

UNIFIED PLANNING WORK PROGRAM

FISCAL YEAR 2014

Prepared by:

Southeast Arkansas Regional Planning Commission

In cooperation with:

Arkansas Highway and Transportation Department
Cities of Pine Bluff and White Hall
Jefferson County
Federal Highway Administration
Federal Transit Administration

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INTRODUCTION

Transportation planning in the Pine Bluff-White Hall Urban Area is a cooperative, comprehensive, and continuous (3-C) process designed to promote involvement by all users of the transportation system, such as the business community, community groups, environmental organizations, freight operators, and the general public, through a proactive public participation process. This planning process is conducted by the Pine Bluff Area Transportation Study (PBATS) in cooperation with the Arkansas Highway and Transportation Department (AHTD), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Cities of Pine Bluff and White Hall, and Jefferson County. PBATS carries out five core functions:

Establish a setting: Establish and manage a fair and impartial setting for effective regional decision making in the metropolitan area.

Identify and evaluate alternative transportation improvement options: Use data analysis and planning methods to generate and evaluate alternatives. Planning studies and evaluations are included in the Unified Planning Work Program (UPWP).

Prepare and maintain a Metropolitan Transportation Plan (MTP): Develop and update a long-range transportation plan for the metropolitan area covering a planning horizon of at least twenty years that fosters (1) mobility and access for people and goods, (2) efficient system performance and preservation, and (3) good quality of life.

Develop a Transportation Improvement Program (TIP): Develop a short-range (four-year) program of transportation improvements based on the long-range transportation plan; the TIP should be designed to achieve the area's goals, using spending, regulating, operating, management, and financial tools.

Involve the public: Involve the public and all affected constituencies in the four essential functions listed above.

Policy guidance and overall direction for the integrated, multi-modal, urban transportation planning process is provided by the PBATS Policy Committee. The Policy Committee includes the Mayor and one Alderman from the Cities of Pine Bluff and White Hall, the County Judge and one Quorum Court member, the AHTD local District Engineer and Planning and Research Division Engineer, and an ex-officio representative from both the Southeast Arkansas Regional Planning Commission (SARPC) and the Arkansas River Regional Intermodal Authority. See below for current members. The Policy Committee also provides direction through an annual review of the MTP and the process associated with it. The Policy Committee reviews and approves both the UPWP and TIP and is responsible for maintaining the long range transportation plan for the Study Area.

PBATS also has a Technical Committee that assists the Policy Committee by reviewing and making recommendations on long-range transportation plans, reports, and studies that the Policy Committee must approve. The Technical Committee members are those technical and professional staff members of local governments and AHTD who are responsible for planning

and managing various transportation systems within the Study Area and includes a non-voting ex-officio representative from the Federal Highway and Administration (FHWA). See below for current members.

PBATS MEMBERSHIP

POLICY COMMITTEE	
REPRESENTATIVES	NAME AND TITLE
Jefferson County	Dutch King, County Judge Mandy Alford, Quorum Court Member
Pine Bluff	Mayor Debe Hollingsworth Bill Brumett, Alderman
White Hall	Noel Foster, Mayor William May, Alderman
Southeast Arkansas Regional Planning Comm.	Ken Smith, PBATS Vice Chairman
AHTD	Alan Meadors, Planning & Research Engineer David Henning, District Engineer
Arkansas River Regional Intermodal Authority	Ford Trotter, Chairman

TECHNICAL COMMITTEE	
REPRESENTATIVES	NAME AND TITLE
Jefferson County	Jimmy O'Fallon and Angelo Walker, County Road Supervisors
Pine Bluff	J.T. Golden, Street Manager Transit Manager Lt. Robert Roby, Traffic Division, PBPD
White Hall	Noel Foster, Mayor
Southeast Arkansas Regional Planning Commission	Larry Reynolds, Director
AHTD	John Spears, Engineer II Ernie Westfall, Construction Engineer Steve Alexander, Administrative Officer
Pine Bluff Airport Commission	Doug Hale, Airport Manager
Intermodal Representatives	Lou Ann Nisbett, Executive Director, The Alliance Charles Falkins, Union Pacific Railroad
Federal Highway Administration	David Blakeney, Division Realty Officer
Office of Emergency Management	Karen Quarles, Director
Area Agency on Aging	Tony Barr, Transit Manager

UNIFIED PLANNING WORK PROGRAM

PURPOSE

PBATS was established in 1964 in accordance with the Federal Highway Act of 1962. The original intent of the 1962 Act included a provision for a cooperative, comprehensive and continuous (3-C) transportation planning process in urban areas which have a population over 50,000. Since then the act has been reauthorized a number of times, and on July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 is the first long-term highway authorization enacted since 2005 and provides for the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure.

MAP-21

MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

Setting the course for transportation investment in highways, MAP-21 –

- *Strengthens America's highways*

MAP-21 expands the National Highway System (NHS) to incorporate principal arterials not previously included. Investment targets the enhanced NHS, with more than half of highway funding going to the new program devoted to preserving and improving the most important highways -- the National Highway Performance Program.

- *Establishes a performance-based program.*

Under MAP-21, performance management will transform Federal highway programs and provide a means to more efficient investment of Federal transportation funds by focusing on national transportation goals, increasing the accountability and transparency of the Federal highway programs, and improving transportation investment decision making through performance-based planning and programming.

- *Creates jobs and supports economic growth*

MAP-21 authorizes \$82 billion in Federal funding for FYs 2013 and 2014 for road, bridge, bicycling, and walking improvements and \$21 billion for FYs 2013 and 2014 for public transportation. MAP-21 enhances innovative financing and encourages private sector investment through a substantial increase in funding for the TIFIA program. It also includes a number of provisions designed to improve freight movement in support of national goals.

Supports the Department of Transportation's (DOT) aggressive safety agenda

MAP-21 continues the successful Highway Safety Improvement Program, doubling funding for infrastructure safety, strengthening the linkage among modal safety programs, and creating a positive agenda to make significant progress in reducing highway fatalities. It also continues to build on other aggressive safety efforts, including the Department's fight against distracted driving and its push to improve transit and motor carrier safety.

- *Streamlines Federal highway transportation programs.*

The complex array of existing programs is simplified, substantially consolidating the program structure into a smaller number of broader core programs. Many smaller programs are eliminated, including most discretionary programs, with the eligibilities generally continuing under core programs.

- *Accelerates project delivery and promotes innovation.*

MAP-21 incorporates a host of changes aimed at ensuring the timely delivery of transportation projects. Changes will improve innovation and efficiency in the development of projects, through the planning and environmental review process, to project delivery.

FACTORS CONSIDERED IN THE PLANNING PROCESS

In addition to the 3-C planning process, the cornerstone of MAP-21's highway program is the transition to a performance and outcome-based program in order to invest resources in projects that will make progress toward national goals. MAP-21 establishes national performance goals for Federal highway programs:

- **Safety**—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition**—To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction**—To achieve a significant reduction in congestion on the NHS.
- **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.
- **Reduced 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.

Based on and in addition to the elements listed above, the Federal Regulations require that plans and programs address the eight factors listed below.

1. Support the economic vitality of the United States, the States and Metropolitan Areas, 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 options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, and 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.

Pursuant to these guidelines, the PBATS FY2014 UPWP is the document identifying all USDOT funded transportation planning activities that will be undertaken within the Pine Bluff-White Hall Metropolitan Area by the Southeast Arkansas Regional Planning Commission (SARPC) during the project year July 1, 2013 through June 30, 2014. The UPWP has been developed as a cooperative venture between SARPC (which serves as the PBATS MPO), AHTD, FHWA, FTA, City of Pine Bluff, City of White Hall, and Jefferson County.

WORK TASKS

Five work categories or tasks have been developed relative to the planning process that address the factors of MAP-21 listed previously. These are as follows:

- Task 1: Administration and Management
- Task 2: Data Collection and Maintenance
- Task 3: Short Range Planning and Technical Assistance
- Task 4: Long Range Transportation Plan
- Task 5: Special Projects.

TASK 1. ADMINISTRATION AND MANAGEMENT

DESCRIPTION

The purpose of this task is to ensure that the transportation planning process conducted in the Study Area is continuous, cooperative and comprehensive, and that it has resulted in plans and programs consistent with the comprehensive planned development of the urbanized area. The task consists of the daily administrative and management work elements that are necessary to maintain the transportation planning and public participation process for the Pine Bluff-White Hall Urban Area for both the FHWA and FTA portions of the program. This task reflects all those activities associated in ensuring community involvement in the planning process, monitoring of on-going planning activities, and ensuring that all modes of transportation are considered in the planning process in terms of addressing the planning factors as stated in MAP-21.

WORK TASK

1. Program management and coordination.
2. Record-keeping and daily correspondence.
3. Audit reports.
4. Preparation of quarterly reports.
5. Financial record-keeping.
6. Assessment/purchase of supplies and office equipment to maintain the program.
7. Community involvement/public participation activities.
8. Committee meetings and planning process coordination.
9. FY2014 UPWP.
10. Website maintenance.
11. Training and workshop attendance/professional development.
12. Preparation of Annual List of Projects.
13. 504 Self-Evaluation
14. Title VI Program Document Development

END PRODUCT

1. OMB Circular A-133 Audit Report.
2. Quarterly Reports.
3. FY2014 UPWP.
4. Annual Listing of Projects (ALOP).
5. Documentation of record-keeping, daily correspondence, public involvement, etc.
6. Office/equipment upgrades.
7. Title VI Document

Cooperating Agencies: SARPC, AHTD, FHWA, FTA, and Pine Bluff Transit/City of Pine Bluff.

RESPONSIBLE AGENCY	COMPLETION	FUNDING
Southeast Arkansas Regional Planning Commission	On-going	FEDERAL \$22,000 LOCAL \$ 5,500 TOTAL \$27,500

TASK 2: DATA COLLECTION AND MAINTENANCE

DESCRIPTION

The maintenance of socio-economic data, land use, and transportation system characteristics on a current basis is necessary to compare and evaluate existing conditions in relation to assumptions and forecasts made in developing transportation plans. The determination of the magnitude and location of growth is essential in updating the overall transportation plan and in the scheduling of priority projects in the Transportation Improvement Program.

The purpose of this task is to collect various data and information that is used in the transportation planning process. The data and information collected is used for the purpose of monitoring the short range and long range transportation plans. With data and information collected, an analysis can be conducted to determine what type of modifications to the plan might be necessary from time to time.

WORK TASK

1. Monitor local land use plans, subdivision and zoning regulations and other regulations that affect traffic, transit, and freight movement.
2. Monitor zoning changes, new subdivision activities, and construction activities.
3. Monitor traffic accident data in the study area to be used in the transportation planning process.
4. Monitor traffic data for the study area in cooperation with AHTD.
5. Monitor of intermodal activities for transportation planning purposes.
6. Monitor population changes within the Study Area.
7. Monitor activities such as transit ridership, financial cost of providing transit service, and maintenance activities.
8. Monitor the employment trends in terms of locations of places of employment.
9. Collect and analyze data as it relates to Environmental Justice.

END PRODUCT

1. Products from this task include the update and maintenance of population, land use, and socio-economic data.
2. Maintenance of current in-house data base.

Cooperating Agencies: SARPC, AHTD, FHWA, FTA, and local governments.

RESPONSIBLE AGENCY	COMPLETION	FUNDING
Southeast Arkansas Regional Planning Commission	On-going	FEDERAL \$8,000 LOCAL <u>\$2,000</u> TOTAL \$10,000

TASK 3: SHORT RANGE PLANNING AND TECHNICAL ASSISTANCE

DESCRIPTION

The staff will continue to provide technical assistance to local governments in their planning process as it relates to the MPO 3-C transportation planning process. We will assist local governments in preparing and administering “Transportation Alternative” program grants (Enhancement, Trail, Safe Routes to Schools, etc.) and other transportation grants as requested or as may come available. The staff will participate in various community and regional committees directly related to transportation. The City of Pine Bluff recently passed a tax initiative to provide financial resources for a variety of capital improvement projects in all City Departments, and as SARPC serves on the staff committee to refine the projects and determine costs and implementation, the staff will provide assistance in planning for the capital improvement projects that affect the street system, transit, intermodal, or other transportation-oriented projects. We will also provide assistance to AHTD concerning bridge, pavement, and safety management systems where needed, as MAP-21 requires an evaluation of the operation and management issues in the transportation planning process and the development of strategies to address the issues. The Management System includes the Intermodal Transportation Facilities and System, Safety Management System, Congestion Management System, Pavement and Bridge Management Systems, and Public Transportation Management System. Our agency will be working with the local governmental units to identify the problems under each management system category and develop solutions to address the problems. The staff will also review, update, and amend if necessary current/new plans and programs.

WORK TASK

1. Assist local governments in preparing/administering Transportation Alternative programs and other transportation-oriented grants.
2. Assist local governments in their review of private/public sector related transportation projects for compliance with and impact on the Transportation Plan.
3. Assist the City of Pine Bluff in planning transportation-oriented projects for implementation through the City’s tax initiative.
4. Assist local government in their review of subdivision, commercial, and industrial developments and public and semi-public developments that affect the Transportation Plan.
5. Provide technical assistance to the Cities of Pine Bluff and White Hall, and Jefferson County in conducting traffic analysis of high accident locations and recommend solutions.
6. Provide technical assistance to develop solutions to local spot time congestion locations on the existing local street network.
7. Provide technical assistance to the local governments in developing a system to inventory and prioritize local maintenance programs for local streets.
8. Collect bridge information from the State to assist local governments in their monitoring of bridges.
9. Monitor truck and freight movement for the purpose of evaluating the most efficient movement of goods and freight throughout the Study Area.
10. Assist local governments in preserving transportation facilities and corridors.

11. Review the transportation corridors serving the railroad gravity yard, river port and airport in terms of meeting their transportation needs.
12. Assist Pine Bluff Transit and other public agencies in monitoring transportation programs to identify policy changes that can be implemented to improve the efficiency of transit service.
13. Prepare amendments to the 2013-2016 TIP if needed.

END PRODUCT

1. Transportation Alternative grants and/or other transportation-oriented grants as requested.
2. Participation in various transportation-related committees and task forces.
3. Documents related to short range plan objectives as requested by the Policy Committee.
3. Transportation system improvement recommendations as needed.
4. Amendments to the 2013 – 2016 TIP if needed.

Cooperating Agencies: SARPC, AHTD, FHWA, FTA, and local governments.

RESPONSIBLE AGENCY	COMPLETION	FUNDING
Southeast Arkansas Regional Planning Commission	June 2014	FEDERAL \$28,000 LOCAL \$ 7,000 TOTAL \$35,000

TASK 4: LONG RANGE TRANSPORTATION PLAN

DESCRIPTION

The Metropolitan Transportation Plan (MTP) must continuously be re-examined to determine what parts of the plan need to be changed to better reflect the Urban Area’s current and future transportation needs. To this end, this task will also involve evaluating the work conducted under the other tasks of the UPWP to determine if the Plan is meeting the immediate needs of the Study Area. Review of local government’s policies and practices that have a bearing on the implementation of the Transportation Plan will also be undertaken as part of this task.

In addition to reviewing the MTP and amending it as may be necessary to reflect urgent needs, this year’s work program begins the actual process of developing the major update to the 2035 MTP adopted in 2010. This will include involving the public in the MTP plan development by presenting information and obtaining public response through holding open houses and manning booths at major area events. The staff will also begin updating the long range plan in terms of reviewing transportation links; transportation policies; multi-modal, bicycle, and pedestrian system development; and identification of long range transportation projects.

WORK TASK

1. Evaluate the various sections of the 2035 Metropolitan Transportation Plan to determine if minor modifications need to be made to the plan.
2. Evaluate and amend the 2035 MTP as needed or as may be required by MAP-21.
3. Staff informational booths at area events and/or hold open houses in accessible locations to provide information for the five-year up-date to the MTP.
4. Develop and dispense questionnaires and other types of public input documents to determine public needs and desires concerning the areawide transportation system.
5. Begin review and development of various segments of the MTP.

END PRODUCT

1. Maintenance of data and in-house files concerning monitoring of the 2035 MTP.
2. Production of documents relating to any MTP updates or modifications.
3. Various public participation outreach activities and public input data relating to the MTP update.
4. Working papers concerning updating various segments of the MTP.

Cooperating Agencies: SARPC, AHTD, FHWA, FTA, and local governments.

RESPONSIBLE AGENCY	COMPLETION	FUNDING
Southeast Arkansas Regional Planning Commission	On-going; Major update scheduled for June, 2015 completion	FEDERAL \$ 8,500 LOCAL <u>\$ 2,125</u> TOTAL \$10,625

TASK 5 SPECIAL PROJECTS

DESCRIPTION

The objective of this task is to further the goals and objectives of the transportation planning process through special studies and activities undertaken by MPO staff or consultants in support of existing or projected transportation-related needs and opportunities. This year, this task is expected to include promotion of complete streets; heritage tourism; functional classification reevaluation; adjusted urban area boundary review and approval; performance measure review and development; ITS review; and assisting Pine Bluff Transit (PBT) and the Area Agency on Aging's transit system (SEAT), which are the two transit providers in the Study Area, on an as-needed basis. PBT is/will be under the direction of an interim or new Manager at the beginning of the new fiscal year, and our staff will be available to assist him or her during the transition period with planning, management, and technical assistance. The staff will also undertake reviews and reevaluations of tasks required by MAP-21 or other State or Federal regulations, and in promoting and developing locally important projects.

WORK TASK

1. Assist member governments in developing regional policy and funding that encourages, supports, and implements projects that promote fully integrated "Complete Streets", with streetscapes and roadways that are safe and welcoming for pedestrians, cyclists, transit riders, and vehicular traffic.
2. Assist the City of Pine Bluff in promoting heritage tourism through trail and heritage-type route development.
3. Work with AHTD and local governments to coordinate and facilitate ITS deployment projects that meet the criteria of the adopted ITS Regional Architecture.
4. Monitor and review performance measure rule-making and development of preliminary performance measures for the region. Coordinate development of performance measures and targets with AHTD.
5. Review and reevaluate the current Functional Classification Map.
6. Review the proposed FHWA adjusted urban area boundary for approval.
7. Provide PBT with planning, management, and technical assistance as may be requested.
8. Provide other planning and technical assistance to the PBT and SEAT as may be requested, to include monitoring and reviewing performance measure rule-making, and assisting in the development of performance targets for the region and with coordination of performance measures with AHTD.
9. Assist public transit and human-service transit providers in coordinating the of deliver of transit services.
10. Review FTA Section 5307 and 5310 grant applications.

END PRODUCT

1. Quarterly reports on activities that have taken place.
2. Documents prepared as a result of work tasks.

Cooperating Agencies: SARPC, AHTD, FHWA, FTA, local governments, PBT & other transit providers,

RESPONSIBLE AGENCY	COMPLETION	FUNDING
A. Southeast Arkansas Regional Planning Commission	June 2014	FEDERAL \$24,432 LOCAL <u>\$ 6,108</u> TOTAL \$30,540
B. Southeast Arkansas Regional Planning Commission	June 2014	FEDERAL (FTA 5307) \$36,000 LOCAL <u>\$ 9,000</u> TOTAL \$45,000

2014 UPWP FINANCIAL SUMMARY

It is anticipated that in order to complete the work tasks as described in the UPWP, \$126,932 in PL and FTA funds will be required. The following table indicates the estimated cost by work task in order to complete each task.

TASKS	PL & FTA FEDERAL	LOCAL	TOTAL
TASK 1: Administration and Management	\$ 22,000	\$ 5,500	\$ 27,500
TASK 2: Data Collection and Maintenance	\$ 8,000	\$ 2,000	\$10,000
TASK 3: Short Range Planning and Technical Assistance	\$ 28,000	\$ 7,000	\$35,000
TASK 4: Long Range Planning	\$ 8,500	\$ 2,125	\$ 10,625
TASK 5: A. Special Projects	\$ 24,432	\$ 6,108	\$30,540
B. Special Transit Planning (FTA Section 5307 Funds)	\$ 36,000	\$ 9,000	\$ 45,000
TOTALS	\$126,932	\$31,733	\$158,665

ADOPTION

RESOLUTION

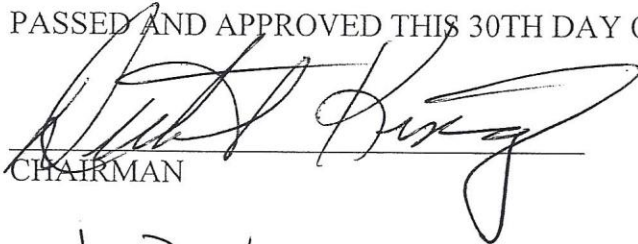
RESOLUTION
ADOPTION OF FY2014 UNIFIED PLANNING WORK PROGRAM

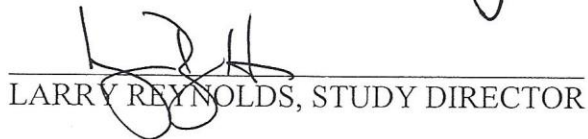
WHEREAS, the Policy Committee was established for the purpose of providing policy guidance for the Pine Bluff Area Transportation Study planning process; and

WHEREAS, the Policy Committee met on May 30, 2013 to review and discuss the FY2014 Unified Planning Work Program for the area.

NOW, THEREFORE BE IT RESOLVED THAT, the Policy Committee hereby adopts the recommended FY2014 PBATS Unified Planning Work Program.

PASSED AND APPROVED THIS 30TH DAY OF MAY, 2013.


CHAIRMAN


LARRY REYNOLDS, STUDY DIRECTOR

