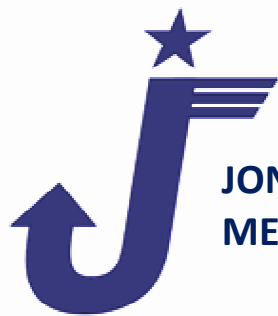
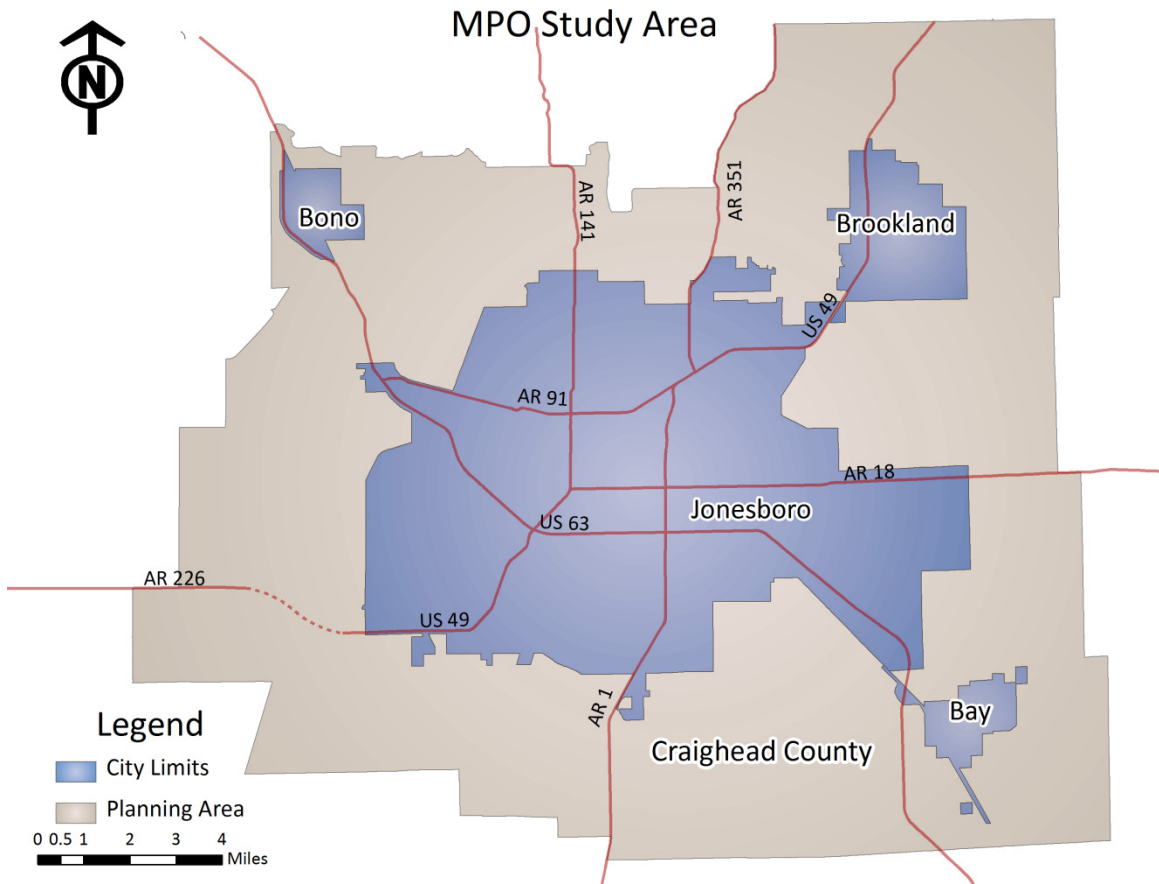


# Unified Planning Work Program FY 2015



**JONESBORO AREA TRANSPORTATION STUDY  
METROPOLITAN PLANNING ORGANIZATION**

**FY 2015**

(July 1, 2014 – June 30, 2015)

**UNIFIED PLANNING WORK PROGRAM**

Prepared by the

JONESBORO METROPOLITAN PLANNING ORGANIZATION (MPO)

In Cooperation with the

CITIES OF JONESBORO, BROOKLAND, BONO, AND BAY

COUNTY OF CRAIGHEAD

JONESBORO ECONOMICAL TRANSPORTATION SYSTEM (JETS)

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

FEDERAL HIGHWAY ADMINISTRATION

FEDERAL TRANSIT ADMINISTRATION

**JONESBORO METROPOLITAN PLANNING ORGANIZATION**  
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A copy of this notice will be provided upon request in large print, on audiotape, or in Braille.

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ADOPTED BY THE POLICY COMMITTEE ON: April 22, 2014

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## INTRODUCTION

A metropolitan planning organization 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 a metropolitan planning organization for any urbanized area with a population greater than 50,000, a requirement continued by all federal transportation legislation since that time including the most recent law, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21).

As the designated Metropolitan Planning Organization for the Jonesboro region, the Jonesboro Metropolitan Planning Organization (Jonesboro MPO) is responsible under Section 134 of Title 23, United States Code, for carrying out a “continuing, cooperative and comprehensive” (3C) 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. MAP-21 reinforces the idea that transportation planning must be continuing, cooperative, and comprehensive, but adds an emphasis on performance and outcome-based programming, particularly with regard to:

- **Safety**—to achieve a significant reduction in traffic fatalities and serious injuries for all transportation modes;
- **Infrastructure condition**—to maintain the highway and transit infrastructure asset system in a state of good repair;
- **Congestion reduction**—to achieve a significant reduction in congestion on the National Highway System;
- **System reliability**—to improve the efficiency of the surface transportation system;
- **Freight movement and economic vitality**—to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
- **Environmental sustainability**—to enhance the performance of the transportation system while protecting and enhancing the natural environment; and
- **Reduce project delivery delays**—to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

In order to achieve these new national goals, the Secretary of Transportation, in consultation with states, metropolitan planning organizations, and other stakeholders, will establish performance measures for: pavement conditions and performance of the Interstate and National Highway Systems, bridge conditions, injuries and fatalities, traffic congestion, on-road mobile source emissions, and freight movement on the Interstate System, as well as for transit safety and transit asset management. States and metropolitan planning organizations will set performance targets in support of these measures, and state and metropolitan plans will describe how program and project selection will help achieve the targets.

At the current time, other metropolitan planning organization requirements remain mostly the same, including requirements for the Unified Planning Work Program (UPWP) under 23 C.F.R. §450.308, which states:

- 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 metropolitan planning organization (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 metropolitan planning organization and other agencies propose to undertake during FY 2015 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 metropolitan planning organization and the funding agencies in scheduling major transportation planning activities, milestones and products.

The FY 2015 UPWP has been developed by the Jonesboro 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 JONESBORO 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 MAP-21:

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 Jonesboro MPO will consider in the metropolitan planning process the Six Livability Principles adopted by the U.S. Department of Transportation, U.S. Department of Housing and Urban Development, and Environmental Protection Agency as a result of their Partnership for Sustainable Communities. 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 Public Participation Plan (PPP), Metropolitan Transportation Plan (MTP), and Transportation Improvement Program (TIP). Special reports, corridor/subarea studies, and analyses of transportation issues are also produced on a regular basis.

Because public involvement is vital to the success of transportation planning, the **Public Participation Plan** defines a process for providing citizens and other interested parties with reasonable opportunities to be involved in the process. The public is informed of Jonesboro MPO plans and activities through a variety of methods as detailed in the *Public Participation Plan*. The plan was updated in February 2014 to assist in development of the *2040 Metropolitan Transportation Plan*. A copy is available on the MPO website.

The **Metropolitan Transportation Plan** is the centerpiece of the metropolitan transportation planning process. The *2035 Metropolitan Transportation Plan* was built around the vision of a safe, efficient, well-integrated, environmentally compatible transportation system that fosters livable communities and provides convenient choices for accessing destinations throughout the Jonesboro Metropolitan Planning Area. The 2035 Plan articulates a broad set of region-wide transportation goals, policies and strategies, including several that are new, such as encouraging the use of context sensitive solutions and complete streets. The Plan identifies major transportation investments expected to be needed through the year 2035. The Plan is financially constrained, intended to reflect funding that is currently available or can reasonably be expected to be available during the plan's time frame. Initial work on the 2040 Plan began during FY 2014, but activities will ramp up in FY 2015. The Transportation Policy Committee must adopt the *2040 Metropolitan Transportation Plan* by February 2016.

The **Transportation Improvement Program** is a prioritized list of transportation projects proposed for implementation during a four year cycle. Projects included in the *Transportation Improvement Program* must be consistent with the *Metropolitan Transportation Plan*, and are submitted for consideration by local governments, state transportation agencies, and transit operators.

The Arkansas State Highway and Transportation Department recently (February 2014) issued a call for projects for possible inclusion in the next Statewide Transportation Improvement Program/Transportation Improvement Program (FY 2016-2019). The Jonesboro MPO will coordinate with AHTD to select appropriate projects for financially constrained STIP/TIP. This process is important because in order to proceed to implementation, all regionally significant projects, regardless of funding source, and all projects utilizing federal transportation funds, must be included in these two documents.



As a result of MAP-21, metropolitan planning organization programming must now consider **performance and outcomes** with regard to safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. When finalized, guidance from the US Department of Transportation and the Arkansas State Highway and Transportation Department will be used to develop local performance measures.

## **DEFINITION OF AREA**

The Jonesboro MPO's study area (see cover) was designated in 2003. Pursuant to 23 U.S.C. 134(e)(2)(A), the Jonesboro MPO study area must include, at a minimum, the existing urbanized area (including portions of the cities of Jonesboro and Brookland) and the contiguous area expected to become urbanized within the next 20 years, and may include the entire metropolitan statistical area (Craighead County and Poinsett County) or combined statistical area (Craighead County, Poinsett County and Greene County). In conjunction with the development of the *2040 Metropolitan Transportation Plan*, the MPO staff expects to update the study area boundaries during FY 2015 to reflect changes in the urbanized boundary (see Task 2).

## **ORGANIZATION**

The Jonesboro MPO has a two-committee organizational structure. The Transportation Policy Committee is at the top of the organization, providing policy guidance and approving the work of the Technical Advisory Committee. The Policy Committee is composed of elected officials and appointees of member governments, representatives of the Arkansas State Highway and Transportation Department.<sup>1</sup>

The Technical Advisory Committee provides technical support and direction necessary in the transportation planning process. The members are appointed by the member entities because of their technical expertise in transportation planning.

The Jonesboro MPO staff provides technical and administrative assistance to both Committees.

A Citizen Advisory Committee is being established to assist in developing the 2040 Metropolitan Transportation Plan. The Committee will be composed of representatives of a large number of stakeholder groups, to ensure full representation in the planning process.

A list of common abbreviations used in this document is found in Appendix A.

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<sup>1</sup> Historically, the Policy Committee has included a member of the JETS Community Advisory Board. When the Bylaws were amended in February 2014, the JETS CAB member was inadvertently removed from the Policy Committee. The Policy Committee has since discussed the possibility of reinstating JETS CAB membership on the Policy Committee.

## **FY 2015 UPWP TASKS**

### **TASK 1.0 ADMINISTRATION AND MANAGEMENT ACTIVITIES**

The objective of this task is to coordinate 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 services, and constituent members in the Jonesboro Metropolitan Planning Area. Records of all activities needed for the comprehensive, coordinated, and continuing transportation planning process will be maintained. The Jonesboro MPO will serve as a liaison between the MPO communities, transportation providers, abutting regions, government agencies, and the general public on transportation-related matters and assist with securing federal and state funding to perform transportation planning in the Jonesboro Metropolitan Planning Area.

This task includes general study coordination and direction, preparation of the UPWP, and preparation of expenditure and progress reports. The MPO staff, Policy Committee and Technical Advisory Committee members will participate in conferences, seminars, training workshops, webinars and meetings to keep acquainted with the latest regulations and techniques in the transportation planning field.<sup>2</sup>

This task also includes limited general technical assistance for member governments (support letters, research on funding matters, etc.). The MPO staff will participate in meetings with local governments, realtors and developers in order to keep abreast of information on any major projects in the region. The MPO staff will provide necessary data and technical support to organizations participating in the MPO transportation planning process.

The Jonesboro MPO, in cooperation with AHTD, will develop and prepare the Annual List of Obligated Projects that will be posted on the website for public inspection each year. The listing shall be consistent with the funding categories identified in the Transportation Improvement Program (TIP).

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<sup>2</sup> On May 21, 2013, the Transportation Policy Committee approved a standing policy to pay expenses for staff and members of the Transportation Policy and Technical Advisory Committees to attend the biennial Arkansas Transportation Planning Conference.

<b>Expected Product</b>	<b>Completion Date</b>
Monthly Progress and Expenditure Reports	Ongoing
Annual List of Projects	December 2014
2016 UPWP	June 2015
Annual Performance & Expenditure Report	August 2014
Training and Education for staff, Technical and Policy Committees	Ongoing
Technical Assistance to Member Governments	Ongoing

Participating Organizations: Jonesboro MPO Staff, Technical Advisory Committee, and Transportation Policy Committee; City of Jonesboro Engineering and Planning Departments; AHTD; JETS

## **TASK 2.0 DATA DEVELOPMENT AND MAINTENANCE**

The objective of this task is to develop and update the data needed for transportation planning. Data from Census 2010, the American Community Survey (ACS), and the Census Transportation Planning Products (CTPP), among other sources, will be used by the MPO and local governments to prepare and revise comprehensive plans. The data will also be used for scenario planning and other uses in development of the *2040 Metropolitan Transportation Plan*.

Update of the functional classification maps, which incorporated the 2010 Census-defined urbanized area and reflected the urban development anticipated over the next 20 years, was completed in 2013. Additionally, a traffic report was compiled utilizing ten years of traffic count data. Analysis of crash data from 2010-present will be performed, with emphasis on pedestrian and bicycle crashes. These sources and others will be used to develop the *2040 Metropolitan Transportation Plan*.

<b>Expected Product</b>	<b>Completion Date</b>
Update Study Area Boundary	December 2014
GIS Database Development & Maintenance	Ongoing
Analysis of Crash Data	June 2015
Beginning Scenario Development for MTP	Ongoing

Participating Organizations: Jonesboro MPO Staff and Technical Advisory Committee; City of Jonesboro Engineering, GIS, Planning and Police, Citizen Advisory Committee.

### **TASK 3.0 SHORT-RANGE PLANNING**

The objective of this task is to maintain and update the *FY 2013-2016 Transportation Improvement Program (TIP)* as needed, as well as complete the *FY 2016-2019 TIP*. In addition, the Jonesboro MPO will carry out, facilitate, and assist with various planning studies to explore the need for other projects to be included in the MTP or TIP.

The current transportation bill, MAP-21, requires the development of performance measures on safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, transit safety and transit asset management, and reduction of project delivery delays. The MPO staff will monitor and review federal performance rule-making, coordinate the development of performance measures and targets with AHTD, and assist JETS with the development of transit performance targets.

Jonesboro MPO staff will continue providing technical assistance regarding development of the Future Land Use Plan. The MPO will also take the lead in preparing the City of Jonesboro's Master Street Plan in order to better coordinate the results with the MPO's functional classification map, TIP and MTP. As part of the Master Street Plan process, the MPO will develop a bicycle and pedestrian plan, which can be expanded as needed for the *2040 Metropolitan Transportation Plan*. The MPO will coordinate the work of consultants to develop bicycle-pedestrian safety plans for Johnson Avenue from Main Street to Caraway Road and Downtown Jonesboro.

New funds are available to local governments as a result of the ½ cent sales tax approved by voters during the 2012 general election and the State Aid Street Fund. The MPO will provide technical assistance to develop new projects from these sources as well as other projects that have previously been identified. The MPO will provide technical assistance as needed on the following projects, among others:

#### City of Jonesboro

- Commerce Drive
- Highway 18/Nettleton Railroad Grade Separation
- Assist Jonesboro staff as needed in developing rail corridor plan

#### Craighead County

- Replacement of UP railroad overpass on CR 108/Strawfloor Drive

City of Brookland

- Widening of West School Street between US 49 and US 49B
- Development of bicycle trail from Jonesboro to Paragould

<b>Expected Product</b>	<b>Completion Date</b>
TIP Amendments/Updates	Ongoing
2016-2019 TIP	May 2015
Monitor performance measurement rule-making and develop performance measures in coordination with AHTD	Ongoing
Consultant Led Johnson Avenue Bike-Ped Safety Study*	Mar 2015
Project Management Johnson Avenue Bike-Ped Safety Study	Mar 2015
Consultant Led Downtown Jonesboro Pedestrian Safety/Traffic Study*	Mar 2015
Project Management Downtown Jonesboro Ped Safety/Traffic Study	Mar 2015
Technical Assistance on Member Government Projects	Ongoing
Jonesboro Master Street Plan	December 2014

\*Budget for this task includes carryover from previous years

Participating Organizations: MPO Staff & Technical Advisory Committee; Jonesboro Planning, Engineering, GIS, Police Department, City Council, Master Street Plan Committee; consultants, other member government staff and elected officials as needed.

**TASK 4.0 LONG-RANGE PLANNING**

The objective of this task is to maintain the Regional Intelligent Transportation System Plan developed in 2011, and to begin developing the *2040 Metropolitan Transportation Plan*, due February 2016, as well as perform other long range planning activities as needed. Activities discussed under other tasks, for example, updating data post-2010 Census, and developing performance measures, will support the development of the MTP to meet the requirements of MAP-21. Appendix C contains a Gantt Chart and more detailed work plan about this process. Among the critical tasks are assessing community values, engaging the community, and using scenario planning to develop the metropolitan transportation plan. These elements of the UPWP are discussed further below.

## Assessing Community Values

Current best practices encourage the consideration of values in planning processes. According to Envision Utah:

One of the biggest challenges in regional planning is developing and then building consensus around a regional vision and plan. Competing personalities, agendas and politics quickly begin to erode direction and momentum. A regional vision built upon the personal values of the people living in the region removes much of the personality and politics and provides critical legitimacy to the direction and priorities of the vision. It's not about doing what this person or that group wants; it's about doing what the people value most. Values research is used to identify and frame the issues to be included in the visioning process, select key scenario measurements, communicate choices, and explain the vision and its benefits in ways that are personally relevant and carry emotional impact.

To assess local values, a random survey will be conducted early in the process. The survey will also provide a gauge of how local values may compare with national values and trends on things like preferred transportation modes and housing preferences. A consultant has been selected for this task and survey administration will begin as soon as the contract is finalized.

## Community Engagement

Garnering effective public participation will be a major task in developing the *2040 Metropolitan Transportation Plan*. For this reason, public participation and community engagement activities have been moved to Task 4.0 for this UPWP cycle. In order to provide a more effective means of outreach to the public, affected public agencies, private transportation providers, public transportation users, pedestrian and bicycling groups, and other interested parties, the MPO will develop its own website. The website and other means of social media and electronic engagement will be used to provide an opportunity for citizens to review, print, and comment upon all MPO documents and reports from the privacy of their homes and offices.

The new website will be the platform from which to launch additional on-line community engagement efforts that will assist in development of the Metropolitan Transportation Plan. A consultant has been engaged to conduct this work and the process will begin as soon as the contract is finalized. Additional advice on marketing efforts will be sought from a team of local experts, including Arkansas State University faculty with expertise in this area.

## Scenario Planning

MAP-21 encourages the use of scenario planning in development of metropolitan transportation plans. The values identified from the survey, as well as 2040 data projections will be used to create

possible transportation and land use scenarios. Based on community reaction to the scenarios, more appropriate transportation infrastructure decisions can be made.

ITS Architecture

The Regional ITS Architecture and Deployment Plan adopted in August 2011 requires update every five years, to conform with development of the metropolitan transportation plan. ITS stakeholders will be convened to determine if any changes should be made to the ITS Plan.

<b>Expected Product</b>	<b>Completion Date</b>
Community Values Survey*	December 2014
Project Management for Values Survey	December 2014
New Website Development	December 2014
Monitor PPP and Engage the Public	ongoing
Development of On-line Engagement Tools*	December 2014 -2015
Scenario Planning	June 2015
ITS Architecture Update, as needed	February 2016
2040 Metropolitan Transportation Plan	February 2016

\*Budget for this task includes carryover from previous years.

Participating Organizations: Jonesboro MPO Staff, Technical Advisory Committee and Transportation Policy Committee; members of many other organizations, including the Jonesboro Regional Chamber of Commerce, ASU officials, member governments, school district officials, East Arkansas Planning and Development District, members of the general public, JETS Board and riders, Citizen Advisory Committee, and consultants.

**TASK 5.0 TRANSIT PLANNING**

The AHTD has recently completed the Arkansas Statewide Transit Coordination Plan. This plan outlines strategies to better coordinate transit services among public transit and human service transportation providers. The Jonesboro MPO will monitor existing transit coordination activities with JETS and other transit agencies. The MPO will assist the transit providers with the development of transit performance targets required by MAP-21.

The MPO works closely with JETS on a number of fronts, assisting with mapping, data analysis, attending meetings of the JETS Community Advisory Board, and meetings of J-TRIP, the coordinated

public transportation group. The MPO will partner with JETS in producing an analysis of the economic benefits of the JETS system.

Expected Product	Completion Date
Assistance to public transit and human service transit providers in coordinating delivery of transit services	Ongoing
Economic Benefit Analysis	June 2015
2040 Metropolitan Transportation Plan	February 2016

Participating Organizations: Jonesboro MPO Staff, JETS Community Advisory Board, Jonesboro Regional Chamber of Commerce, JETS Riders, J-TRIP members.

**Status of Projects from 2014 UPWP**

The 2014 UPWP included funding for five studies that have not yet been completed. These are:

- Downtown Jonesboro Bicycle-Pedestrian Safety Study
- Johnson Avenue Bicycle-Pedestrian Safety Study
- Values Survey
- Website Development/On-line Community Engagement

Consultants have been selected for each task and contracts are being developed and approved by AHTD, so that work should begin the second half of 2014 (in FY 2015).

- Community Viz Optimization

A decision was made not to go to contract with the Community Viz Optimization project, due to the possibly large time constraints it could place on staff, coupled with the large amounts of staff time that will be required to develop the Metropolitan Transportation Plan through FY2015.



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

UPWP TASK	Description	Federal	Local	Total
1	ADMINISTRATION and MANAGEMENT	\$57,676.13	\$14,419.03	\$72,095.16
2	DATA DEVELOPMENT and MAINTENANCE	\$8,396.70	\$2,099.18	\$10,495.88
3	SHORT-RANGE PLANNING	\$91,568.14	\$22,892.04	\$114,460.18
4	LONG-RANGE PLANNING	\$64,661.28	\$16,165.32	\$80,826.60
5	TRANSIT PLANNING	\$9,384.07	\$2,346.02	\$11,730.09
Total		\$231,686.34	\$57,921.58	\$289,607.92

## APPENDIX A

### List of Abbreviations

ACS	American Community Survey
AHTD	Arkansas State Highway and Transportation Department
ALOP	Annual List of Projects
ASU	Arkansas State University
C.F.R.	Code of Federal Regulations
CTPP	Census Transportation Planning Products
DOT	United States Department of Transportation
EAPDD	East Arkansas Planning and Development District
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
HUD	Department of Housing and Urban Development
ITS	Intelligent Transportation System
JATS	Jonesboro Area Transportation Study
JETS	Jonesboro Economical Transportation System
MAP-21	Moving Ahead for Progress in the 21st Century
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
PPP	Public Participation Plan
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
U.S.C.	United States Code

**APPENDIX B**  
**12 Month Line Item Budget**

# Jonesboro MPO – Draft FY 2015 UPWP Budget

## Expenditure Summary

Task #	Description	Staff Time	Other Expenses	Total
1	Administration and Management Activities	\$ 45,788.16	\$ 26,307.00	\$ 72,095.16
2	Data Development and Maintenance	\$ 10,495.88	-	\$ 10,495.88
3	Short-Range Planning	\$ 23,460.18	\$ 91,000.00	\$ 114,460.18
4	Long-Range Planning	\$ 25,826.60	\$ 55,000.00	\$ 80,826.60
5	Transit Planning	\$ 11,730.09	-	\$ 11,730.09
<b>Total</b>		<b>\$ 117,300.92</b>	<b>\$ 172,307.00</b>	<b>\$ 289,607.92</b>

## Other Expenses

Line	Description	Expense
209	Travel and Training	\$ 3,000.00
209-01	Travel and Training - City Portion	-
213	Telephone Expense	\$ 1,250.00
214	Utilities	
215	Insurance and Licenses	\$ 250.00
217	Professional Services	\$ 146,000.00
218	Postage	\$ 500.00
220	Advertising and Printing	\$ 4,000.00
221	Maintenance Building and Grounds	
222	Equipment Maintenance	
224	Supplies	-
224-01	Office Supplies	\$ 1,500.00
225	Fuel	\$ 500.00
228	Dues and Subscriptions	\$ 2,000.00
231	Towing	
232	Fixed Assets	\$ 7,000.00
232-01	Minor Equipment and Furniture	
233	Rental and Contracts	\$ 2,750.00
279	Unemployment/Workman's Compensation	\$ 1,007.00
296	Computer Software	\$ 1,500.00
318	Maintenance Contracts	\$ 1,050.00
<b>Total</b>		<b>\$ 172,307.00</b>

## Professional Services Detail

Line	Description	Expense
217	Johnson Avenue Bike-Ped Safety Study	\$ 46,000.00
217	Downtown Jonesboro Pedestrian Safety/Traffic Study	\$ 45,000.00
217	Community Values Survey	\$ 15,000.00
217	On-line Engagement Tools	\$ 40,000.00
<b>Total</b>		<b>\$ 146,000.00</b>

## Task-Time Breakout

Task	Marsha	Travis
1	45%	25%
2	0%	30%
3	20%	20%
4	25%	15%
5	10%	10%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

## Expenditure versus Source

Category	FY15 Proposed Expenditures	FY15 Anticipated Revenues	Difference (Remaining)
Operating	\$ 143,607.92	\$ 146,433.75	\$ 2,825.83
Category	2015 Proposed Expenditures	Est. Carryover	Difference (Remaining)
Special Projects	\$146,000.00	\$ 206,736.39	\$ 60,736.39

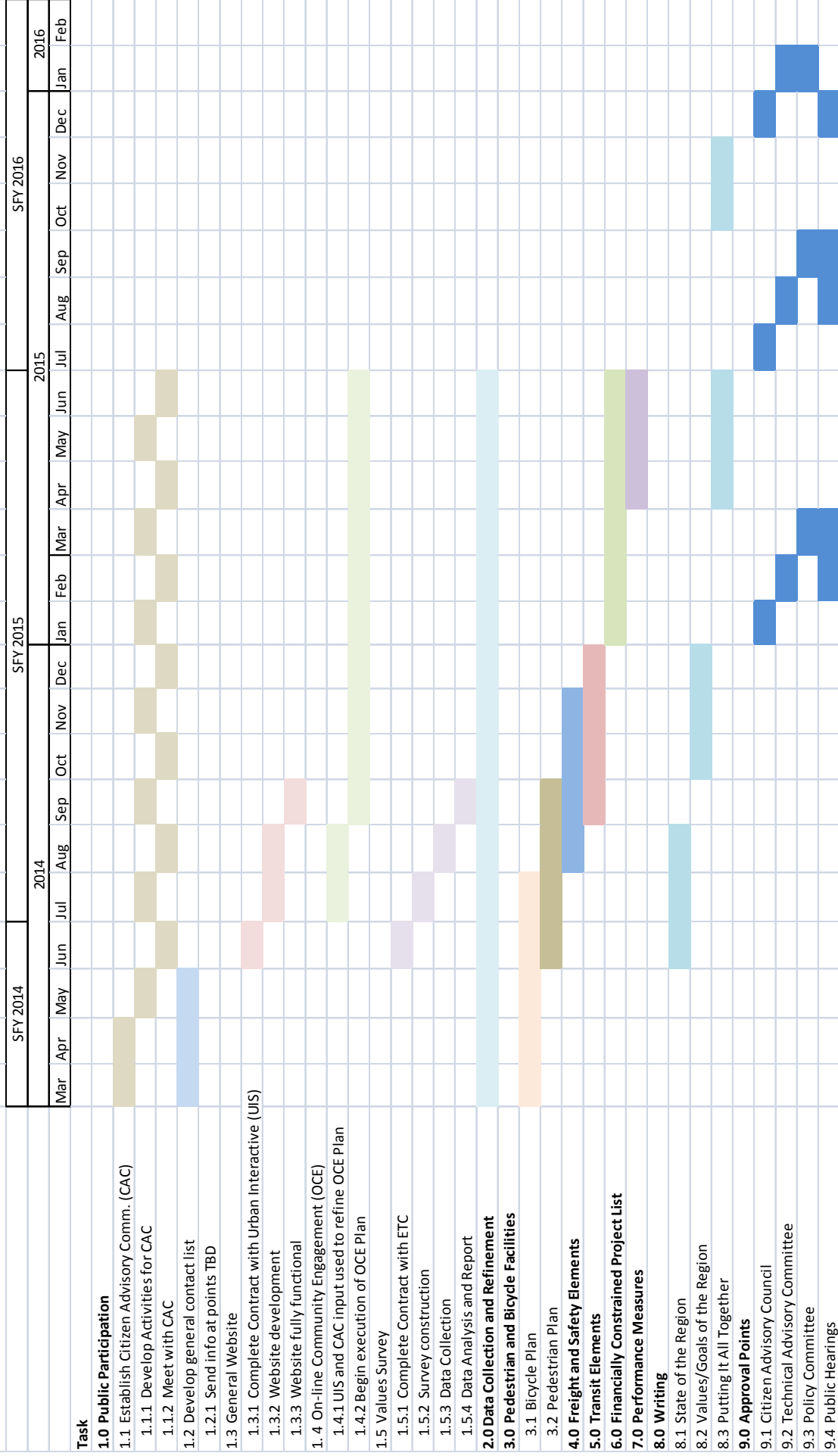
## Budget Summary

Federal Available	\$ 282,536.11
Local Match	\$ 70,634.03
Sub-total	\$ 353,170.14
Additional Local	-
Total Available	\$ 353,170.14
Total Programmed	\$ 289,607.92
Balance	\$ 63,562.22

**Appendix C**

**Timetable for Metropolitan Transportation Plan Development**

Tentative Gantt Chart Re Jonesboro MPO LRTP Process





Jonesboro Area Transportation Study (JATS)  
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