

Unified Planning Work Program (FY 2010)



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

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FY 2010
(July 1, 2009 – June 30, 2010)
UNIFIED PLANNING WORK PROGRAM

Prepared by the
JONESBORO 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)

JONESBORO METROPOLITAN PLANNING ORGANIZATION

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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 security 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.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) has not issued new Planning Emphasis Areas since Fiscal Year 2008 recognizing that all planning agencies are giving priority to implementation of the changes enacted by SAFTEA-LU.

PURPOSE:

The Unified Planning Work Program (UPWP) lists studies and tasks to be performed by MPO and its member agencies with MPO funds. 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” 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 updated providing latest 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 quarterly meetings of the Technical Advisory Committee and the Transportation 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 Transportation 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 three members from the City of Jonesboro; one member each from the Cities of Brookland, Bono, and Bay; two members from the Craighead County; 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 environmental resource agencies are kept informed about the MPO activities and particular members are co-opted to advise on environmental issues.

The MPO staff 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
UPWP

Title VI of the Civil Rights Act of 1964
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	\$46,720	\$11,680	\$58,400
Subtask 1.2	MPO	\$4,400	\$1,100	\$5,500
Subtask 1.3	MPO	\$4,960	\$1,240	\$6,200
Subtask 1.4	MPO	\$6,480	\$1,620	\$8,100
Subtask 1.5	MPO	\$2,000	\$500	\$2,500
Subtask 1.6	MPO	\$3,120	\$780	\$3,900
Subtask 1.7	MPO	\$3,120	\$780	\$3,900
Total		\$70,800	\$17,700	\$88,500

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 supplies and postage (\$3,000), telephone bills (\$500), membership dues and subscriptions (\$2,000), mileage claim (\$500), printing of legal notices (\$2,000), and office rent (\$6,000).

EXPECTED PRODUCTS:

1. Participation and cooperation of several agencies involved in the urban transportation planning process in FY 2010.
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.
5. A Memorandum of Agreement listing the responsibilities of all the members of the Jonesboro Metropolitan Planning Organization.

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 2009.

SUBTASK 1.2 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE:

Prepare a Unified Planning Work Program (UPWP) for FY 2011 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.

EXPECTED PRODUCTS:

The Unified Planning Work Program for FY 2011 showing the transportation planning tasks.

PREVIOUS WORK:

The Unified Planning Work Program for FY 2009.

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 \$5,100. The activities of this subtask are a continuous process.

PREVIOUS WORK:

The MPO staff attended local training courses organized by the City of Jonesboro.

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 and help preserve the regional transportation system.

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 provided assistance in writing the Request for Proposals (RFPs) for a Master Street Plan and the Signal Coordination Plan and help the city in finalizing the Master Street Plan. In addition, 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:

The MPO website was kept updated with all latest documents.

SUBTASK 1.7 MONITOR PUBLIC PARTICIPATION PLAN

OBJECTIVE:

The MPO will monitor the Public Participation Plan (PPP) developed in FY 2007 for its effectiveness and make necessary improvements to improve its efficiency. 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 (MTP) and the Transportation Improvement Program (TIP).

EXPECTED PRODUCTS:

Review of the PPP to make it more effective public participation policy.

PREVIOUS WORK:

Periodic review of the current Public Participation Policy reveals that PPP did not need any revision.

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 Development of Transportation Analysis Zones (TAZs) and Demographic Data.

Subtask 2.3 Development of 2010 Functional Classifications in Compliance with the HPMS Manual.

E. FUNDING SUMMARY:

Subtask	Responsible Agency	Federal	Local	Total
Subtask 2.1	MPO/City	\$3,200	\$800	\$4,000
Subtask 2.2	MPO/City	\$26,640	\$6,660	\$33,300
Subtask 2.3	MPO/City	\$2,000	\$500	\$2,500
Total		\$31,840	\$7,960	\$39,800

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 DEVELOPMENT OF TRANSPORTATION ANALYSIS ZONES (TAZs) AND DEMOGRAPHIC DATA

OBJECTIVE:

Subdivide the entire Craighead County into Transportation Analysis Zones (TAZs) by combining the 2010 Census Bureau census block and block groups demographic data for developing travel demand forecast model for the MPO region. The MPO will develop smaller TAZ structure to minimize intra-zonal trips for better estimates of traffic volume, vehicle miles travel (VMT), and, when needed, air quality emissions. The MPO expects to hire a consultant to develop TAZs and related data for a fee of \$20,000.

EXPECTED PRODUCTS:

TAZ geography in GIS format and population, income or vehicle ownership, household, and employment information at TAZ level for the base year and all the projection years.

PREVIOUS WORK:

None.

**SUBTASK 2.3 DEVELOPMENT OF 2010 FUNCTIONAL CLASSIFICATIONS IN
COMPLIANCE WITH THE HPMS MANUAL**

OBJECTIVE:

The Highway Performance Monitoring System (HPMS) provides data that reflects the extent, condition, performance, use and operating characteristics of the nation's highways. The objective of this subtask is to update the functional classification map in compliance with the requirements of the HPMS Manual.

EXPECTED PRODUCTS:

The revised and updated Functional Classification Map.

PREVIOUS WORK:

The MPO Functional classification Street Map produced in 2005

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. Intelligent Transportation System (ITS) Development and Coordination.
3. Review Public Transit/Human Services Coordination Plan.
4. Compliance with ADA and the Rehabilitation Act.

C. PREVIOUS WORK:

Maintained the FY 2007 - 2010 TIP and prepared a draft for the 2010 – 2013 TIP. Working in coordination with the Parks and Recreational Department to prepare Greenway Plan and Bikeway and Walkway Plan.

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 Intelligent Transportation System (ITS) Development and Coordination.
- Subtask 3.3 Review Public Transit/Human Services Coordination Plan.

E. FUNDING SUMMARY:

Subtask	Responsible Agency	Federal	Local	Total
Subtask 3.1	MPO	\$5,040	\$1,260	\$6,300
Subtask 3.2	MPO	\$2,000	\$500	\$2,500
Subtask 3.3	MPO	\$2,000	\$500	\$2,500
Total		\$9,040	\$2,260	\$11,300

SUBTASK 3.1 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

OBJECTIVE:

Prepare the FY 2010 - 2013 TIP by proactive involvement of the public and the transportation providers in the transportation planning process.

EXPECTED PRODUCTS:

The FY 2010 - FY 2013 TIP with all the highway and transit projects prioritized for the four year.

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. Prepared draft 2010 – 2013 TIP. The yearly list of Annual Obligated Projects was developed and published.

SUBTASK 3.2 INTELLIGENT TRANSPORTATION SYSTEM (ITS) DEVELOPMENT AND COORDINATION

OBJECTIVE:

Intelligent Transportation Systems (ITS) is a broad range of diverse technologies applied to transportation to make systems safer, more efficient, more reliable and more environmentally friendly, without necessarily having to physically alter existing infrastructure. The range of technologies involved includes sensor and control technologies, communications, and computer informatics.

The MPO coordinated effort by AHTD, local government, and other stakeholders in developing a ITS Architecture for the MPO area.

EXPECTED PRODUCTS:

Maintain and update ITS Architecture of the MPO area.

PREVIOUS WORK:

None.

**SUBTASK 3.3 MONITOR PUBLIC TRANSIT/HUMAN SERVICES COORDINATION
PLAN**

OBJECTIVE:

The MPO prepared its first Coordinated Public Transit – Human Services Transportation Plan (CPT- HSTP) in May 2007. The first major revision of CPT-HSTP will be due in May 2012. However, the MPO and JETS will keep reviewing the plan to improve coordination between JETS and other transportation services for elderly and disabled. The MPO would also monitor the degree of coordination of various public, human services, and private transportation providers.

EXPECTED PRODUCTS:

Improved coordination of transportation services. JETS holds quarterly meetings with other transportation providers to maintain and improve coordination activities.

PREVIOUS WORK:

The Coordinated Public Transit – Human Services Transportation Plan prepared in 2007.

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 MTP will be due in September 2010. The MPO plans to perform several activities in this fiscal year to update data and carry out surveys to involve the citizens in the process of revising the plan to fully comply with the requirements of SAFETEA-LU regulations.

B. EXPECTED PRODUCTS:

New and improved data, analysis, and public opinion surveys to revise the plan.

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	\$20,560	\$5,140	\$25,700
Total		\$20,560	\$5,140	\$25,700

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 include:

1. The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.
2. Existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan. In addition, the locally preferred alternative selected from an Alternatives Analysis under the FTA's Capital Investment Grant program (49 U.S.C. 5309 and 49 CFR part 611) needs to be adopted as part of the metropolitan transportation plan as a condition for funding under 49 U.S.C. 5309.
3. Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.
4. Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide;
5. Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system.
6. Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity rule (40 CFR part 93). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates.
7. A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation.
8. Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).

9. Transportation and transit enhancement activities, as appropriate.
10. A financial plan that demonstrates how the adopted transportation plan can be implemented.

EXPECTED PRODUCTS:

Jonesboro Area MPO 2030 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	\$70,800	\$17,700	\$88,500
2	44.22.00	DATA DEVELOPMENT and MAINTENANCE	\$31,840	\$7,960	\$39,800
3	44.24.00	SHORT RANGE PLANNING	\$9,040	\$2,260	\$11,300
4	44.23.00	LONG-RANGE TRANSPORTATION PLAN	\$20,560	\$5,140	\$25,700
		Total	\$132,240	\$33,060	\$165,300

APPENDIX A
METROPOLITAN AREA BOUNDARY MAP

APPENDIX B
COMMITTEES MEMBERS

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

VOTING MEMBERS

John Street, Chair	Council Member	City of Jonesboro
Kenneth D. Jones, Vice Chair	Mayor	City of Brookland
Dale Haas	County Judge	Craighead County
Darrell Kirby	Mayor	City of Bay
Billy Stephens	Mayor	City of Bono
Harold Perrin	Mayor	City of Jonesboro
Ann Williams	Council Member	City of Jonesboro
L. M. Duncan	Street Superintendent	Craighead County
Alan Meadors	Planning and Research Engineer	Arkansas State Highway and Transportation Department
Joe Barnett	District Engineer	Arkansas State Highway and Transportation Department
Everett Fair	Chairperson	Community Transportation Advisory Board

Ex-Officio, Non-Voting Members

Gary DalPorto	Community Planner	Federal Highway Administration
Lynn Hayes	Community Planner	Federal Transit Administration

**JONESBORO AREA TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATIO
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, Vice Chairperson		City of Brookland
Vacant		City of Bono
Larry Hall		City of Bay
Julia Hart	Transportation Planner	Arkansas State Highway and Transportation Department
Walter McMillan	District Construction Engineer	Arkansas State Highway and Transportation Department
Everett Fair		Community Transportation Advisory Board
Steven Alexander		Arkansas State Highway and Transportation Department

Ex-Officio, Non-Voting Members

Gary DalPorto	Community Planner	Federal Highway Administration
Lynn Hayes	Community Planner	Federal Transit Administration