study area. The plan will provide safe biking and walking lanes to schools, population centers, parks, and other activities areas.

The MPO may hire a consultant to prepare the plan with the involvement of City's Park and Recreational Department and the Jonesboro Chamber of Commerce.

EXPECTED PRODUCTS:

This subtask is a carryover from FY 2007. The MPO staff could not devote enough time to complete this task. A Greenway Plan was completed with the assistance from the Parks and Recreational Department. A model bikeway and walkway plan will be developed with the involvement of local interest groups to provide non-motorized mode of transportation.

PREVIOUS WORK:

This will be the first plan for the metropolitan planning area.

SUBTASK 3.4 MASTER STREET PLAN

OBJECTIVE:

Develop a Master Street Plan (MSP) showing the current and proposed major street network: arterial, minor arterials, and some key collector streets in the MPO area. The MSP will help in guiding the development of the future street system in the MPO area. It is important to note that the MSP is not a detailed engineering document and does not provide precise locations for new streets; it is a planning tool that represents general, conceptual-level alignments and connections only. The actual locations of new streets shall be determined by the engineering staff of the cities and county.

The MPO will hire a consultant to prepare the plan. The cost may be shared by the City of Jonesboro.

EXPECTED PRODUCTS:

A Master Street Plan for the MPO Area.

PREVIOUS WORK:

This will be the first plan for the metropolitan planning area.

TASK 4.0
LONG-RANGE TRANSPORTATION PLAN

TASK 4.0 METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE:

The MPO prepared its first Long Range Transportation Plan (LRTP)/ Metropolitan Transportation Plan conforming to the prevailing rules of the Transportation Equity Act for the 21st Century (TEA-21). The first major revision of LRTP will be due in September 2010. If needed the plan will be reviewed and revised earlier to comply with SAFETEA-LU regulations.

B. EXPECTED PRODUCTS:

Maintain the long range plan by incorporating any needed amendments.

C. PREVIOUS WORK:

The Jonesboro Area MPO 2030 Long Range Transportation Plan.

D. SUBTASKS:

Subtask 4.1 Jonesboro Area MPO Long-Range Transportation Plan.

E. FUNDING SUMMARY:

Subtask	Responsible Agency	Federal	Local	Total
Subtask 4.1	MPO	\$5,040	\$1,260	\$6,300
Total		\$5,040	\$1,260	\$6,300

SUBTASK 4.1 JONESBORO AREA MPO METROPOLITAN TRANSPORTATION PLAN

OBJECTIVE:

Maintain the Long-Range Transportation Plan/Metropolitan Transportation Plan with the involvement of public officials and citizens, in compliance with the requirements of the SAFEATEA-LU. Identify street and highway improvements. Determine the need for other modes: transit, bikes, pedestrians, and freight with the participation of working committees including members of each interest group.

To meet the requirements of the SAFETEA-LU, the plan shall address a twenty-year planning horizon and be reviewed and updated every five years. Specifically, the plan shall:

- 1 Identify the projected transportation demand of persons and goods.

2. Identify adopted congestion management strategies.
3. Identify pedestrian walkways and bicycle transportation facilities.
4. Reflect the consideration given to the results of the management systems.
5. Assess capital investment necessary to preserve the existing transportation system.
6. Describe all proposed improvements in sufficient details to develop cost estimates.
7. Reflect impact of the overall plan, including all major transportation investments.
8. For major transportation investments for which analyses are not complete, indicate that the design concept and scope (mode and alignment) have not been fully determined and will require further analysis.
9. Reflect the relationship to the long-range comprehensive land use plan, housing goals and strategies, and overall social, economic, environmental, and energy conservation goals and objectives.
10. Indicate proposed transportation enhancement activities.
11. Include a financial plan.

EXPECTED PRODUCTS:

Jonesboro Area MPO 2030 Long-Range Transportation Plan/Metropolitan Transportation Plan with necessary amendments.

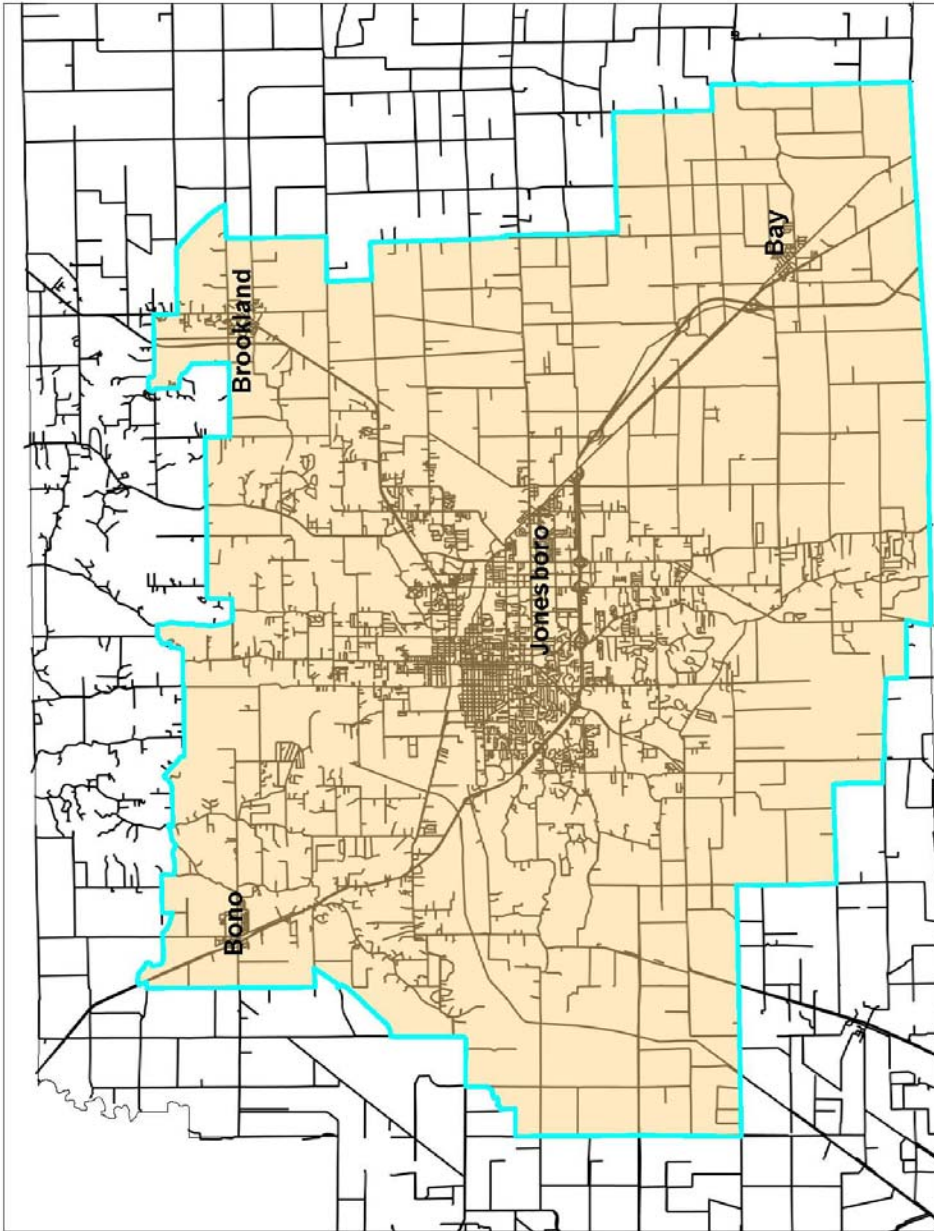
PREVIOUS WORK:

Jonesboro Area MPO 2030 Long Range Transportation Plan.

BUDGET SUMMARY
JONESBORO AREA TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION

UPWP TASK	FTA TASK	Description	Federal	Local	Total
1	44.21.00	ADMINISTRATION and MANAGEMENT	\$43,520	\$10,880	\$54,400
2	44.22.00	DATA DEVELOPMENT and MAINTENANCE	\$19,600	\$4,900	\$24,500
3	44.24.00	SHORT RANGE PLANNING	\$67,840	\$16,960	\$84,800
4	44.23.00	LONG-RANGE TRANSPORTATION PLAN	\$5,040	\$1,260	\$6,300
		Total	\$136,000	\$34,000	\$170,000

APPENDIX A
METROPOLITAN AREA BOUNDARY MAP



J MPO Study Area Map

Prepared by
 Jonesboro Area Transportation Study (JATS)
 Metropolitan Planning Organization (MPO)
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 Jonesboro, GA 30621
 Phone: (870) 853-4623
 Fax: (870) 853-4628
 E-mail: mulkain@jonesboro.org

The Metropolitan Planning Study Area comprises the Cities of Jonesboro, Brookland, Bay and Bono, and the unincorporated areas of Craighead County that are expected to become urbanized in the next twenty years.

Whenever a boundary line coincides with the existing public right-of-way, the right-of-way shall be included within the said boundary.

0 0.5 1 Miles
 0 0.5 1 1.5 2 3 4 Miles

Legend
 Jonesboro Study Area

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April 2004

APPENDIX B
COMMITTEES MEMBERS

**JONESBORO AREA TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE**

VOTING MEMBERS

John Street, Chair	Council Member	City of Jonesboro
L.M. Duncan, Vice Chair	Mayor	City of Bono
Dale Haas	County Judge	Craighead County
Darrell Kirby	Mayor	City of Bay
Kenneth D. Jones	Mayor	City of Brookland
Douglas Formon	Mayor	City of Jonesboro
Ann Williams	Council Member	City of Jonesboro
Kenny Walker	Council Member – Bay City	Craighead County
Alan Meadors	Planning and Research Engineer	Arkansas State Highway and Transportation Department
Joe Barnett	District Engineer	Arkansas State Highway and Transportation Department
June Morse	Chairperson	Community Transportation Advisory Board

Ex-Officio, Non-Voting Members

Amy Heflin	Community Planner	Federal Highway Administration
Sarah Graham	Community Planner	Federal Transit Administration

**JONESBORO AREA TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE**

VOTING MEMBERS

Robert Wood, Chairperson	Developer	Craighead County
Erick Woodruff	Public Works Director	City of Jonesboro
Rick Rorex	Vice President, Rice Milling and Engineering, Riceland Foods	City of Jonesboro
Dr. Gail Hudson	Chair, Department of Management and Marketing, ASU	City of Jonesboro
David Moore	911	Craighead County
Duane Harvey		City of Brookland
Ralph Lee		City of Bono
Larry Hall		City of Bay
Jessie Jones	Transportation Engineer	Arkansas State Highway and Transportation Department
Walter McMillan	District Construction Engineer	Arkansas State Highway and Transportation Department
Michael Harris		Community Transportation Advisory Board
Steven Alexander		Arkansas State Highway and Transportation Department

Ex-Officio, Non-Voting Members

Amy Heflin	Community Planner	Federal Highway Administration
Sarah Graham	Community Planner	Federal Transit Administration

APPENDIX C
SELF CERTIFICATION



JONESBORO AREA TRANSPORTATION STUDY (JATS) METROPOLITAN PLANNING ORGANIZATION (MPO)

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*City of Jonesboro
City of Brookland
City of Bay
City of Bono
Craighead County
Arkansas State Highway and Transportation Department
Federal Highway Administration
Federal Transit Administration*

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

The Arkansas State Highway and Transportation Department and the Jonesboro Metropolitan Planning Organization for the Jonesboro Area Transportation Planning Process is addressing the major issues facing the area and was carried out in conformance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Alan Meadors

Date: May 15, 2007

Planning and Research Engineer, AHTD

John Street
Chairperson, JATS Policy Committee

Date: May 15, 2007