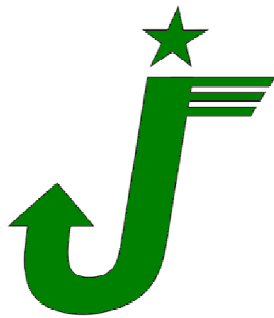


Unified Planning Work Program (FY 2012)



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FY 2012
(July 1, 2011 – June 30, 2012)
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)

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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 agencies. 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.

As the designated Metropolitan Planning Organization (MPO) for the Jonesboro region, the Jonesboro Metropolitan Planning Organization is responsible under Section 134 of Title 23, United States Code, for carrying out a “continuing, cooperative and comprehensive” (3-C) transportation planning process, resulting in plans and programs that provide for the development, operation and management of transportation facilities that will function as an intermodal transportation system for the metropolitan area. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) is the most recent law establishing federal transportation policy and funding authorizations. Federal regulations, 23 CFR §450.308: Funding for transportation planning and unified planning work program (UPWP) require that:

- b. Metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 shall be documented in a unified planning work program (UPWP)[.]*
- c. [E]ach MPO, in cooperation with the State(s) and public transportation operator(s) shall develop a UPWP that includes a discussion of the planning priorities facing the Metropolitan Planning Area (MPA). The UPWP shall identify work proposed for the next one- or two-year period by major activity and task (including activities that address the planning factors in §450.306(a)), in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds.*

As its name suggests, the UPWP promotes a unified regional approach to transportation planning in order to achieve regional goals and objectives. The UPWP performs three distinct functions:

1. It describes the transportation planning activities the MPO and other agencies propose to undertake during 2012 to address regional issues and priorities;
2. It serves to document the proposed expenditures of federal, state and local funds in support of various planning activities; and
3. It provides a management tool for the MPO and the funding agencies in scheduling major transportation planning activities, milestones and products.

The FY 2012 UPWP has been developed by the MPO, with input from local governments, area transit agencies, the Arkansas State Department of Transportation (AHTD), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA).

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.

METROPOLITAN TRANSPORTATION PLANNING PROCESS:

The transportation planning process must explicitly address eight planning factors identified by SAFETEA-LU:

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 for 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; and
8. Emphasize the preservation of the existing transportation system.

In addition, the MPO is promoting livability principles that are to be considered in the metropolitan planning process activities. These principles are:

1. Provide more transportation choices;
2. Promote equitable, affordable housing;
3. Enhance economic competitiveness;
4. Support existing communities;
5. Coordinate policies and leverage investments; and
6. Value communities and neighborhoods.

PRODUCTS:

The major products of the transportation planning process, in addition to the Unified Planning Work Program (UPWP) are the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and the Public Participation Plan (PPP). Special reports, corridor/subarea studies, and analyses of transportation issues are also produced on a regular basis.

The **Metropolitan Transportation Plan** is the centerpiece of the metropolitan transportation planning process. The MPO has developed two transportation plans since its inception. In February 2011, the MPO approved the 2035 Metropolitan Transportation Plan that is built around the vision of a sustainable metropolitan area. The MTP articulates a broad set of region-wide transportation goals, policies and strategies, including several that are new to this MTP. The plan is financially constrained, reflecting only funding that is currently available or can reasonably be expected to be available during the plan's time frame, and it identifies major transportation investments through the year 2035. The MTP must be updated at least every five years, but may be revised more frequently if necessary.

The **Transportation Improvement Program** is a prioritized list of transportation projects proposed for implementation during the next four years. Projects included in the TIP must be consistent with the MTP, and are submitted for consideration by local government agencies, state transportation agencies, and the transit operator. The TIP is financially constrained. No regionally significant project, regardless of funding source, or any project utilizing federal transportation funds may proceed to implementation unless it is included in the TIP. The TIP must be completely updated every four years.

The **Public Participation Plan** 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 MTPs and 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, MTPs 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.

Citizen involvement is vital to the success of transportation planning. The MPO staff is continuously involved in enhancing public participation in transportation planning. The citizens are informed of 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 MPO activities. 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. MPO information is also posted on the public access channel (Channel 24). 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 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. 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 technical and administrative 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
MPA	Metropolitan Planning Area
MTP	Metropolitan Transportation Plan
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
TAZ	Transportation Analysis Zone
TEA-21	Transportation Equity Act for the 21st 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 ACTIVITIES

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), publicly owned transit service, and its constituent members in the Jonesboro Metropolitan Planning Area (MPA). Maintain records of all activities needed for the comprehensive, coordinated, and continuing (3C) transportation planning process. Ensure a proactive public participation process that provides full public access to key decisions in developing plans and transportation improvement programs.

B. EXPECTED PRODUCTS:

Provide liaisons between MPO communities, private transportation providers, abutting regions and communities at the local, regional, state, and federal levels on transportation related matters to retain federal and state funding to perform transportation planning in the Jonesboro Metropolitan 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 ensure 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: Monitor Public Participation Policy.

E. FUNDING SUMMARY:

Subtask	Responsible Agency	Federal	Local	Total
Subtask 1.1	MPO	\$81,120	\$20,280	\$101,400
Subtask 1.2	MPO	\$1,680	\$420	\$2,100
Subtask 1.3	MPO	\$4,000	\$1,000	\$5,000
Subtask 1.4	MPO	\$4,480	\$1,120	\$5,600
Subtask 1.5	MPO	\$7,040	\$1,760	\$8,800
Subtask 1.6	MPO	\$1,440	\$360	\$1,800
Subtask 1.7	MPO	\$1,440	\$320	\$1,800
Total		\$101,200	\$25,300	\$126,500

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 with various public and private organizations.

The Arkansas State Highway and Transportation Department will be developing and initiating a web-based conferencing capability between the State and the MPOs. AHTD will be purchasing the hardware and software to accomplish the goal.

The material and equipment needed to perform this subtask are: office supplies and postage (\$2,500), telephone bills (\$500), membership dues and subscriptions (\$2,000), miscellaneous (\$1,500), printing of legal notices (\$2,000), rental contracts (\$7,000), fixed assets (\$3,000), and computer software (\$3,000).

EXPECTED PRODUCTS:

1. Participation and cooperation with several agencies involved in the urban transportation planning process in FY 2012.
2. Compliance with all federal and state transportation planning regulations.
3. Maintenance of verifiable administrative and financial records of MPO activities.

4. Proactive and continuous public participation to insure that planning actions are responsive to community values and needs.
5. Provide transportation planning services in support of the City of Jonesboro's comprehensive planning process and conduct meetings and workshops on transportation issues.
6. Publish the Annual List of Projects (ALOP) on the MPO webpage.
7. Assist AHTD in developing web-based conferencing capabilities.

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

PREVIOUS WORK:

1. The MPO complied with federal and state requirements to continue the transportation planning process in FY 2011
2. Posted previous year's ALOP on the MPO webpage.

SUBTASK 1.2 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE:

Prepare a Unified Planning Work Program (UPWP) for FY 2013 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 2013 showing the transportation planning tasks.

PREVIOUS WORK:

The Unified Planning Work Program for FY 2011.

SUBTASK 1.3 EXPENDITURE AND PROGRESS REPORTS

OBJECTIVE:

Periodically prepare expenditure and progress reports and submit them to AHTD for timely reimbursements of transportation planning funds. Prepare an end of year report (Annual Performance and Expenditure 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 federal and state regulations, the latest transportation planning practices and technologies, and the activities of other MPOs.

EXPECTED PRODUCTS:

The MPO staff will participate in conferences, seminars, training workshops, webinars, 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, the Environmental Protection Agency (EPA), the American Planning Association (APA), the Transportation Research Board (TRB), the 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 \$2,600. The activities of this subtask are a continuous process.

PREVIOUS WORK:

The MPO staff attended several webinars and workshops listed below.

1. TIGER II Planning Grants and US Department of Housing and Urban Development Community Challenge Planning Grants webinar
2. Partnership for Sustainable Communities live chat
3. The Context Sensitive Solutions National Dialogue: Continuing the Conversation webinar
4. Seeking Approval – Lessons from PLANYC 2030 Congestion Pricing webinar
5. Context Sensitive Solutions and Livability workshop
6. Integrating Bike and Pedestrian Facilities with Transit webinar
7. Integration with the Planning Process and Outreach Strategies for Project Development webinar
8. Scenario Planning webinar
9. CommunityViz Scenario 360 Software training event
10. Road Diets webinar
11. MPO Analysis of GHG Emissions and Reduction Strategies webinar

12. Highway Capacity Manual 2010 workshop
13. Complete Streets: State of the Practice webinar
14. TAZ Delineation for CTPP webinar
15. Getting Started in Scenario Planning webinar
16. CSS Principles for Effective Corridor Planning webinar
17. Signal Optimization webinar
18. Benefits and Implementation of Urban Forestry in Transportation webinar
19. 2010 Highway Capacity Manual workshop

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 region. The MPO staff provides necessary data and technical support to organizations participating in the MPO transportation planning process.

EXPECTED PRODUCTS:

The MPO staff is engaged in the City of Jonesboro Capital Improvement Committee, Infrastructure Committee, Public Works Committee, and Vision 2030 Comprehensive Plan Committee to prepare a capital improvement plan, a comprehensive plan, and improve infrastructure in the Jonesboro area. The information gathered from these interactions will help the MPO to assess the traffic impacts of proposed developments and help preserve the regional transportation system.

PREVIOUS WORK:

The MPO staff attended the Land Use Advisory Committee meetings in developing a comprehensive land use plan and regulations. The MPO staff also provided assistance in preparing a 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 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 polls on the website.

PREVIOUS WORK:

The MPO staff posted draft documents and maps during the revision of the Metropolitan Transportation Plan and the Intelligent Transportation Architecture and Deployment. Electronic surveys pertaining to the transportation planning process were distributed via the website. The website was kept updated with all latest documents.

SUBTASK 1.7 MONITOR PUBLIC PARTICIPATION PLAN

OBJECTIVE:

To provide the public with complete information, timely notice, full access to key decisions and opportunities for early and continuing involvement in the 3C process. The MPO will monitor the Public Participation Plan (PPP) developed in FY 2007 and reviewed and revised in 2010 for its effectiveness and make necessary improvements to improve its efficiency.

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 a more effective public participation policy.

PREVIOUS WORK:

The current Public Participation Plan was adopted in FY 2010. Periodic review of the PPP revealed that the document did not need any revision during FY 2011.

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 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 in 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 is expanding the GIS database for all data needed for transportation planning. Data creation and modification is an ongoing process. The MPO continues to add new data and modify the existing data on as needed basis.

C. PREVIOUS WORK:

Several GIS maps and data on transportation and demographic variables.

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 Census and Geographic Information System (GIS) Database Development.

Subtask 2.2 Update Functional Classification Map

Subtask 2.3 Update Traffic Forecasts

E. FUNDING SUMMARY:

Subtask	Responsible Agency	Federal	Local	Total
Subtask 2.1	MPO/City	\$6,240	\$1,560	\$7,800
Subtask 2.2	MPO/City	\$4,400	\$1,100	\$5,500
Subtask 2.3	MPO	\$4,400	\$1,100	\$5,500
Total		\$15,040	\$3,760	\$18,800

SUBTASK 2.1 MPO CENSUS AND GEOGRAPHIC INFORMATION SYSTEM (GIS) DATABASE DEVELOPMENT

OBJECTIVE:

The MPO plans to update its database using Census 2010, American Community Survey (ACS), and Census Transportation Planning Product (CTPP) data to create a data bank for all the 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:

The MPO will create data for various demographic and transportation-related variables needed for comprehensive regional planning, including transportation infrastructure planning and maintenance. These data will be mapped and will be incorporated into the development of a web-based GIS system for accessing and displaying data at a variety of geographic levels, from cities and county to parcels. GIS data development is a multi-year project. The MPO plans to develop the following data in a GIS format:

1. Functional classification of streets within the MPA (*see* Task 2.2).
2. Observed (base year) and projected (future year) traffic counts for major roadways (*see* Task 2.3).
3. Demographic variables (*e.g.*, household income and population density).
4. Street configuration (*e.g.*, lane counts and access points).

To achieve this subtask, the MPO has allocated \$3,000 for software licenses and to purchase data from other sources.

PREVIOUS WORK:

1. Transportation analysis zones.
2. Refined maps and data for 2035 Metropolitan Transportation Plan.

SUBTASK 2.2 UPDATE FUNCTIONAL CLASSIFICATION MAP

OBJECTIVE:

Update the current functional classification map to incorporate urban developments of the past decade and embody anticipated physical development in the future.

EXPECTED PRODUCTS:

Updated functional classification street map.

PREVIOUS WORK:

Current functional classification map.

SUBTASK 2.3 UPDATE TRAFFIC FORECASTS

OBJECTIVE:

Update traffic count data and prepare future-year traffic forecasts on the basis of historical traffic count data and anticipated development.

EXPECTED PRODUCTS:

Updated traffic counts, projections and GIS maps.

PREVIOUS WORK:

Traffic counts, projections and GIS maps.

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 the MTP or TIP.

B. EXPECTED PRODUCTS:

- 1. Transportation Improvement Program.
- 2. Public Transit/Human Services Coordination Plan Update.

C. PREVIOUS WORK:

Prepared the FY 2010 – 2013 TIP. Participated with the Community Development Department to perform a housing need survey particularly for affordable housing.

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 Public Transit/Human Services Coordination Plan Update.

E. FUNDING SUMMARY:

Subtask	Responsible Agency	Federal	Local	Total
Subtask 3.1	MPO	\$1,440	\$360	\$1,800
Subtask 3.2	MPO	\$1,040	\$260	\$1,300
Total		\$2,480	\$620	\$3,100

SUBTASK 3.1 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

OBJECTIVE:

Keep the FY 2013 - 2016 TIP updated by proactive involvement of the public and the transportation providers in the transportation planning process.

EXPECTED PRODUCTS:

Necessary amendments in the FY 2013 - FY 2016 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 obligated 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 2010 – FY 2013 TIP by including amendments to streets and transit projects listed for improvement in those years. Developed the yearly list of Annual Obligated Projects and posted those on the MPO webpage.

SUBTASK 3.2 COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN UPDATE

OBJECTIVE:

The MPO prepared its first Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP) in May 2007. The first major update of the CPT-HSTP is due in May 2012. JETS will lead the updating activity.

EXPECTED PRODUCTS:

Improved coordination of transportation services. JETS holds quarterly meetings with other transportation providers to maintain and improve coordination activities including the creation of a mobility manager position.

PREVIOUS WORK:

1. The Coordinated Public Transit – Human Services Transportation Plan prepared in 2007.
2. Implementation of suggested improvements for better coordination of transit services.

TASK 4.0
METROPOLITAN TRANSPORTATION PLAN

TASK 4.0 METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE:

The MPO updated the Metropolitan Transportation Plan in FY 2011. These activities involved updating data, hosting forums and meetings with various interest groups, and distributing public opinion 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:

The Jonesboro Metropolitan Area 2035 Metropolitan Transportation Plan revised, if needed.

C. PREVIOUS WORK:

The Jonesboro Area MPO 2030 Long Range Transportation Plan.

D. SUBTASKS:

Subtask 4.1 Jonesboro Metropolitan Area Metropolitan Transportation Plan.

E. FUNDING SUMMARY:

Subtask	Responsible Agency	Federal	Local	Total
Subtask 4.1	MPO	\$5,120	\$1,280	\$6,400
Total		\$5,120	\$1,280	\$6,400

SUBTASK 4.1 JONESBORO AREA MPO METROPOLITAN TRANSPORTATION PLAN

OBJECTIVE:

Maintain the 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. Consideration of pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g);
9. Transportation and transit enhancement activities, as appropriate; and
10. A financial plan that demonstrates how the adopted transportation plan can be implemented.

The MPO will monitor local development activities and revise the MTP as needed.

EXPECTED PRODUCTS:

Jonesboro Area MPO 2035 Metropolitan Transportation Plan with necessary amendments.

PREVIOUS WORK:





Jonesboro Area MPO 2030 Metropolitan Transportation Plan.

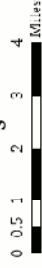
BUDGET SUMMARY
JONESBORO AREA TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION

UPWP TASK	FTA TASK	Description	Federal	Local	Total
1	44.21.00	ADMINISTRATION and MANAGEMENT	\$101,200	\$25,300	\$126,500
2	44.22.00	DATA DEVELOPMENT and MAINTENANCE	\$15,040	\$3,760	\$18,800
3	44.24.00	SHORT RANGE PLANNING	\$2,480	\$620	\$3,100
4	44.23.00	LONG-RANGE TRANSPORTATION PLAN	\$5,120	\$1,280	\$6,400
		Total	\$123,840	\$30,960	\$154,800

APPENDIX A
METROPOLITAN AREA BOUNDARY MAP

MPO Study Area Map

- Legend**
-  City Limits
 -  MPC Study Area
 -  County Line
 -  Road



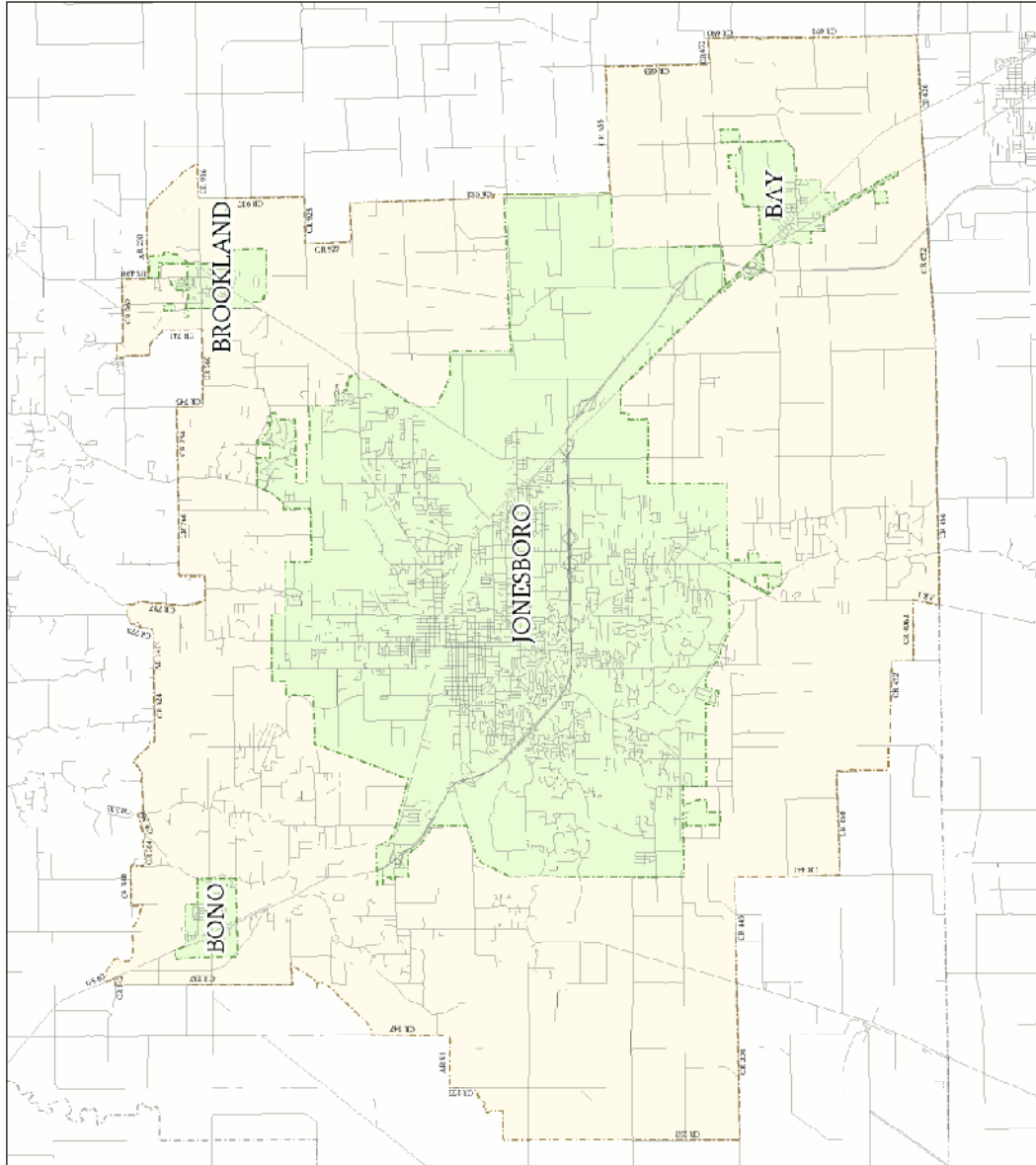
This Study Area of the Jonesboro Metropolitan Planning Organization is comprised of the cities of Jonesboro, Brookland, Bay and Bono, and the unincorporated areas of Craighead County that are expected to become unincorporated within the next twenty years.

**Jonesboro Area Transportation Study (JATS)
Metropolitan Planning Organization (MPO)**

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Jonesboro, Arkansas 72401
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May, 2003



APPENDIX B
COMMITTEE MEMBERS

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

VOTING MEMBERS

John Street, Chair	Council Member	City of Jonesboro
Darrell Kirby, Vice Chair	Mayor	City of Bay
Ed Hill	County Judge	Craighead County
Kenneth D. Jones	Mayor	City of Brookland
Billy Stephens	Mayor	City of Bono
Harold Perrin	Mayor	City of Jonesboro
Ann Williams	Council Member	City of Jonesboro
Bob Blankenship	Quorum Court Member, Craighead County	Craighead County
Alan Meadors	Planning and Research Engineer	Arkansas State Highway and Transportation Department
Walter McMillan	District Engineer	Arkansas State Highway and Transportation Department
Jimmy Cooper	Chairperson	Community Transportation Advisory Board

Ex-Officio, Non-Voting Members

Gary DalPorto	Community Planner	Federal Highway Administration
Donald Koski	Community Planner	Federal Transit Administration

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

VOTING MEMBERS

Robert Wood, Chairperson	Developer	Craighead County
Duane Harvey, Vice Chairperson		City of Brookland
Craig Light	City Engineer	City of Jonesboro
Rick Rorex	Vice President, Rice Milling and Engineering, Riceland Foods	City of Jonesboro
Dr. John E. Mello	Professor, Department of Management and Marketing, ASU	City of Jonesboro
David Moore	Director, Emergency Management	Craighead County
Vacant		City of Bono
Larry Hall	Council Member	City of Bay
Julia Hart	Transportation Planner	Arkansas State Highway and Transportation Department
Brad Smithee	District Construction Engineer	Arkansas State Highway and Transportation Department
Michael Harris		Community Transportation Advisory Board
Steven Alexander	Administrative Officer	Arkansas State Highway and Transportation Department

Ex-Officio, Non-Voting Members

Gary DalPorto	Community Planner	Federal Highway Administration
Donald Koski	Community Planner	Federal Transit Administration