

UNIFIED PLANNING WORK PROGRAM

FISCAL YEAR 2016

Prepared by:

Southeast Arkansas Regional Planning Commission

In cooperation with:

Arkansas State 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 Urbanized 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. SARPC conducts the planning process for the Pine Bluff Area Transportation Study (PBATS) in cooperation with the Arkansas State Highway and Transportation Department (AHTD), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Cities of Pine Bluff and White Hall, and Jefferson County. SARPC 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 District 2 Engineer and MPO Coordinator, 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.

There is also a PBATS 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 a non-voting ex-officio representative from the Federal Highway 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	Debe Hollingsworth, Mayor Bill Brumett, Alderman
White Hall	Noel Foster, Mayor Scott Ray, Alderman
Southeast Arkansas Regional Planning Comm.	Ken Smith, PBATS Vice Chairman
AHTD	David Henning, District 2 Engineer Paul Simms, MPO Coordinator
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	Rickey Rhoden, PB Street Manager Charlina Lacy, Transit Director Lt. Robert Roby, Traffic Division, PBPD
White Hall	Noel Foster, Mayor
Southeast Arkansas Regional Planning Commission	Larry Reynolds, Director
AHTD	Brian Sweeney, Construction Engineer Paul Simms, Planning
Pine Bluff Airport Commission	Doug Hale, Airport Manager
Intermodal Representatives	Lou Ann Nisbett, Executive Director, The Alliance Vacant, Union Pacific Railroad
Federal Highway Administration	Valera McDaniel, Transportation Planning Coordinator
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 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 FY2016 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, 2015 through June 30, 2016. 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 Urbanized 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. FY2016 UPWP.
10. Website maintenance.
11. Training and workshop attendance/professional development.
12. Preparation of Annual List of Projects.
13. 504 Self-Evaluation
14. Review of all federally mandated documents required of SARPC.
15. Develop a Title VI Plan.

END PRODUCT

1. OMB Circular A-133 Audit Report.
2. Quarterly Reports.
3. FY2017 UPWP.
4. Annual Listing of Projects (ALOP).
5. Title VI Plan.
6. Documentation of record-keeping, daily correspondence, public involvement, etc.
7. Office/equipment upgrades.

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 \$19,540 LOCAL \$ 4,885 TOTAL \$24,425

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 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 \$6,500 LOCAL <u>\$1,625</u> TOTAL \$8,125

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 is currently about 75% complete with 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. Adopt the 2016-2019 Transportation Improvement Plan (TIP) and prepare amendments 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.
4. Transportation system improvement recommendations as needed.
5. Adopt the 2016-2019 TIP.

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

RESPONSIBLE AGENCY	COMPLETION	FUNDING
Southeast Arkansas Regional Planning Commission	June 2016	FEDERAL \$24,443 LOCAL <u>\$ 6,111</u> TOTAL \$30,554

TASK 4: METROPOLITAN 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 completes the actual process of developing the MTP. This will include but is not limited to reviewing the transportation system and policies, identifying a financially constrained list of transportation projects and involving the public in the development of the MTP.

WORK TASK

1. Completion of the the 2040 MTP.
2. Begin discussion with local governments regarding “Complete streets” concept. Begin implementation of development measures with AHTD and other MPOs.
3. Research and consideration for acquisition of a GIS system.
4. Begin the transition to Performance Based Planning and Programming by developing a performance management approach to transportation planning.
5. Promote cooperation and coordination between AHTD, SARPC and the providers of public transportation to improve transportation decision making.
6. Promote access to essential services as part of the transportation planning process and identify transportation connectivity gap[s] in access to essential services including employment, health care, school/education and recreation.

END PRODUCT

1. Maintenance of data and in-house files concerning monitoring of the 2040 MTP.
2. Production of documents relating to any MTP updates or modifications.
3. Working papers concerning updating various segments of the MTP.
4. Adoption of the MTP 2040 Plan by September 2015.
5. List of required performance measures and goals.
6. Acquisition of a GIS system.

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

RESPONSIBLE AGENCY	COMPLETION	FUNDING
Southeast Arkansas Regional Planning Commission	On-going	FEDERAL \$ 28,610 LOCAL \$ 7,153 TOTAL \$ 35,763

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; performance measure review and development; ITS review; and assisting local governments. 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. Work with local governments to coordinate the development of Bike/Pedestrian Trails and Walkways in coordination with the Statewide Bike/Pedestrian Plan.
3. 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.
4. Assist public transit and human-service transit providers in coordinating the delivery of transit services.
5. Review FTA Section 5307 and 5310 grant applications.
6. Preliminary review of existing Land Use and Zoning regulations and their effect on the transportation process.

END PRODUCT

1. Quarterly reports on activities that have taken place.
2. Documents prepared as a result of work tasks.
3. Recommendations for update to existing Land Use and Zoning regulations.

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

RESPONSIBLE AGENCY	COMPLETION	FUNDING
A. Southeast Arkansas Regional Planning Commission	June 2016	FEDERAL \$13,958
		LOCAL <u>\$ 3,489</u>
		TOTAL \$17,447

2016 UPWP FINANCIAL SUMMARY

It is anticipated that in order to complete the work tasks as described in the UPWP, \$93,051 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	\$ 19,540	\$ 4,885	\$ 24,425
TASK 2: Data Collection and Maintenance	\$ 6,500	\$ 1,625	\$ 8,125
TASK 3: Short Range Planning and Technical Assistance	\$ 24,443	\$ 6,111	\$ 30,554
TASK 4: Long Range Planning	\$ 28,610	\$ 7,153	\$ 35,763
TASK 5: Special Projects	\$ 13,958	\$ 3,489	\$ 17,447
TOTALS	\$ 93,051	\$23,263	\$116,314

ADOPTION

RESOLUTION

ADOPTION OF FY2016 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 has met to discuss the FY2016 Unified Planning Work
Program for the area.

NOW, THEREFORE BE IT RESOLVED THAT, THE Policy Committee hereby adopts the
recommended FY2016 PBATS Unified Planning Work Program.

PASSED AND APPROVED THIS 26th DAY OF MAY, 2015.

Chairman

Larry Reynolds, Study Director