

**FY 2007**  
(July 1, 2006 - June 30, 2007)  
**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

ADOPTED BY THE POLICY COMMITTEE ON: May 16, 2006

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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 21<sup>st</sup> Century (TEA-21) gave metropolitan areas more control over transportation decision-making in their own regions

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 long-range transportation plan (LRTP), a transportation improvement program (TIP), a unified planning work program (UPWP), and a public participation plan (PPP).

The metropolitan planning process should include active outreach strategies to provide for "early and continuing" involvement of the public in the transportation planning process. Special attention should be given to involve those groups who are underrepresented or have been underserved in the past in terms of the expenditure of transportation funds.

All MPO plans and programs must comply with the public involvement provisions of Title VI which states: "No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." The MPO will continue to pursue an active public involvement campaign. The Metro-Mobility News, the newsletter of the MPO, will be published and distributed to facilitate public involvement and improved coordination with the local media. The MPO is also planning to develop and maintain a website to promote public involvement and provide transportation related information.

### **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.

Interim guidelines for implementing the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFTEA-LU) requires that the activities listed in the Unified Planning Work Program (UPWP) should be within the Scope of the Planning Process listed below:

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 options available to people and freight.
5. Protect and enhance the environment, promote energy conservation, and improve quality of life.
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 Statwide 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.

Each work element in the UPWP satisfies at least one Element and the Emphasis Areas listed above.

<b>Planning</b>	<b>Factor</b>	<b>Factor</b>	<b>Factor</b>	<b>Factor</b>	<b>Factor</b>	<b>Factor</b>	<b>Factor</b>	<b>Factor</b>
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<b>Factors</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
<b>Administration</b>	✓	✓ <b>T</b>	✓	✓	✓	✓	✓	✓
<b>Data Development</b>	✓	✓	✓	✓	✓	✓	✓	✓
<b>Short-Range Planning</b>	✓	✓	✓	✓	✓	✓	✓	✓
<b>Long-Range Planning</b>	✓	✓	✓	✓	✓	✓	✓	✓

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. Also, 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
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
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 <sup>st</sup> 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 involvement 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 Develop Public Participation Policy
- Subtask 1.8 Public Transit/Human Service Coordination Plan

**E. FUNDING SUMMARY:**

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Federal</b>	<b>Local</b>	<b>Total</b>
Subtask 1.1	MPO	\$17,040	\$4,260	\$21,300
Subtask 1.2	MPO	\$1,120	\$280	\$1,400
Subtask 1.3	MPO	\$2,880	\$720	\$3,600
Subtask 1.4	MPO	\$4,720	\$1,180	\$5,900
Subtask 1.5	MPO	\$1,680	\$420	\$2,100
Subtask 1.6	MPO	\$1,120	\$280	\$1,400
Subtask 1.7	MPO	\$5,760	\$1,440	\$7,200
Subtask 1.8	AHTD/MPO	\$2,880	\$720	\$3,600
<b>Total</b>		<b>\$37,200</b>	<b>\$9,300</b>	<b>\$46,500</b>

**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 (\$2,000) and computer repair (\$500). Other needs to perform this subtask are telephone bills (\$500), postage (\$200), membership dues (\$260), mileage claim (\$1,000), printing of legal notices and advertisements (\$2,000), and liability and property insurance (500).

**EXPECTED PRODUCTS:**

1. Participation and cooperation of several agencies involved in the urban transportation planning process in FY 2007.
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 involvement 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 2006.

**SUBTASK 1.2 UNIFIED PLANNING WORK PROGRAM**

**OBJECTIVE:**

Prepare a Unified Planning Work Program (UPWP) for FY 2008 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 2008 showing the transportation planning tasks.

**PREVIOUS WORK:**

The Unified Planning Work Program for FY 2006.

**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 \$2,900. The activities of this subtask are a continuous process.

**PREVIOUS WORK:**

The MPO staff attended the Arkansas Public Transportation Conference in FY 2006.

**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 is assisting the City of Jonesboro in developing a master street plan. 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 DEVELOP PUBLIC PARTICIPATION POLICY**

**OBJECTIVE:**

The MPO will revise the current public involvement procedure to make it comply with SAFETEA-LU Participation Plan. 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 long-range transportation plan and TIP and major revisions of these documents.

**EXPECTED PRODUCTS:**

A more effective public participation policy.

**PREVIOUS WORK:**

Current public involvement procedures adopted in May 2004.

**SUBTASK 1.8      Public Transit/Human Services Coordination Plan**

**OBJECTIVE:**

The MPO will assist AHTD in developing a Public Transit/Human Service Coordination Plan, in cooperation with JETS, for subrecipients of public transportation program funds. The SAFETEA-LU requires a locally developed, coordinated public transit/human service transportation plan for subrecipients of three transit programs. These programs are FTA 5310 (Special Needs of Elderly Individuals and Individuals with Disabilities), FTA 5316 (Job Access and Reverse Commute), and FTA 5317 (New Freedom). The subrecipients must also be selected through a competitive process involving the MPO. Monitoring activities, through performance measures, will also be performed through the year.

**EXPECTED PRODUCTS:**

1. Assist AHTD in developing a Public Transportation/Human Service Coordination Plan.
2. Assist AHTD in competitively selecting subrecipients within the metropolitan area.
3. Assist AHTD in developing performance measures to monitor project activities.

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

**PREVIOUS WORK:**

This is a new subtask required under SAFETEA-LU.

**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 Long Range Transportation Plan (LRTP) and other reports and studies that are produced by the MPO.

**B. EXPECTED PRODUCTS:**

The MPO plans to create a 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

**E. FUNDING SUMMARY:**

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Federal</b>	<b>Local</b>	<b>Total</b>
Subtask 2.1	MPO/City	\$3,520	\$880	\$4,400
<b>Total</b>		<b>\$3,520</b>	<b>\$880</b>	<b>\$4,400</b>

**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 long range regional 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.

# **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 LRTP or TIP.

B. EXPECTED PRODUCTS:

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

C. PREVIOUS WORK:

Maintained the FY 2005 - 2007 TIP. Contacted all property owners in the delineated caraway corridor study area but did not perform the access management study because of non-cooperation from the property owners. Prepared a request for proposal (RFP) to perform a travel time and delay study on major roads in the study area.

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.

E. FUNDING SUMMARY:

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Federal</b>	<b>Local</b>	<b>Total</b>
Subtask 3.1	MPO	\$2,880	\$720	\$3,600
Subtask 3.2	MPO	\$30,880	\$7,720	\$38,600
Subtask 3.3	MPO/City	\$20,560	\$5,140	\$25,700
<b>Total</b>		<b>\$54,320</b>	<b>\$13,580</b>	<b>\$67,900</b>

**SUBTASK 3.1 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

OBJECTIVE:

Keep the FY 2005 - 2007 TIP current by doing necessary amendments until the new TIP for FY 2007 - FY 2010 is approved by the Policy Committee. Prepare FY 2007 - FY 2010 TIP for streets and transit projects.

EXPECTED PRODUCTS:

The FY 2007 - FY 2010 TIP with all street and transit projects listed for improvements during these years.

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 2005 - 2007 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 will be the first such study for the MPO area.

**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:**

**A model bikeway and walkway plan 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.**

**TASK 4.0**  
**LONG-RANGE TRANSPORTATION PLAN**

A. OBJECTIVE:

The MPO prepared its first Long Range Transportation Plan (LRTP) conforming to the prevailing rules of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). The first major revision of LRTP will be due in September 2010. The revision of the plan will 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:

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Federal</b>	<b>Local</b>	<b>Total</b>
Subtask 4.1	MPO	\$11,440	\$2,860	\$14,300
<b>Total</b>		<b>\$11,440</b>	<b>\$2,860</b>	<b>\$14,300</b>

**SUBTASK 4.1 JONESBORO AREA MPO LONG-RANGE TRANSPORTATION PLAN**

OBJECTIVE:

Maintain the Long-Range 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 with necessary amendments.

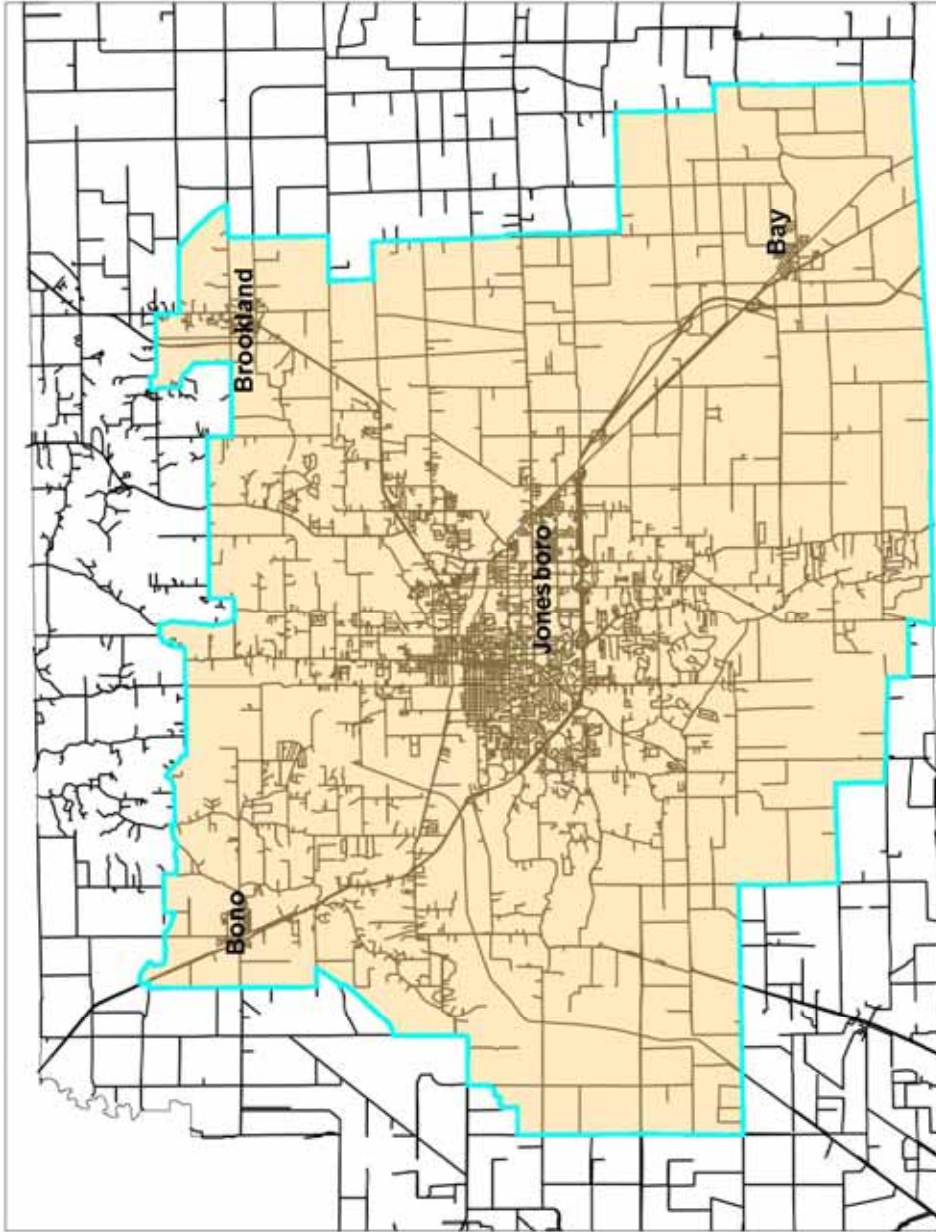
**PREVIOUS WORK:**

Jonesboro Area MPO 2030 Long Range Transportation Plan.

**BUDGET SUMMARY  
JONESBORO AREA TRANSPORTATION STUDY  
METROPOLITAN PLANNING ORGANIZATION**

<b>UPWP TASK</b>	<b>FTA TASK</b>	<b>Description</b>	<b>Federal</b>	<b>Local</b>	<b>Total</b>
<b>1</b>	<b>44.21.00</b>	<b>ADMINISTRATION and MANAGEMENT</b>	<b>\$37,200</b>	<b>\$9,300</b>	<b>\$46,500</b>
<b>2</b>	<b>44.22.00</b>	<b>DATA DEVELOPMENT and MAINTENANCE</b>	<b>\$3,520</b>	<b>\$880</b>	<b>\$4,400</b>
<b>3</b>	<b>44.24.00</b>	<b>SHORT RANGE PLANNING</b>	<b>\$54,320</b>	<b>\$13,580</b>	<b>\$67,900</b>
<b>4</b>	<b>44.23.00</b>	<b>LONG-RANGE TRANSPORTATION PLAN</b>	<b>\$11,440</b>	<b>\$2,860</b>	<b>\$14,300</b>
		<b>Total</b>	<b>\$106,480</b>	<b>\$26,620</b>	<b>\$133,100</b>

**APPENDIX A**  
**METROPOLITAN AREA BOUNDARY MAP**



**J MPO Study Area Map**

Prepared by  
 Jonesboro Area Transportation Study (JATS)  
 Metropolitan Planning Organization (MPO)  
 815 W. Washington Ave.  
 Jonesboro, GA 30731-4622  
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 E-mail: [muham@jonesboro.org](mailto:muham@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.

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



**Legend**

0 0.5 1 Miles  
 0 0.5 1 Kilometers

Jonesboro Study Area

April 2004

**APPENDIX B  
COMMITTEES MEMBERS**

**POLICY COMMITTEE**

<b>VOTING MEMBERS</b>
-----------------------

Joe McKeel, Chairperson	Mayor	City of Brookland
Dale Haas	County Judge	Craighead County
Quillon Vincent	Mayor	City of Bay
L.M. Duncan	Mayor	City of Bono
Douglas Formon	Mayor	City of Jonesboro
John Street	Council Member	City of Jonesboro
Ann Williams	Council Member	City of Jonesboro
Kenny Walker	Police Chief	City of Bay
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

<b>Ex-Officio, Non-Voting Members</b>
---------------------------------------

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

**JONESBORO AREA TRANSPORTATION STUDY  
TECHNICAL ADVISORY COMMITTEE**

<b>VOTING MEMBERS</b>
-----------------------

Robert Wood, Chairperson		Craighead County
Claude Martin	Director, Public Works Department, City of Jonesboro	City of Jonesboro
Rick Rorex	Vice President, Rice Milling and Engineering, Riceland Foods	City of Jonesboro
Dr. Joe Horsley	Director, Transportation Management Program, ASU	City of Jonesboro
David Moore	911	Craighead County
Duane Harvey		City of Brookland
George Hulett Vice Chairperson	Minister, Church of Christ	City of Bono
Larry Hall		City of Bay
Danny Chidester	Transportation Planner	Arkansas State Highway and Transportation Department
Walter McMillan	District Construction Engineer	Arkansas State Highway and Transportation Department
Michael Harris		Community Transportation Advisory Board

<b>Ex-Officio, Non-Voting Members</b>
---------------------------------------

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)

519 W. Washington Avenue  
P.O. Box 1845, Jonesboro, Arkansas 72403-1845

Phone: (870) 933-4623  
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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:

- I. 49 U.S.C. Section 5323 (k) and 23 U.S.C. 134;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 (b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded project (Sec. 105(f), Pub. L. 97-424, 96 Stat. 21000, 49 CFR Part 23);
- IV. The provisions of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U.S. DOT implementing regulation; and
- V. The provisions of 49 CFR part 20 regarding restrictions on influencing certain activities.

Alan Meadors  
Planning and Research Engineer, AHTD

Date: 5/25/06

Joe McKeel  
Chairperson, JATS Policy Committee

Date: 05/23/2006