



Appendices



List of Acronyms

3-C	Continuing, Cooperative, Comprehensive
ACAT	Arkansas Crash Analytics Tool
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ARDOT	Arkansas Department of Transportation
ASP	Arkansas State Police
ATP	Regional Active Transportation Plan
AR	Arkansas
BNSF	Burlington Northern and Santa Fe Railway
CAC	Citizen Advisory Committee
C.F.R.	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CVS	Community Values Survey
DJA	Downtown Jonesboro Association
DOT	Department of Transportation
EDC	Every Day Counts
EJ	Environmental Justice
EPA	Environmental Protection Agency
FARS	Fatal Accident Reporting System
FAST	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HSIP	Highway Safety Improvement Program
HTF	Highway Trust Fund
IEA	Institute for Economic Advancement
ITS	Intelligent Transportation Systems
JATS	Jonesboro Area Transportation Study
JET	Jonesboro Economical Transit System
LOTTR	Level of Travel Time Reliability
MAP-21	Moving Ahead for Progress in the 21st Century
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MSHS	Mid-South Health Systems
MTP	Metropolitan Transportation Plan
NARTPC	Northeast Arkansas Regional Transportation Planning Commission
NEA	Northeast Arkansas
NEABC	Northeast Arkansas Bicycle Coalition
NEAT	Northeast Arkansas Transit
NHPP	National Highway Performance Program

Appendix A

NHS	National Highway System
NPMRDS	National Performance Management Research Data Set
PM	Performance Measure
PPP	Public Participation Plan
RR	Railroad
SAFETEALU	Safe, Efficient, Transportation Equity Act: A Legacy for Users
SHSP	Strategic Highway Safety Plan
STEP	Safe Transportation for Every Pedestrian
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TAMP	Transportation Asset Management Plan
TAP	Transportation Alternatives Program
TEA-21	Transportation Equity Act for 21st Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TOD	Transit Oriented Development
TPC	Transportation Policy Committee
TRB	Transportation Research Board
US	United States
U.S.C.	United States Code
UP	Union Pacific Railroad
UPWP	Unified Planning Work Program
USDA	United States Department of Agriculture
VMT	Vehicle Miles Travelled



METROPOLITAN PLANNING

Fiscal year	2016	2017	2018	2019	2020
Estimated funding*	\$329 M	\$336 M	\$343 M	\$350 M	\$359 M

*Calculated (sum of estimated individual State Metropolitan Planning apportionments)

Program purpose

The FAST Act continues the Metropolitan Planning program. The Program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.

Statutory citation: FAST Act § 1201; 23 U.S.C. 134

Funding features

Type of budget authority

Funded by contract authority from the Highway Account of the Highway Trust Fund. Funds are subject to the overall Federal-aid obligation limitation.

Apportionment of funds

The FAST Act continues the MAP-21 approach to formula program funding, authorizing a lump sum total instead of individual authorizations for each program. Once each State's combined total apportionment is calculated, funding is set aside for the State's Metropolitan Planning program from:

- the State's base apportionment [23 U.S.C. 104(b)(6)]; and
- the State's apportionment for the National Highway Freight Program [23 U.S.C. 104(b)(5)(D)].

(See "Apportionment" fact sheet for a description of this calculation.)

Transferability to other Federal-aid apportioned programs

The Fast Act continues to prohibit transfer of Metropolitan Planning Program funds to other apportioned programs. [23 U.S.C. 126(b)(1)]

Federal share: In accordance with 23 U.S.C. 120. (See the "Federal Share" fact sheet for additional detail.)

Program Features

Except as specified above or below, the FAST Act continues all of the metropolitan planning requirements that were in effect under MAP-21.

Support for intercity bus and commuter vanpools

The FAST Act continues to require metropolitan transportation plans and transportation improvement programs (TIPs) to provide for facilities that enable an intermodal transportation system, including pedestrian and bicycle facilities. It adds to this list other facilities that support intercity transportation (including intercity buses, intercity bus facilities, and commuter vanpool providers). The FAST Act also requires that the metropolitan long-range plan include identification of public transportation facilities and intercity bus facilities. [23 U.S.C. 134(c)(2) & (i)(2)]

Selection of MPO officials

The FAST Act clarifies that metropolitan planning organization (MPO) representation is selected by an MPO according to its bylaws/enabling statute. It also changes the selection criteria for MPO officials to—

- grant a representative of a transit provider authority equal to that of other MPO officials; and
 - allow a representative of a transit provider to also represent a local community.
- [23 U.S.C. 134(d)(3)]

Consultation with other planning officials

The FAST Act continues to encourage MPOs to consult with officials responsible for other types of planning activities. It adds to the list of such activities tourism and the reduction of risk of natural disasters. [23 U.S.C. 134(g)(3)(A)]

Scope of planning process

The FAST Act expands the scope of consideration of the metropolitan planning process to include—

- improving transportation system resiliency and reliability;
- reducing (or mitigating) the stormwater impacts of surface transportation; and
- enhancing travel and tourism. [23 U.S.C. 134(h)(1)(I) & (J)]

Capital investment and other strategies

The FAST Act continues to require a metropolitan transportation plan to include strategies to meet current and projected transportation infrastructure needs. [23 U.S.C. 134(i)(2)(G)]

Resilience and environmental mitigation activities

The FAST Act expands the focus on the resiliency of the transportation system as well as activities to reduce stormwater runoff from transportation infrastructure. In addition, it newly requires strategies to reduce the vulnerability of existing transportation infrastructure to natural disasters.

[23 U.S.C. 134(d)(3) & (i)(2)(G)]

Transportation and transit enhancement activities

The FAST Act continues to require a metropolitan transportation plan to include transportation and transit enhancement activities. When proposing these activities, the plan must now include—

- consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner; and
- strategies and investments that preserve and enhance intercity bus systems (including those that are privately owned and operated. [23 U.S.C. 134(i)(2)(H)]

Participation by interested parties in the planning process

The FAST Act explicitly adds public ports and certain private providers of transportation, including intercity bus operators and employer-based commuting programs to the list of interested parties that an MPO must provide with reasonable opportunity to comment on the transportation plan.

[23 U.S.C. 134(i)(6)(A)]

Congestion management

The FAST Act adds examples of travel demand reduction strategies for congestion management in a transportation management area (TMA). While retaining the requirement for a congestion management process for MPOs that serve a TMA, the law also allows an MPO that serves a TMA to develop a congestion management plan (distinct from the congestion management process) that will be considered in the MPO's transportation improvement program. Any such plan must include regional goals for reducing peak hour vehicle miles traveled and improving transportation connections must identify existing services and programs that support access to jobs in the region, and must identify proposed projects and programs to reduce congestion and increase job access opportunities. The FAST Act specifies certain consultation requirements MPOs must use in developing the plan. [23 U.S.C. 134(k)(3)]

Treatment of Lake Tahoe region

For the purpose of 23 U.S.C., the FAST Act treats the Lake Tahoe Region of California and Nevada as—

- a metropolitan planning organization;
- a TMA; and
- an urbanized area comprised of a population of 145,000 in California and 65,000 in Nevada.

[23 U.S.C. 134(r)]

Appendix C

MPO Plan Development, Amendment and Approval Procedures				
Document	Frequency	Public Meetings	Public Comment Period*	Committee Action
Metropolitan Transportation Plan (MTP)	Development: Every 5 years Amendment: As needed	Technical Advisory Committee; Transportation Policy Committee; Planning Forums	Initial: 30 days (Additional: 10 days)	Technical Advisory Committee: Recommend Transportation Policy Committee: Approve
Transportation Improvement Program (TIP)	Development: Annually Amendment: As needed	Technical Advisory Committee; Transportation Policy Committee	Initial: 15 days (Additional: 10 days)	Technical Advisory Committee: Recommend Transportation Policy Committee: Approve
Unified Planning Work Program (UPWP)	Development: Every year Amendment: As needed	Technical Advisory Committee; Transportation Policy Committee	Initial: 15 days (Additional: 10 days)	Technical Advisory Committee: Recommend Transportation Policy Committee: Approve
Public Participation Plan (PPP)	Review: Every year Amendment: As needed	Technical Advisory Committee; Transportation Policy Committee	Initial: 45 days (Additional: 30 days)	Technical Advisory Committee: Recommend Transportation Policy Committee: Approve
Regional ITS Architecture and Deployment Plan	Development: As needed Review: As needed Amendment: As needed	Technical Advisory Committee; Transportation Policy Committee	–	Technical Advisory Committee: Recommend Transportation Policy Committee: Approve
Annual Listing of Federally-Obligated Projects (ALOP)	Development: Every year	Technical Advisory Committee; Transportation Policy Committee	Posted on Website	None
Annual Performance and Expenditure Report	Development: Every year	Technical Advisory Committee; Transportation Policy Committee	–	Technical Advisory Committee: Comment Transportation Policy Committee: Comment
Other Plans and Projects	Development: As needed	Technical Advisory Committee; Transportation Policy Committee	Initial: 15 days (Additional: 10 days)	Technical Advisory Committee: Recommend Transportation Policy Committee: Approve
*Public comment periods begin with the publication of a notice in <i>The Jonesboro Sun</i> . A second notice is published and additional time is provided for public comments if significant changes are made to a document after the initial public comment period.				

Procedures for Public Comment at Meetings

The Northeast Arkansas Regional Transportation Planning Commission encourages public comments on any and all matters relevant to metropolitan transportation planning. To assure fair and equitable opportunities for all stakeholders desiring to address the MPO Committee meetings, the following public comment procedures have been established:

Public Comments on Agenda Items:

Public comments related to agenda items will be allowed at the end of each meeting. Comments may be limited to three (3) minutes based on the number of agenda items being addressed. Persons wishing to address more than one agenda item may do so during their allotted time.

An agenda and sign-up sheet will be made available at the meeting place at least ten (10) minutes prior to the start of the meeting.

Other Public Presentations:

Groups or individuals desiring to make presentations to the Transportation Policy Committee will be advised by the MPO Director to make their presentation first to the Technical Advisory Committee. With the approval of the Technical Advisory Committee, the group or individual can make their presentation to the Transportation Policy Committee. The Transportation Policy Committee, after hearing the presentation, will direct the MPO Staff for any further action.

Requests for public presentations not related to business indicated on the agenda must be submitted to the MPO Staff three (3) weeks in advance of the regular meeting with the assurance that the Staff will forward the request to the Chairperson two (2) weeks in advance of the regular meeting. The presentation will be added to the agenda at the Chairperson's discretion. If approved as an agenda item, presenter(s) will be notified via email. The presentation will be limited to ten (10) minutes.

Requests to deliver such a presentation should be submitted in writing or via email to:

Chairperson
Transportation Policy Committee
C/o MPO Director
Northeast Arkansas Regional Transportation Planning Commission
300 South Church Street
P.O. Box 1845

Jonesboro, Arkansas 72403-1845

The following E-mail address, Fax, or Phone numbers may be used for submitting material for presentation.

E-mail: mpo@jonesboro.org

Fax: (870) 336-7171

Phone: (870) 933-4623

Written Comments:

The Northeast Arkansas Regional Transportation Planning Commission welcomes written comments relating to agenda items or other metropolitan transportation concerns. For written comments exceeding three (3) standard 8 ½" X 11" pages, twenty-five (25) copies must be provided. Written comments should be sent to the Transportation Policy Committee Chairperson at the above address.

Invited Comments:

The Chairperson may at any time during the meeting invite comments from the audience.

Information Required:

The following information may be required of all persons making either oral or written comments:

1. Full Name
2. Affiliation (if applicable)
3. Mailing Address
4. Agenda Item(s) or Topic to be addressed

Reference

Commission, N. A. (2017). *Public Participation Plan* (2020 ed.). Jonesboro, Arkansas.
Retrieved from https://www.jonesboro.org/DocumentCenter/View/6576/MPO-Public-Participation-Plan_revised-2020

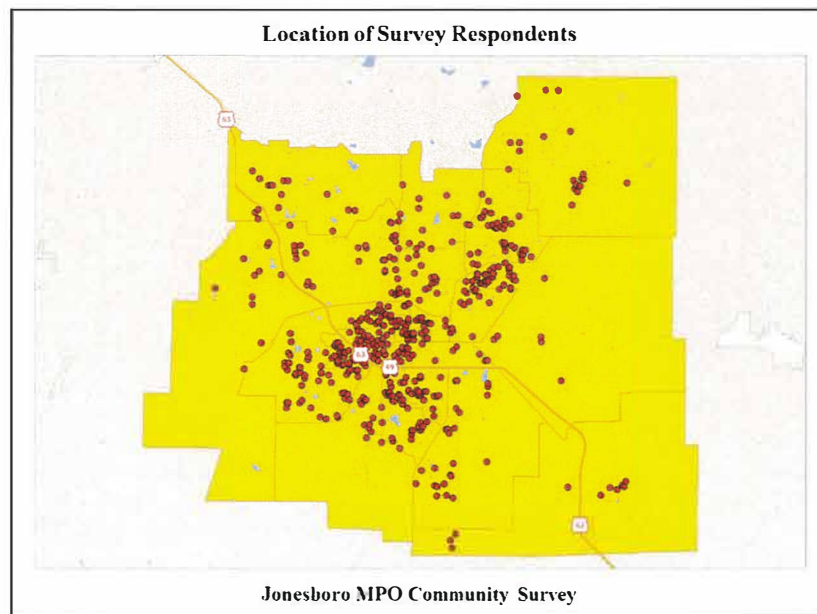
Jonesboro MPO 2014 Community Survey Executive Summary Report

Overview and Methodology

Overview. During September and October of 2014, ETC Institute administered a community survey for the Jonesboro Metropolitan Planning Organization. The purpose of the survey was to gather citizen input to assist community leaders in setting transportation priorities for the region.

Methodology. A six-page survey was mailed to a random sample of 2,000 households throughout the Jonesboro Metropolitan Planning Organization. The mailed survey included a postage paid return envelope and a cover letter explaining the purpose of the survey. Approximately seven days after the surveys were mailed, residents who received the survey were contacted by phone. Those who indicated that they had not returned the survey were given the option of completing it by phone. The goal was to receive completed surveys from at least 400 households. This goal was far exceeded, with a total of 553 households having completed a survey. The results for the random sample of 553 households have a 95% level of confidence with a precision of at least +/- 4.2%.

In order to better understand how well services are being delivered throughout the area, ETC Institute geocoded the home address of respondents to the survey. The map to the right shows the physical distribution of survey respondents based on the location of their home.



This report contains the following:

- a summary of the methodology for administering the survey and major findings
- charts showing the overall results for the survey (Section 1)
- GIS maps that show the results of selected questions as maps (Section 2)
- cross-tabular data that shows the results by age of respondents & gender (Section 3)
- cross-tabular data that shows the results by household income & own vs. rent (Section 4)
- tabular data showing the overall results for all questions on the survey (Section 5)
- a copy of the cover letter and survey instrument (Section 6)

Major Findings

Home, Neighborhood and Community

- The reasons that residents rated as the most important in deciding where to live, based upon the combined percentage of “very important” and “important” responses were: high quality public schools (87%), privacy from neighbors (86%), being within an easy commute to work (66%), and easy access to the highway (61%).
- Over two-thirds (69%) of residents prefer to live in a single-family detached house with a large yard; 25% prefer to live in a single-family detached house with a small yard, and 6% prefer various other types of housing options.
- **Neighborhood Housing Options.** Ninety-two percent (92%) of residents prefer to live in a neighborhood that has only single-family houses, compared to 8% who prefer to live in a neighborhood that has a mixture of low-density housing options, including single-family homes, duplexes/triplexes, and townhomes.
- **Neighborhood Retail Opportunities.** Seventy-six percent (76%) of residents prefer to live in a neighborhood where shopping and restaurants are within driving distance, but not walking distance, compared to 24% who prefer to live in neighborhoods where some shopping and restaurants are within walking distance.
- **Neighborhood Recreational Opportunities.** Fifty-eight percent (58%) of residents prefer to live in a neighborhood where parks and recreational opportunities are within driving distance, but not walking distance, compared to 42% who prefer to live in a neighborhood where some parks and recreational opportunities are within walking distance.



Appendix D

Jonesboro Metropolitan Planning Organization 2014 Community Survey

- **Neighborhood Social and Educational Opportunities.** Seventy-one percent (71%) of residents prefer to live in a neighborhood that has churches, schools, libraries, and community centers within driving distance, but not within walking distance, compared to 29% who prefer to live in a neighborhood that has some churches, schools, libraries, and community centers within walking distance.
- **Neighborhood Transportation Options.** Sixty-one percent (61%) of residents prefer to live in a neighborhood where virtually all trips into and out of the neighborhood are made by automobile, compared to 39% who prefer to live in a neighborhood that is accessible by pedestrians, bicycles and transit, as well as automobiles.
- Residents were asked to indicate what type of location they prefer to live in. The most frequently mentioned locations were: suburban neighborhood with houses only (37%), suburban neighborhood with a mix of houses, shops and businesses (21%), City with more residential neighborhoods, and rural area (16%).

Transportation System

- The items that residents rated as the most important in improving the quality of life in the area where they live, based upon the combined percentage of “very important” and “important” responses were: maintaining local streets and roads (97%), improving and constructing highways (82%), and adding and maintaining sidewalks (52%).
- The items that residents feel should be the highest priority for improvement in the Jonesboro/Craighead County area over the next 20 years, based upon the combined percentage of “very high priority” and “high priority” responses were: improving the timing of traffic lights (78%), improve major north-south roads/streets through Jonesboro (77%), and reducing traffic delays caused by trains (69%).
- The areas in which the highest percentage of residents would be willing to pay a little more in taxes to fund were: new roads (42%), new sidewalks (26%), and acquire land for future roads (24%).

Public Transit

- Five percent (5%) of residents have used public transit in the Jonesboro/Craighead County area.
- Forty-one percent (41%) of residents have used public transit outside of the Jonesboro/Craighead County area.



Appendix D

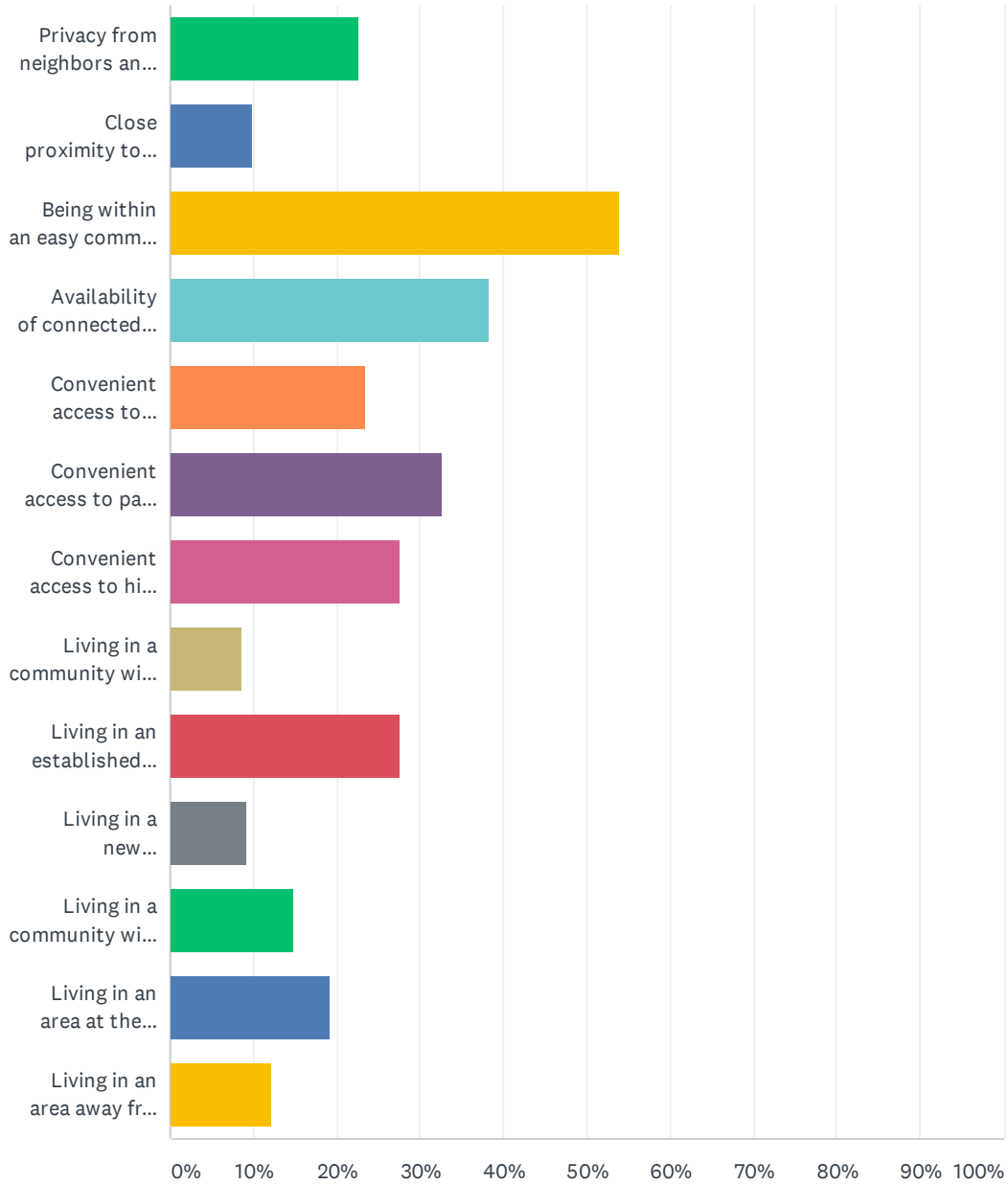
Jonesboro Metropolitan Planning Organization 2014 Community Survey

- The most frequently mentioned reasons that would encourage residents to use public transit or make greater use of transit service are: if the price of gas increased significantly (19%), other modes of public transit (trolley, light rail, etc.) (18%), shelters at more transit stops (16%), and more frequent service (16%). Over half (55%) of residents did not select any reasons that would encourage them to use public transit or make greater use of transit service.

Appendix E

Q1 Of the following, select the THREE items that are a high priority to your household when deciding where to live?

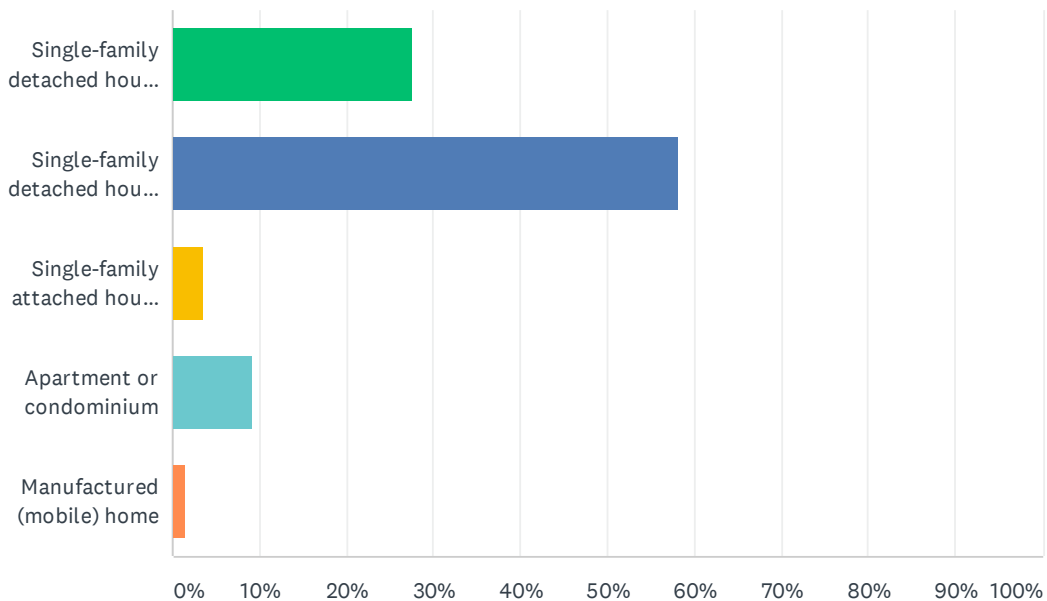
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ANSWER CHOICES	RESPONSES	
Privacy from neighbors and commercial areas	22.70%	32
Close proximity to neighbors and commercial areas	9.93%	14
Being within an easy commute to work	53.90%	76
Availability of connected sidewalks and destinations within walking distance	38.30%	54
Convenient access to highways and major streets	23.40%	33
Convenient access to parks and recreation facilities	32.62%	46
Convenient access to high quality schools	27.66%	39
Living in a community with mixed housing types (single family homes, townhomes, apartments, condominiums)	8.51%	12
Living in an established neighborhood with older homes and mature trees/greenery	27.66%	39
Living in a new neighborhood with recently built homes	9.22%	13
Living in a community with people at various stages of life (single adults, families/children, seniors)	14.89%	21
Living in an area at the center of activity and public spaces	19.15%	27
Living in an area away from it all	12.06%	17
Total Respondents: 141		

Q2 What type of home would you prefer to live in?

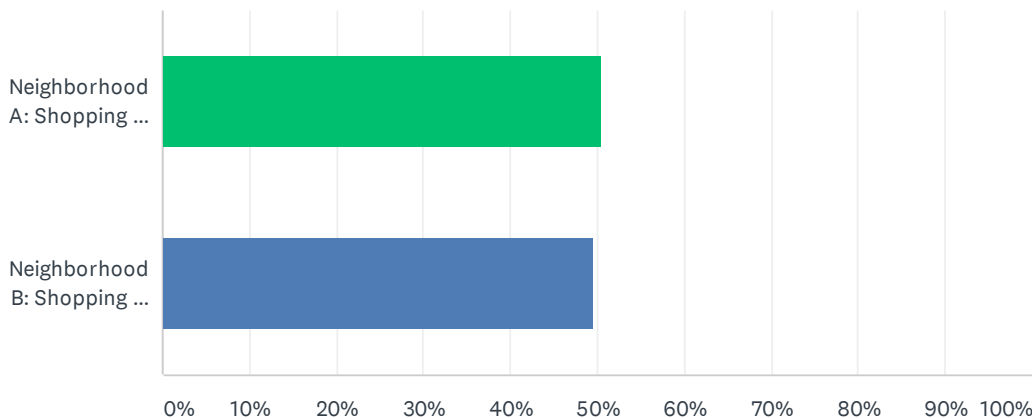
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ANSWER CHOICES	RESPONSES	
Single-family detached house with a small yard	27.66%	39
Single-family detached house with a large yard	58.16%	82
Single-family attached house or townhouse	3.55%	5
Apartment or condominium	9.22%	13
Manufactured (mobile) home	1.42%	2
TOTAL		141

Q3 Which neighborhood would you prefer regarding access to retail opportunities?

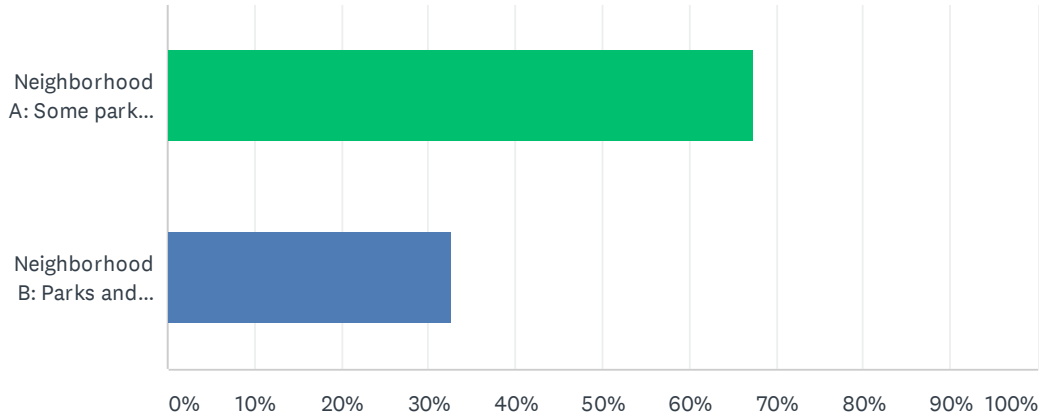
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ANSWER CHOICES	RESPONSES	
Neighborhood A: Shopping and restaurants are within a short walking distance	50.35%	71
Neighborhood B: Shopping and restaurants are within driving distance, but not walking distance	49.65%	70
TOTAL		141

Q4 Which neighborhood would you prefer regarding access to recreational opportunities?

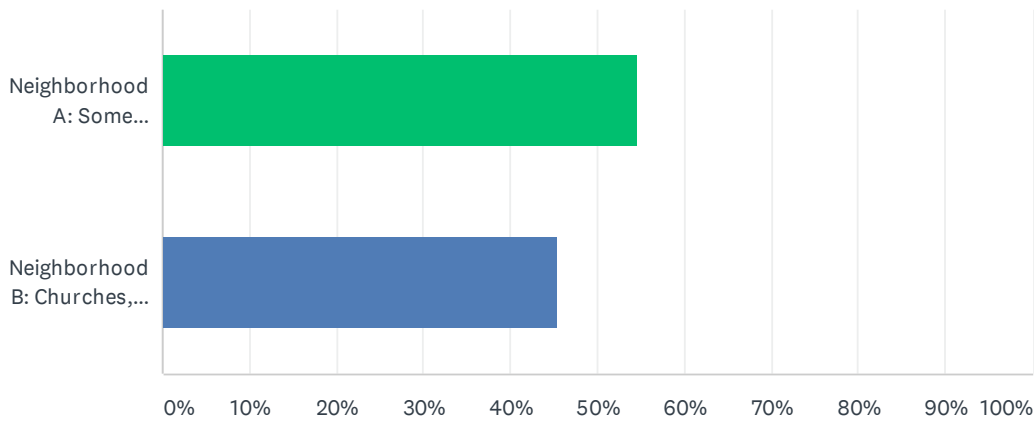
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ANSWER CHOICES	RESPONSES	
Neighborhood A: Some parks and other recreational opportunities are within a short walking distance	67.38%	95
Neighborhood B: Parks and other recreational opportunities are within driving distance, but not walking distance	32.62%	46
TOTAL		141

Q5 Which neighborhood would you prefer regarding access to social and educational opportunities?

Answered: 141 Skipped: 0

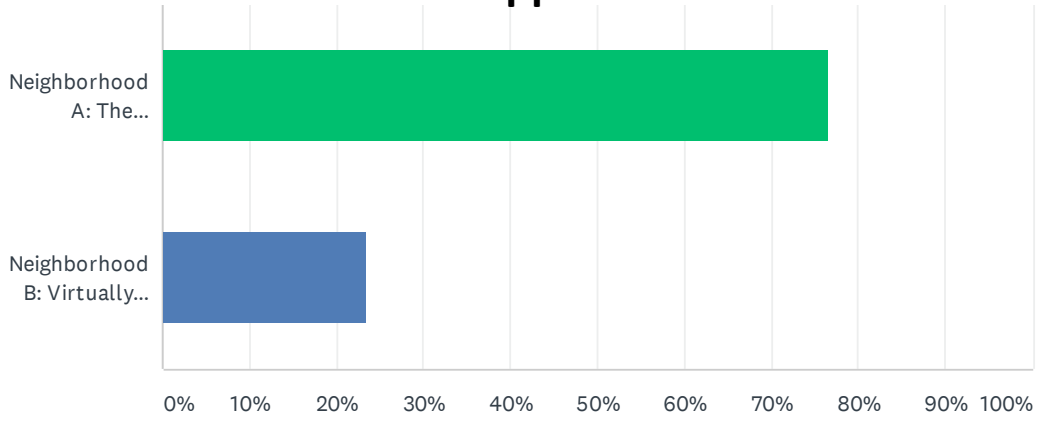


ANSWER CHOICES	RESPONSES	
Neighborhood A: Some churches, schools, libraries and community centers are within a short walking distance	54.61%	77
Neighborhood B: Churches, schools, libraries and community centers are within driving distance, but not walking distance	45.39%	64
TOTAL		141

Q6 Which neighborhood would you prefer regarding access to alternative transportation options?

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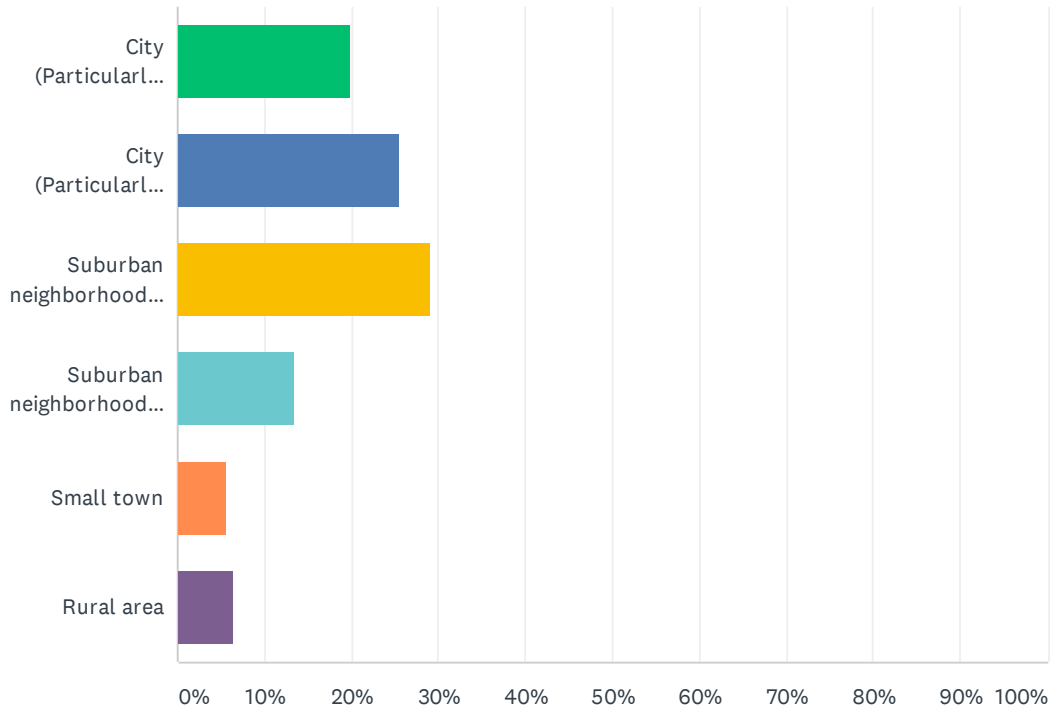
Appendix E



ANSWER CHOICES	RESPONSES	
Neighborhood A: The neighborhood is equipped for multi-modal accessibility (pedestrians, cyclists, transit & vehicles)	76.60%	108
Neighborhood B: Virtually all trips both into and out of the neighborhood are majorly designed for single vehicles	23.40%	33
TOTAL		141

Q7 What location would you most likely prefer to live?

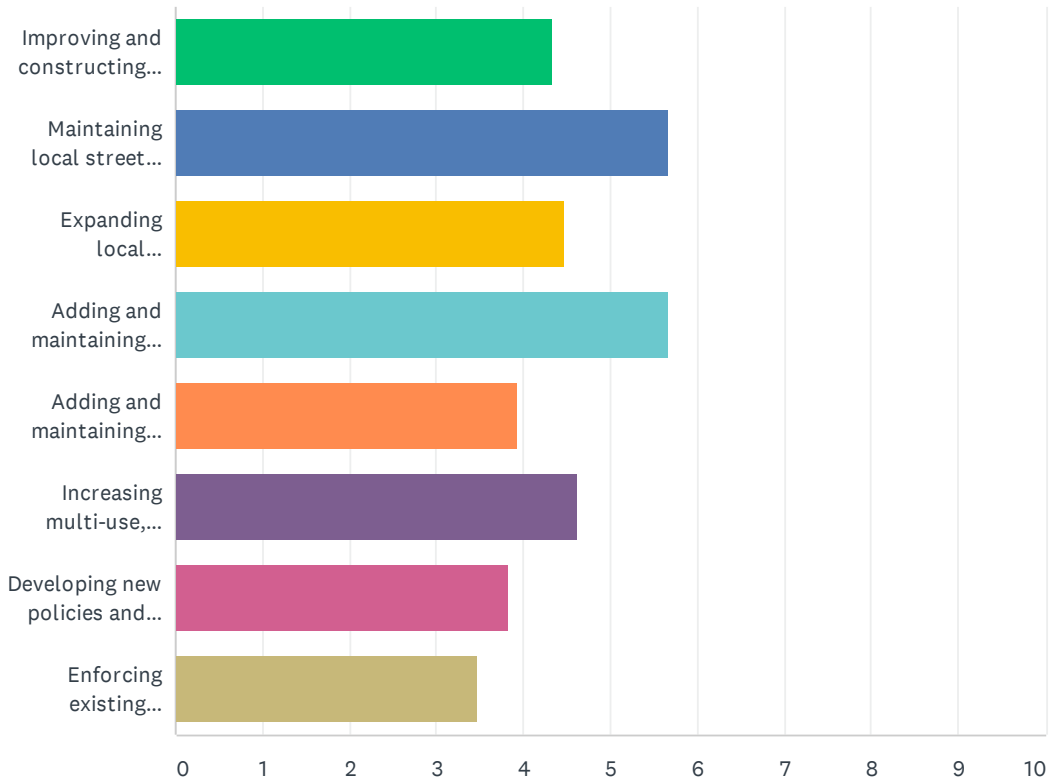
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ANSWER CHOICES	RESPONSES	
City (Particularly downtown within a mixture of offices, apartments and retail shops)	19.86%	28
City (Particularly in a residential neighborhood)	25.53%	36
Suburban neighborhood with a mixture of homes, shops and businesses	29.08%	41
Suburban neighborhood with houses only	13.48%	19
Small town	5.67%	8
Rural area	6.38%	9
TOTAL		141

Q8 Please rank the following items in order of most (1) to least (8) important as contributions to the improvement of the overall quality of life in the current area where you live?

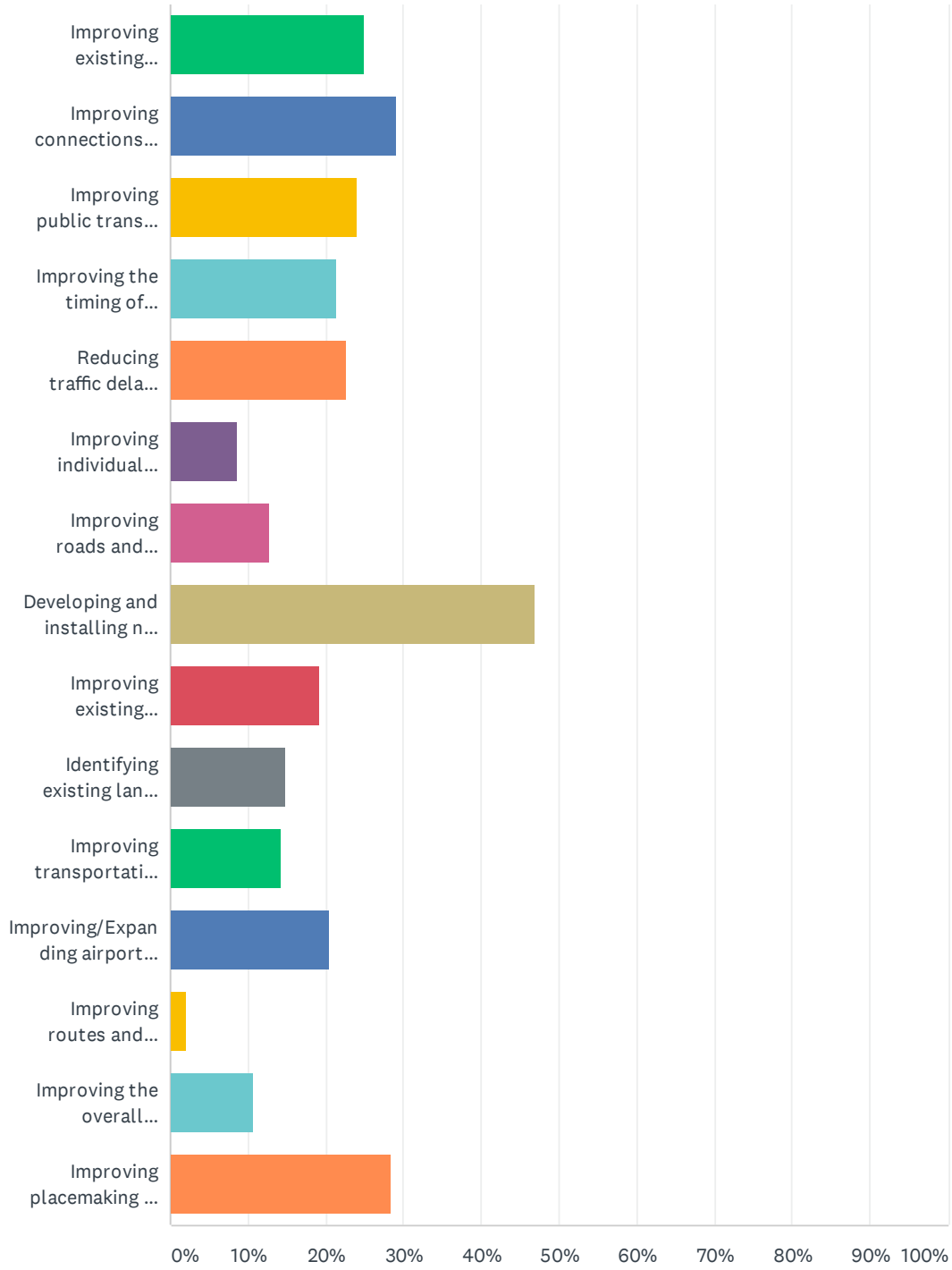
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	1	2	3	4	5	6	7	8	TOTAL	SCORE
Improving and constructing highways	17.02% 24	9.22% 13	12.06% 17	9.22% 13	9.93% 14	11.35% 16	8.51% 12	22.70% 32	141	4.33
Maintaining local streets and roads	26.24% 37	25.53% 36	7.09% 10	8.51% 12	11.35% 16	9.22% 13	8.51% 12	3.55% 5	141	5.67
Expanding local transit/bus service and routes	10.64% 15	8.51% 12	14.18% 20	16.31% 23	18.44% 26	8.51% 12	12.77% 18	10.64% 15	141	4.47
Adding and maintaining connected sidewalks	14.89% 21	19.86% 28	22.70% 32	20.57% 29	10.64% 15	7.09% 10	2.13% 3	2.13% 3	141	5.67
Adding and maintaining cycling infrastructure	7.09% 10	5.67% 8	9.93% 14	9.22% 13	21.99% 31	21.99% 31	14.18% 20	9.93% 14	141	3.94
Increasing multi-use, connected trails for pedestrians and cyclists	7.09% 10	13.48% 19	19.15% 27	12.77% 18	10.64% 15	19.15% 27	14.18% 20	3.55% 5	141	4.62
Developing new policies and ordinances that promote and support multi-modal safety and active infrastructure	10.64% 15	5.67% 8	6.38% 9	15.60% 22	10.64% 15	12.06% 17	23.40% 33	15.60% 22	141	3.82
Enforcing existing traffic laws and providing public education regarding traffic rules and regulations	6.38% 9	12.06% 17	8.51% 12	7.80% 11	6.38% 9	10.64% 15	16.31% 23	31.91% 45	141	3.48

Q9 Of the following, which **THREE** items do you think should be a high priority for the overall improvement of Craighead County over the next 20 years?

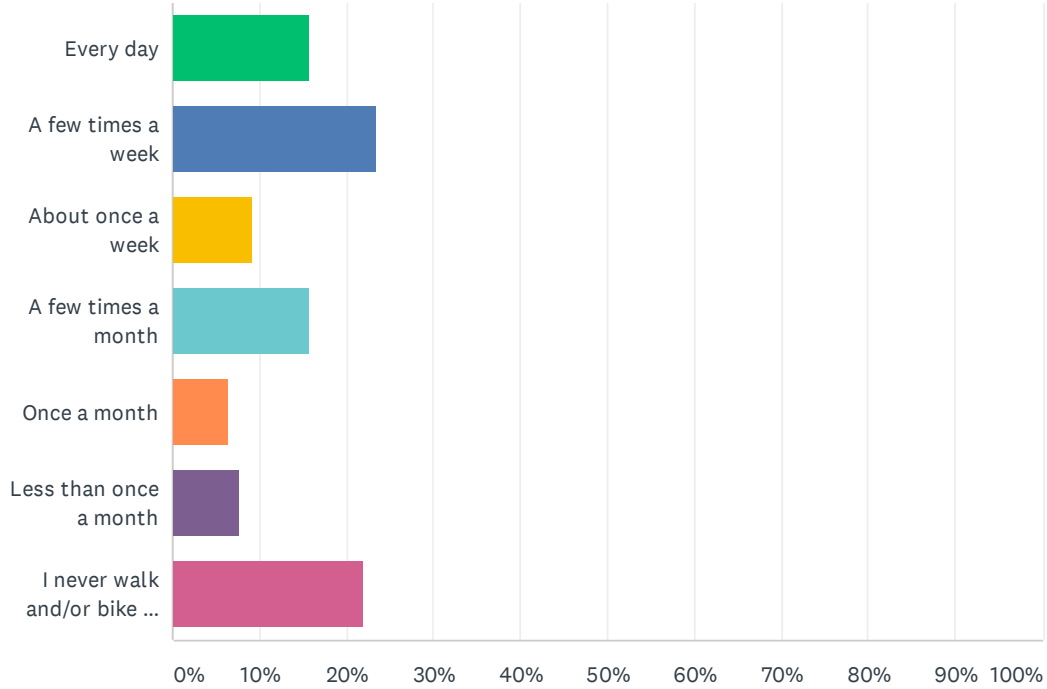
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ANSWER CHOICES	RESPONSES	
Improving existing interchanges/intersections on major roads, bypasses and/or highways	24.82%	35
Improving connections (north/south or east/west) throughout the city	29.08%	41
Improving public transit transportation/bus service	24.11%	34
Improving the timing of traffic lights	21.28%	30
Reducing traffic delays caused by trains and railroads	22.70%	32
Improving individual roads and streets in nearby cities of Bay, Bono and Brookland	8.51%	12
Improving roads and highways that link/connect Bay, Bono, Brookland and Jonesboro	12.77%	18
Developing and installing new pedestrian (walking) and biking facilities/accommodations	46.81%	66
Improving existing pedestrian (walking) and biking facilities/accommodations	19.15%	27
Identifying existing land for new traffic corridors and roads in future growth areas	14.89%	21
Improving transportation services/availability for seniors and persons with disabilities	14.18%	20
Improving/Expanding airport services and access in the region	20.57%	29
Improving routes and facilities for freight and rail transportation	2.13%	3
Improving the overall appearance of roads/highways	10.64%	15
Improving placemaking and public spaces throughout local communities	28.37%	40
Total Respondents: 141		

Q10 How often do you walk and/or bike in Craighead County?

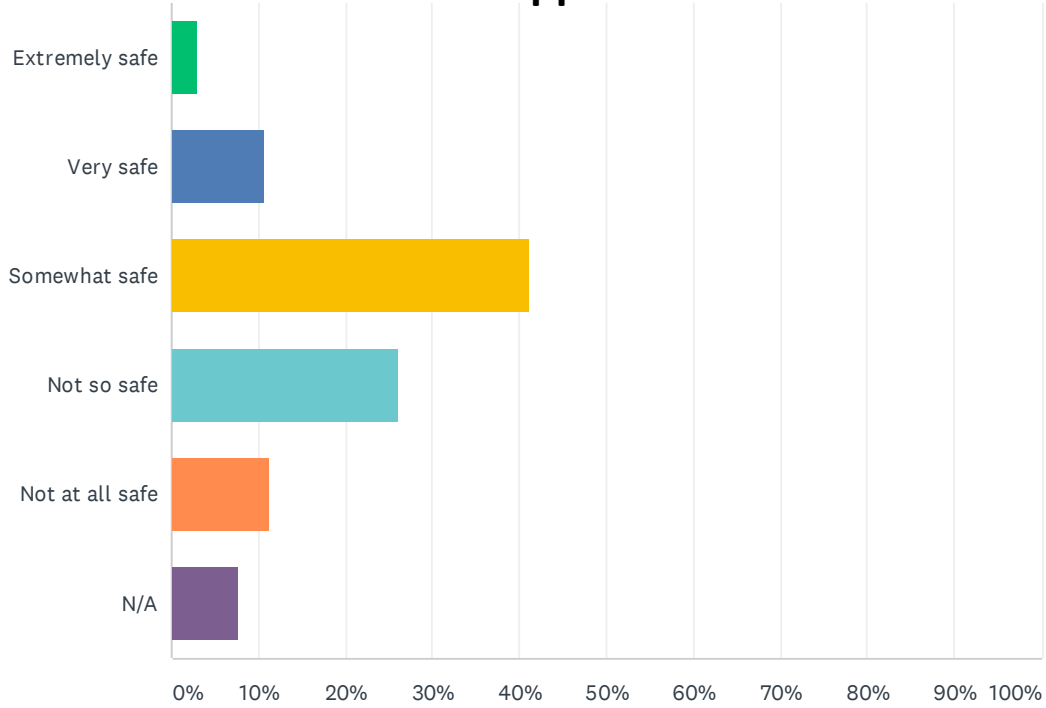
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ANSWER CHOICES	RESPONSES	
Every day	15.60%	22
A few times a week	23.40%	33
About once a week	9.22%	13
A few times a month	15.60%	22
Once a month	6.38%	9
Less than once a month	7.80%	11
I never walk and/or bike in Craighead County	21.99%	31
TOTAL		141

Q11 How safe do you feel walking and/or biking in Craighead County?

Answered: 141 Skipped: 0

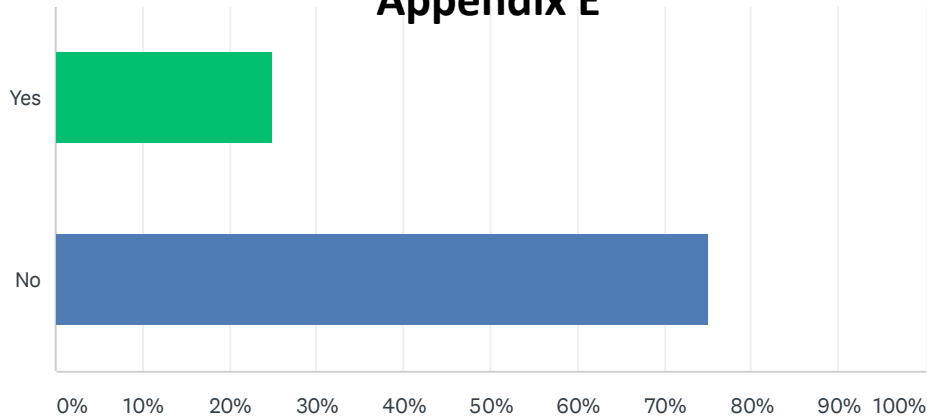


ANSWER CHOICES	RESPONSES	
Extremely safe	2.84%	4
Very safe	10.64%	15
Somewhat safe	41.13%	58
Not so safe	26.24%	37
Not at all safe	11.35%	16
N/A	7.80%	11
TOTAL		141

Q12 Have you ever used public transit/bus services in the Jonesboro/Craighead County area (JET, NEAT, FOCUS and/or BRAD)?

Answered: 141 Skipped: 0

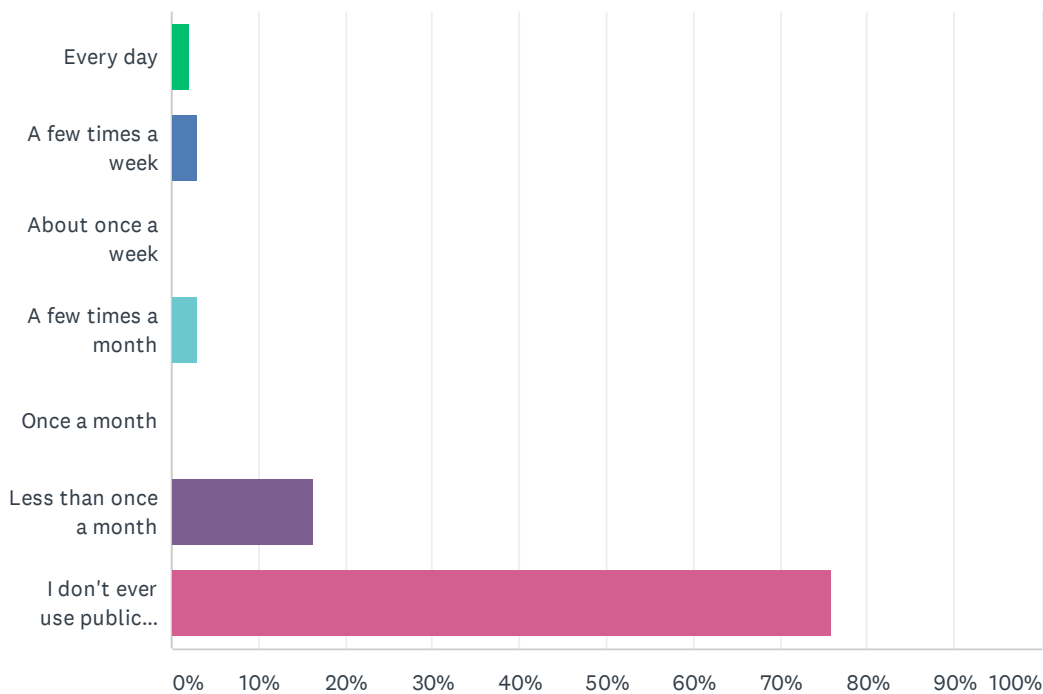
Appendix E



ANSWER CHOICES	RESPONSES	
Yes	24.82%	35
No	75.18%	106
TOTAL		141

Q13 How often do you use public transit/bus services in the Jonesboro/Craighead County area?

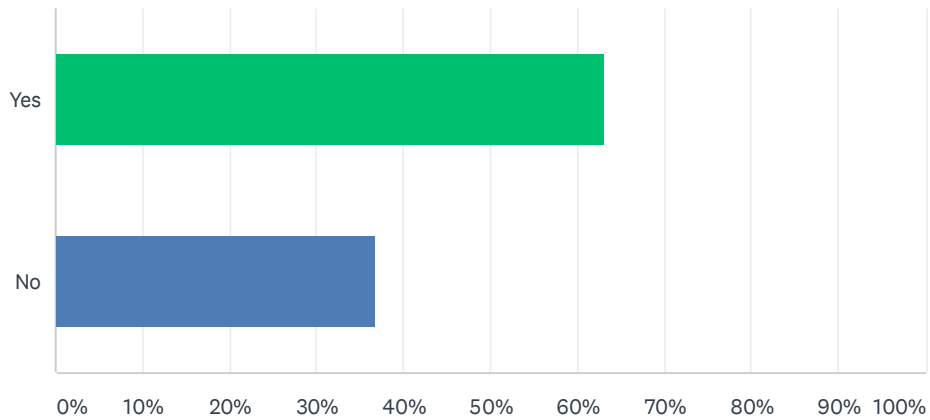
Answered: 141 Skipped: 0



ANSWER CHOICES	RESPONSES
Every day	2.13% 3
A few times a week	2.84% 4
About once a week	0.00% 0
A few times a month	2.84% 4
Once a month	0.00% 0
Less than once a month	16.31% 23
I don't ever use public transit in the Jonesboro/Craighead County area.	75.89% 107
TOTAL	141

Q14 Have you ever used public transit/bus services in cities outside of the Jonesboro/Craighead County area?

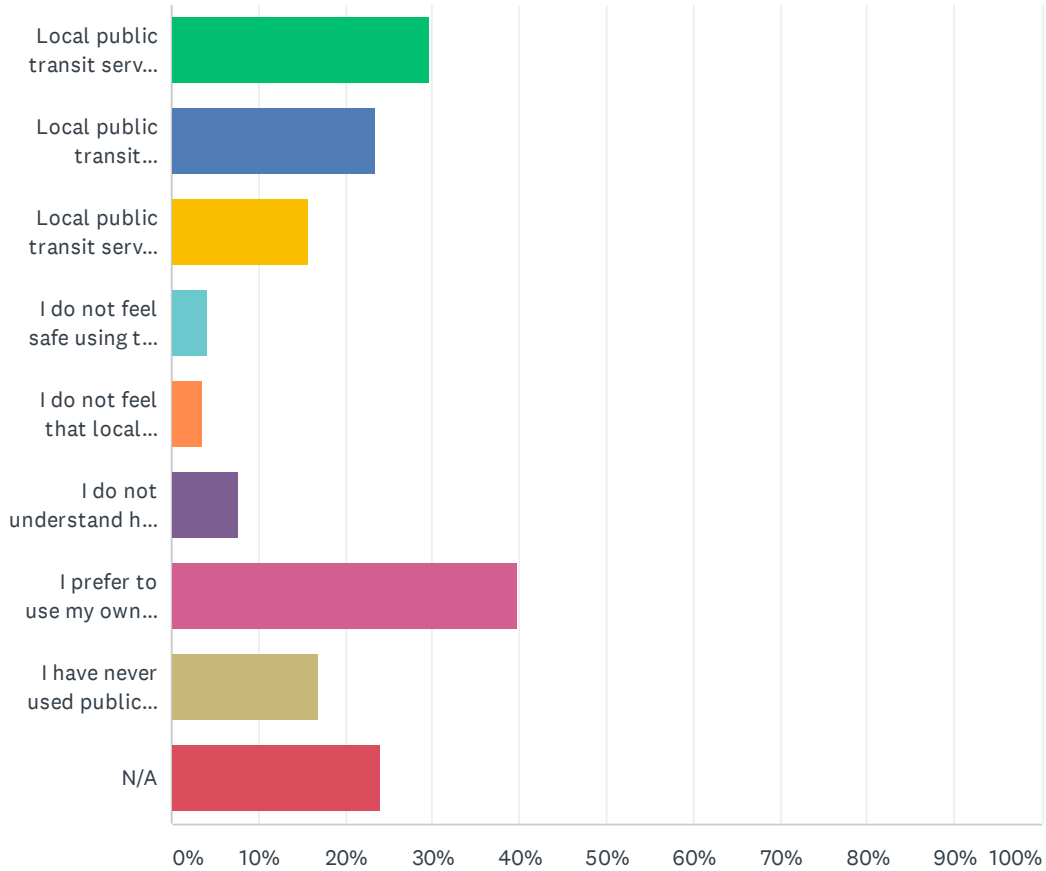
Answered: 141 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	63.12% 89
No	36.88% 52
TOTAL	141

Q15 What are the reasons you have used public transit/bus services in other areas, but not in Jonesboro/Craighead County? (Check all that apply)

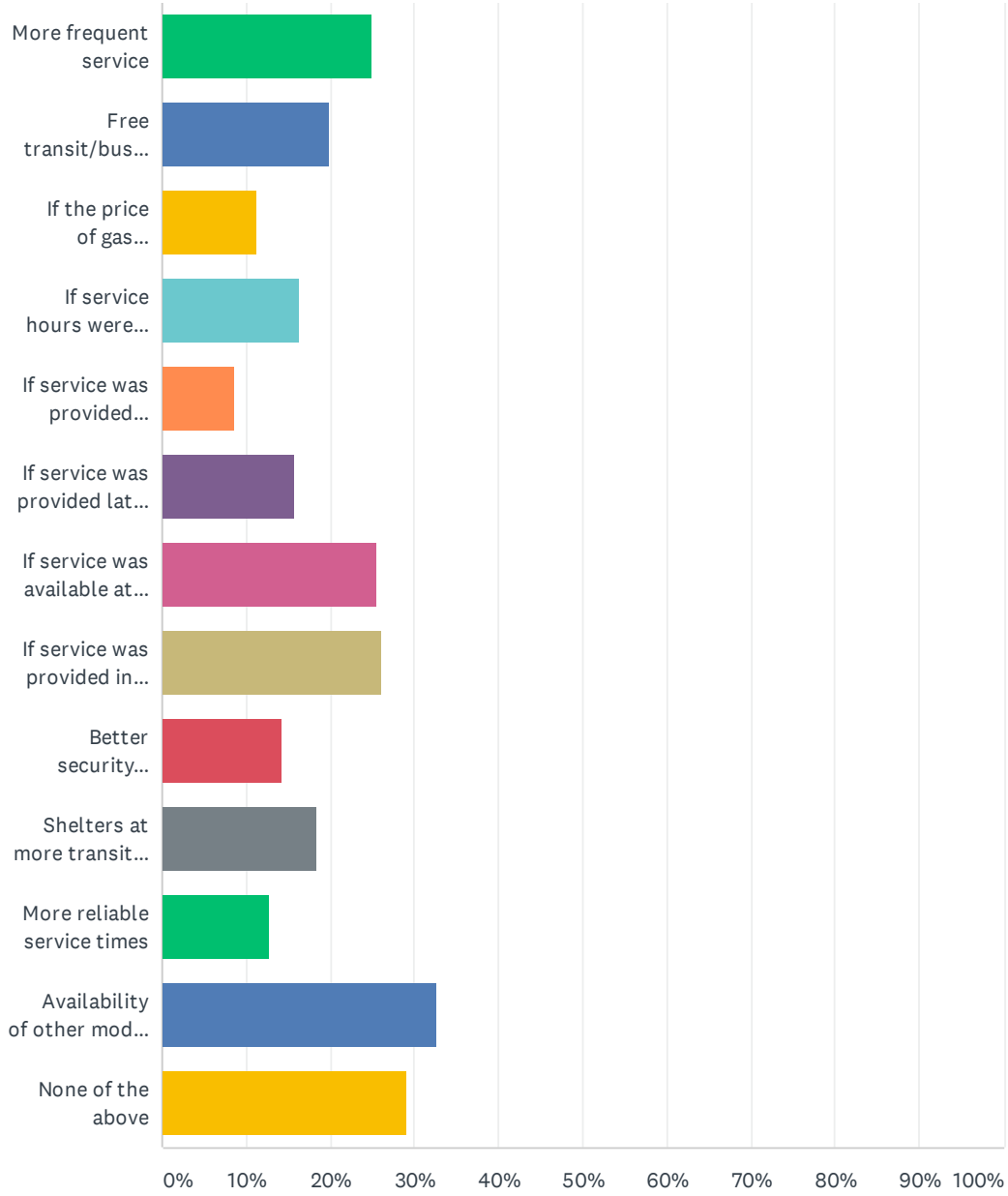
Answered: 141 Skipped: 0



ANSWER CHOICES	RESPONSES	
Local public transit service is not convenient	29.79%	42
Local public transit services is not available where I live or to the places I would want/need to go	23.40%	33
Local public transit service is not available at the times I would want or need to use it	15.60%	22
I do not feel safe using the local public transit service	4.26%	6
I do not feel that local public transit service is reliable	3.55%	5
I do not understand how to use the local public transit service	7.80%	11
I prefer to use my own personal vehicle when traveling locally	39.72%	56
I have never used public transit services in any area	17.02%	24
N/A	24.11%	34
Total Respondents: 141		

Q16 Which of the following would encourage you to use or make greater use of the existing public transit/bus service in Jonesboro/Craighead County? (Check all that apply)

Answered: 141 Skipped: 0



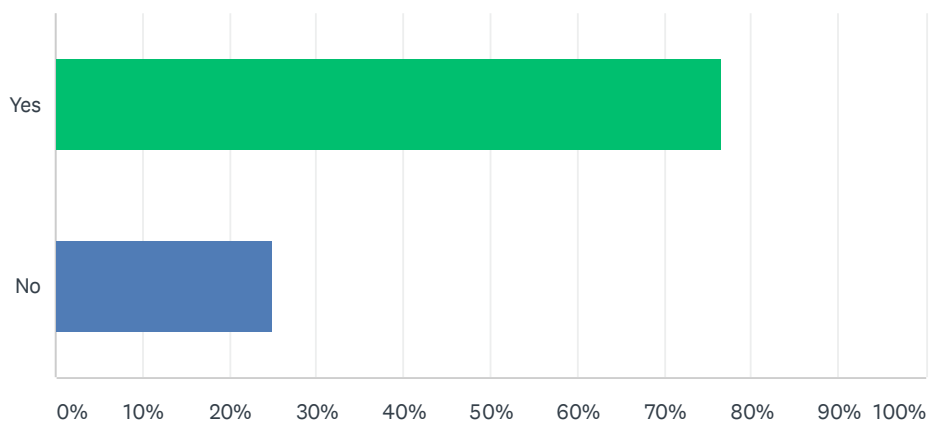
ANSWER CHOICES	RESPONSES	
More frequent service	24.82%	35
Free transit/bus service	19.86%	28
If the price of gas increased significantly	11.35%	16
If service hours were extended to nearby communities	16.31%	23
If service was provided earlier in the day	8.51%	12
If service was provided later in the day	15.60%	22
If service was available at all times on weekends	25.53%	36
If service was provided in other parts of town	26.24%	37
Better security (shelters, lighting, signage, route information, etc) at transit stops and on buses	14.18%	20
Shelters at more transit stops	18.44%	26
More reliable service times	12.77%	18
Availability of other modes of public transit (e.g. trolley, light rail, etc)	32.62%	46
None of the above	29.08%	41
Total Respondents: 141		

Q17 Please indicate what you believe is the main issue/challenge regarding the overall road/transportation system in Craighead County.

Answered: 141 Skipped: 0

Q18 Would you be willing to pay a little more in taxes to help fund/address what you believe to be the main issue/challenge regarding the overall road/ transportation system in Craighead County?

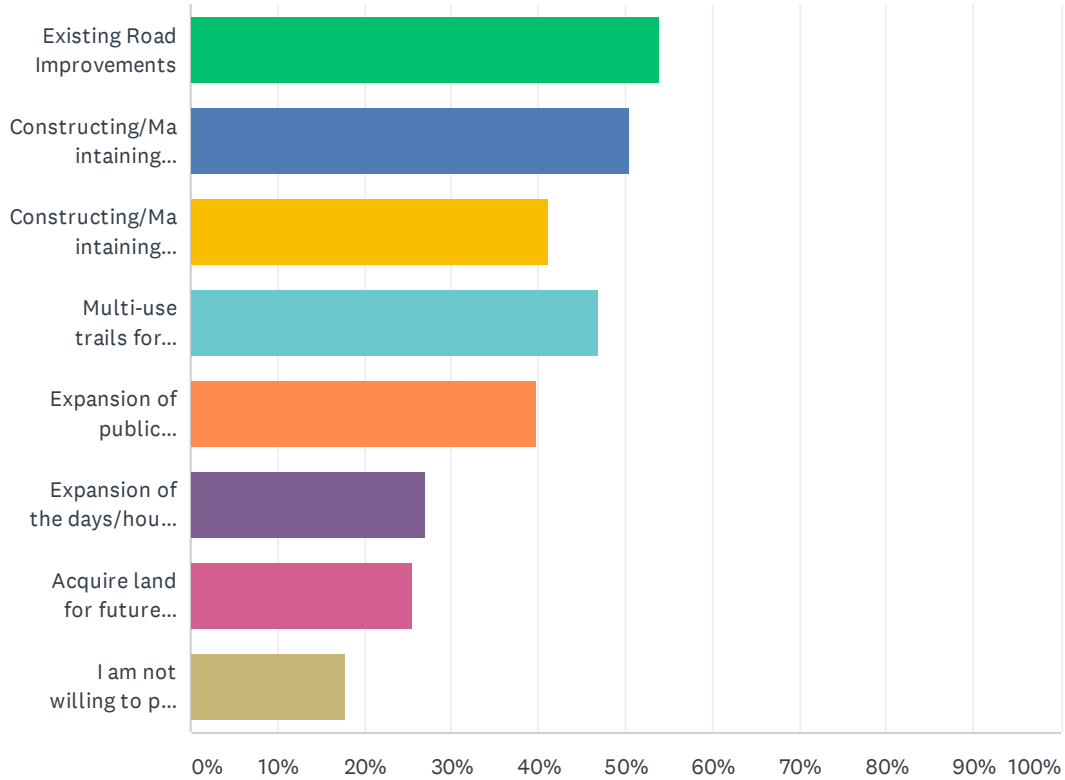
Answered: 141 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	76.60%	108
No	24.82%	35
Total Respondents: 141		

Q19 Would you be willing to pay a little more in taxes to fund any of the following items for the region? (Check all that apply)

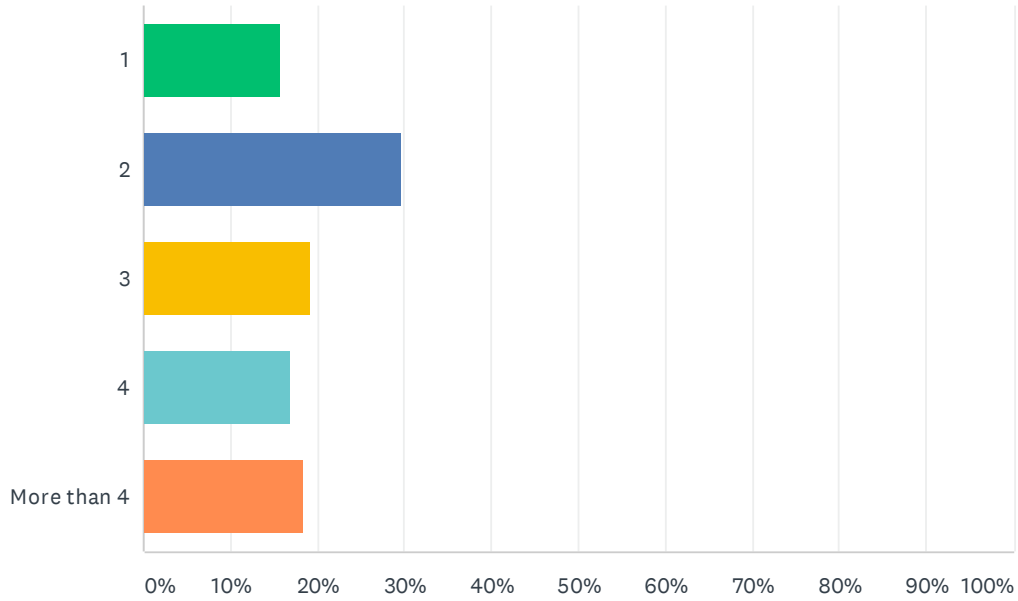
Answered: 141 Skipped: 0



ANSWER CHOICES	RESPONSES	
Existing Road Improvements	53.90%	76
Constructing/Maintaining Sidewalks	50.35%	71
Constructing/Maintaining Bikeways	41.13%	58
Multi-use trails for pedestrians and cyclists	46.81%	66
Expansion of public transit/bus service routes to include more places both in town and outside of the city	39.72%	56
Expansion of the days/hours of operation for public transit/bus service	26.95%	38
Acquire land for future roads	25.53%	36
I am not willing to pay more taxes to fund any of the above	17.73%	25
Total Respondents: 141		

Q20 How many persons (including yourself) does your household consist of?

Answered: 141 Skipped: 0

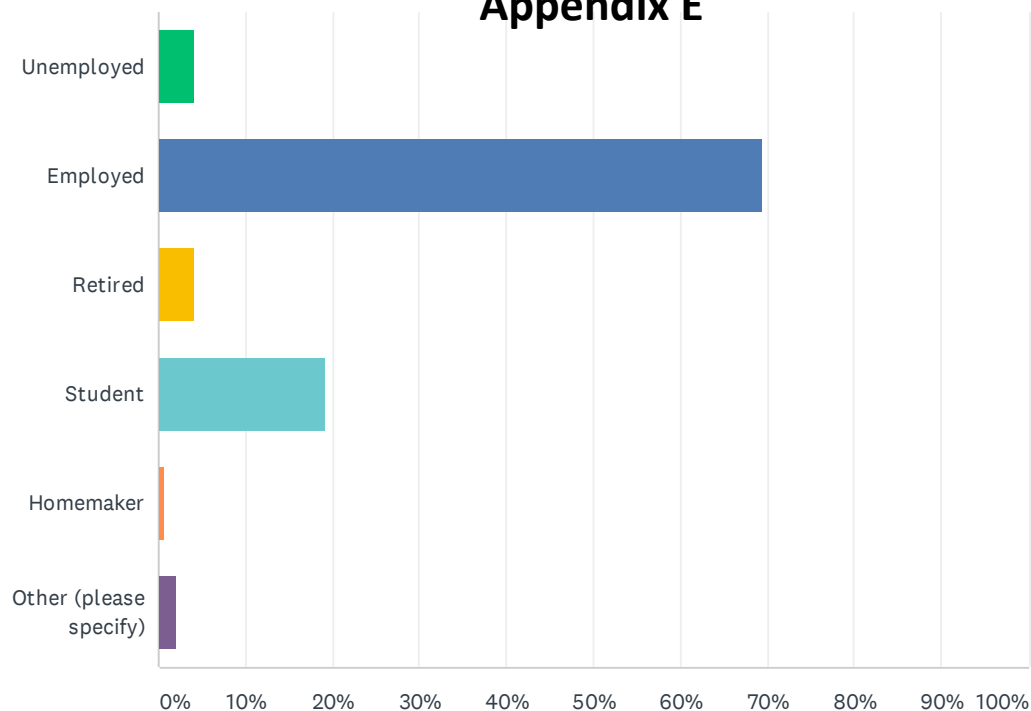


ANSWER CHOICES	RESPONSES	
1	15.60%	22
2	29.79%	42
3	19.15%	27
4	17.02%	24
More than 4	18.44%	26
TOTAL		141

Q21 What is your employment status?

Answered: 141 Skipped: 0

Appendix E

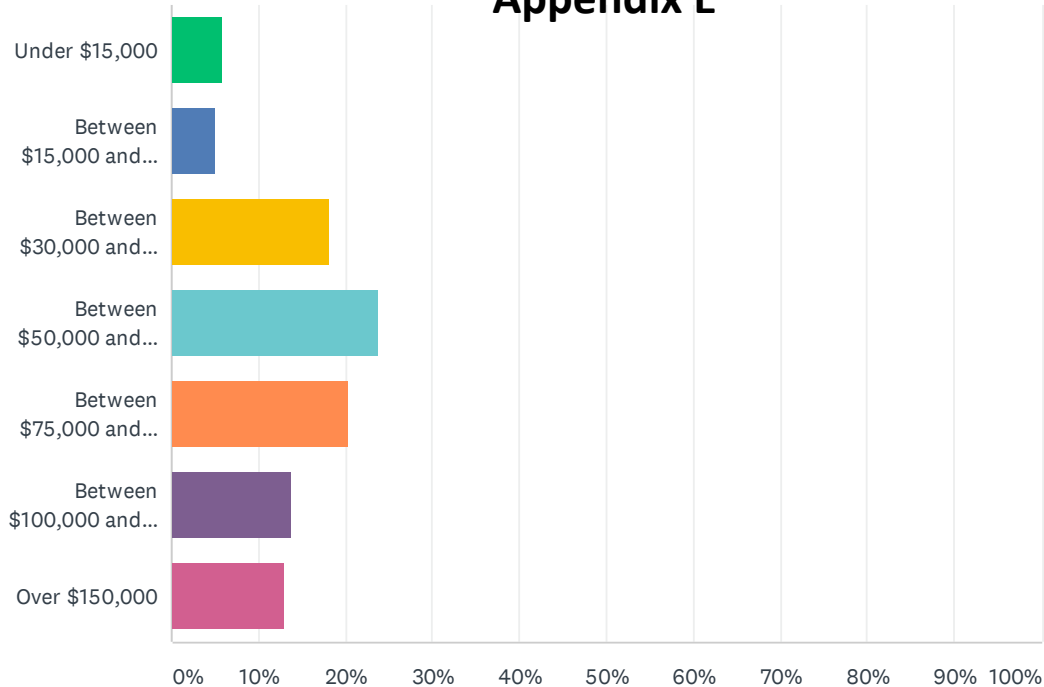


ANSWER CHOICES	RESPONSES
Unemployed	4.26% 6
Employed	69.50% 98
Retired	4.26% 6
Student	19.15% 27
Homemaker	0.71% 1
Other (please specify)	2.13% 3
TOTAL	141

Q22 Which of the following best describes your annual household income?

Answered: 138 Skipped: 3

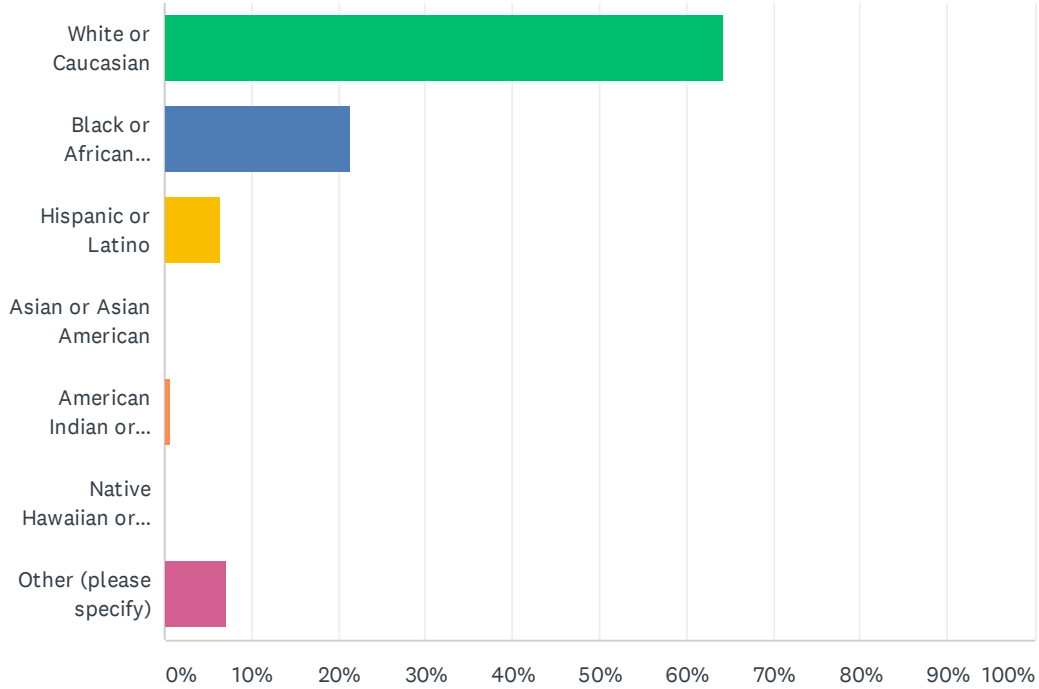
Appendix E



ANSWER CHOICES	RESPONSES	
Under \$15,000	5.80%	8
Between \$15,000 and \$29,999	5.07%	7
Between \$30,000 and \$49,999	18.12%	25
Between \$50,000 and \$74,999	23.91%	33
Between \$75,000 and \$99,999	20.29%	28
Between \$100,000 and \$150,000	13.77%	19
Over \$150,000	13.04%	18
TOTAL		138

Q23 Which of the following best describes your race?

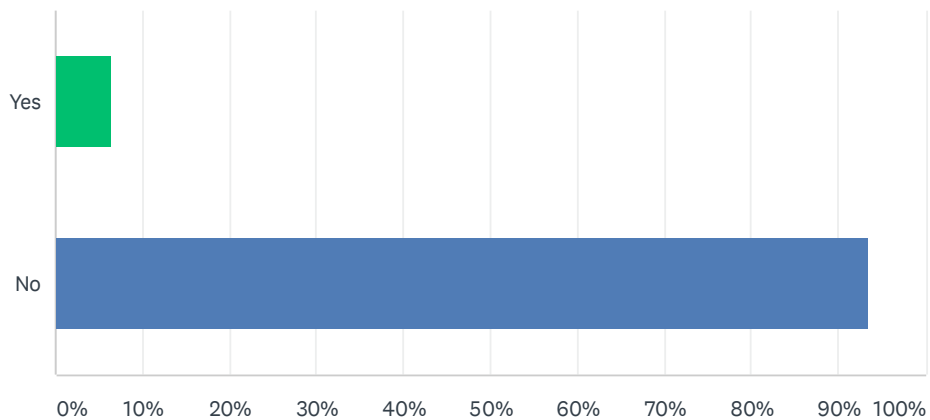
Answered: 140 Skipped: 1



ANSWER CHOICES	RESPONSES	
White or Caucasian	64.29%	90
Black or African American	21.43%	30
Hispanic or Latino	6.43%	9
Asian or Asian American	0.00%	0
American Indian or Alaska Native	0.71%	1
Native Hawaiian or other Pacific Islander	0.00%	0
Other (please specify)	7.14%	10
TOTAL		140

Q24 Are you of Hispanic, Latino or Spanish decent?

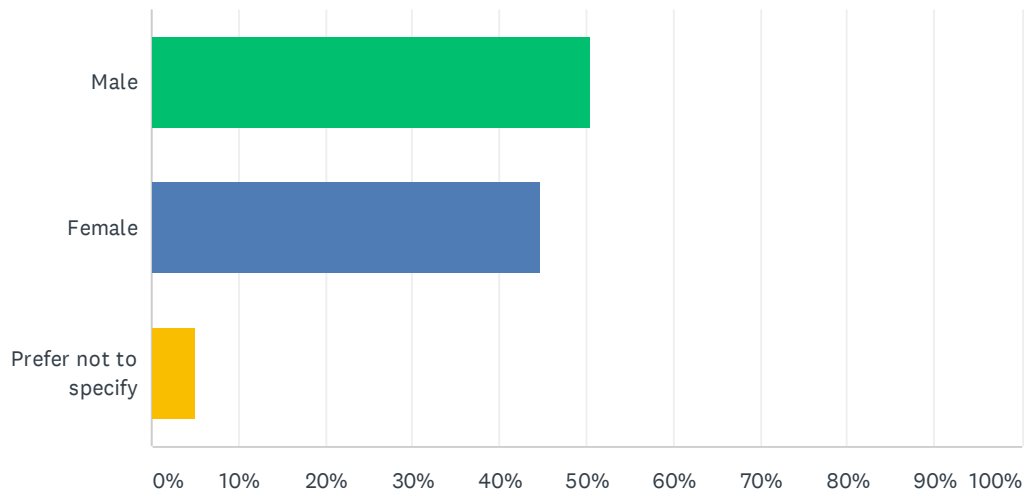
Answered: 140 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes	6.43% 9
No	93.57% 131
TOTAL	140

Q25 What is your gender?

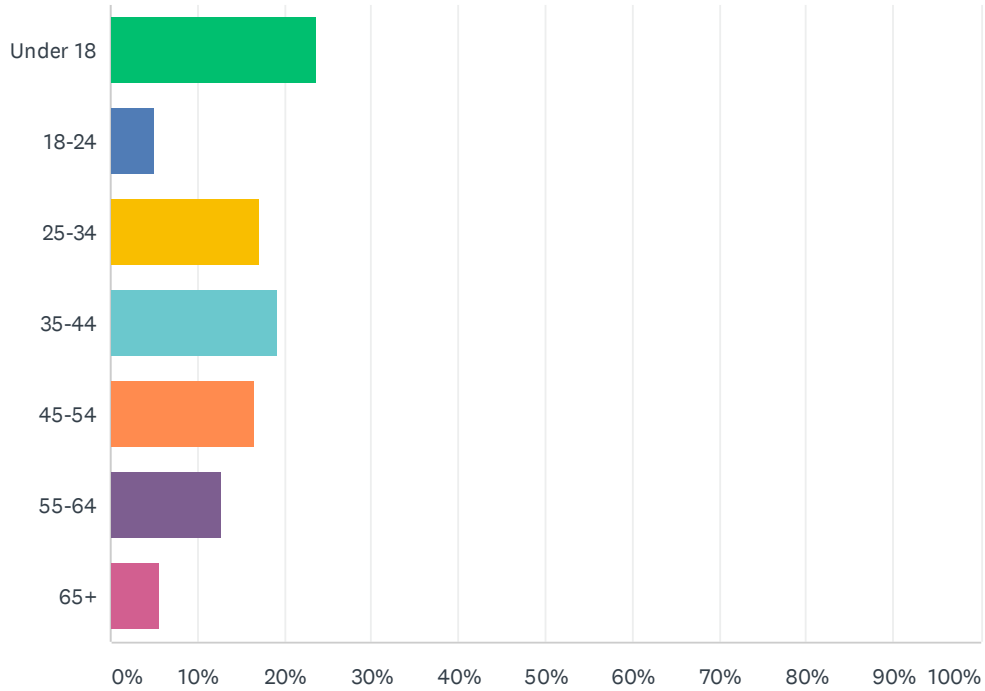
Answered: 141 Skipped: 0



ANSWER CHOICES	RESPONSES
Male	50.35% 71
Female	44.68% 63
Prefer not to specify	4.96% 7
TOTAL	141

Q26 Please indicate your age range.

Answered: 140 Skipped: 1



ANSWER CHOICES	RESPONSES	
Under 18	23.57%	33
18-24	5.00%	7
25-34	17.14%	24
35-44	19.29%	27
45-54	16.43%	23
55-64	12.86%	18
65+	5.71%	8
TOTAL		140



MTP Development: Community Input Summaries

Avenues for Public Input in MTP Development

- ✓ Group prioritization exercises
- ✓ Written concerns, suggestions & hopes for the community on the Propel 2045 comment board
- ✓ Completion of an online Community Values Survey

Priority Exercise Summaries

Participants in the community priority exercises were given three different colored stickers (Green, Yellow and Red) to represent a collective total of \$10 million in funding. The green sticker represented \$5 million, the yellow sticker represented \$3 million, and the red sticker represented \$2 million. Participants were then asked to select only three of the given four presented priorities in which to designate their funding for implementation¹:

- **Safety Improvement Projects** – Identify critical crash corridors within the area to develop/implement safety improvements to the existing infrastructure
- **Public Education** – Develop and promote learning tools, programs and aids to educate community members regarding existing traffic laws/policies as well as multimodal safety techniques and practices
- **Local Policy Development** – Create policies that promote and advocate for increased access and connections as well as preservation and maintenance of existing network
- **Connectivity Projects** – Identify potential areas of high activity to create new access points/routes to extend throughout the communities

¹ The presented community priorities were derived from repeated citizen concerns that were collected by N.A.R.T.P.C. staff from various public presentations and meetings conducted by the MPO over the past two years.

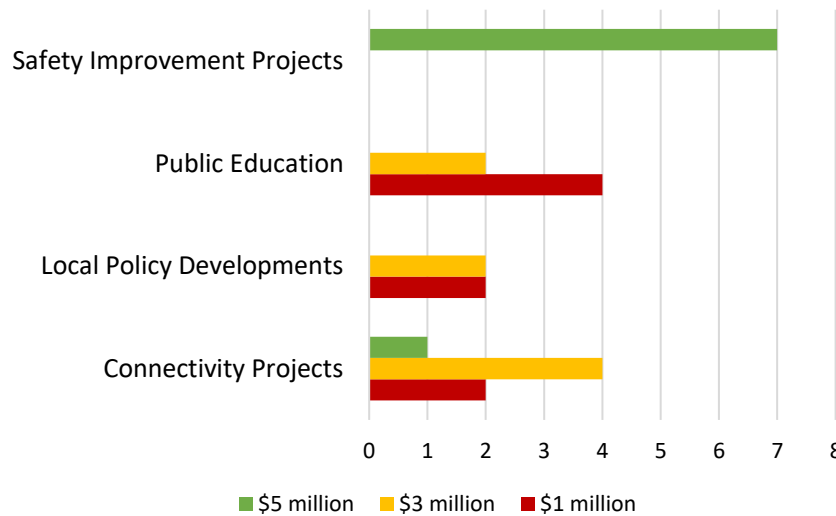
A-State MPO Program – Public Budgeting & Finance Class

Date of Meeting: 4/1/2019

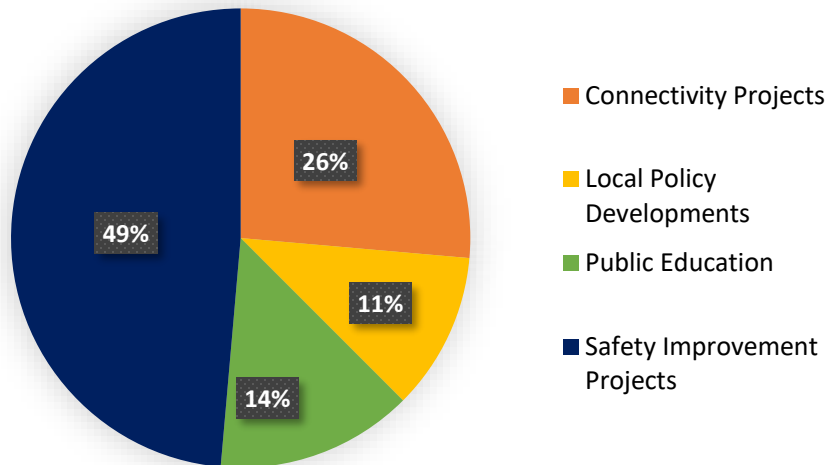
Green = \$5 million Yellow = \$3 million Red = \$1 million



Priority Breakdown by Funding Designation



Total Allocation per Community Priority



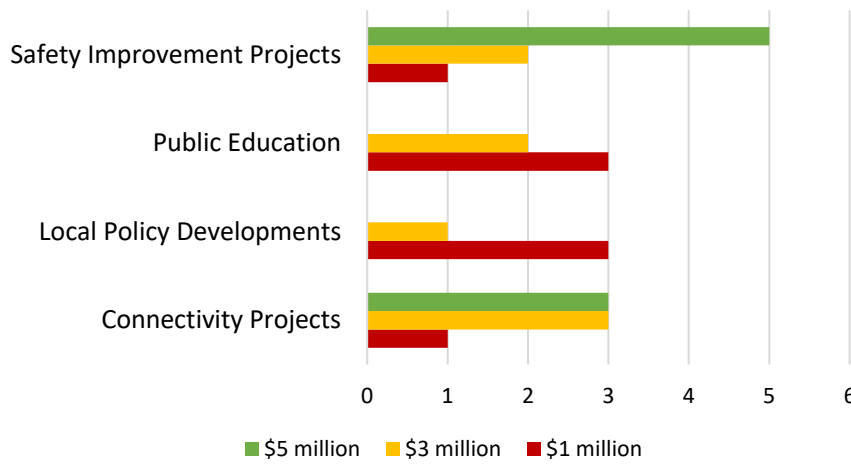
MPO Citizen Advisory Committee

Date of Meeting: 7/24/2019

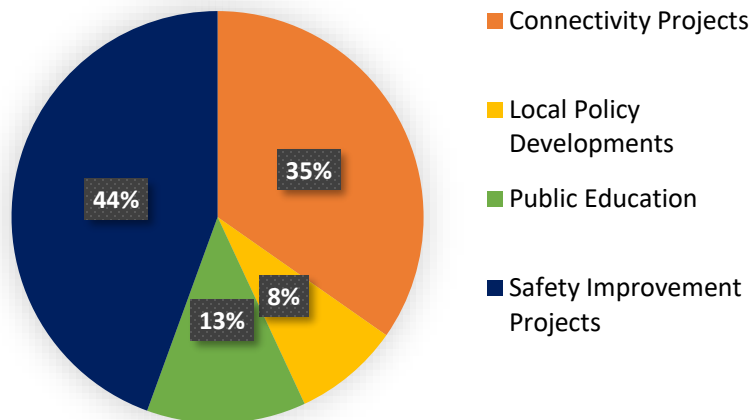
Green = \$5 million Yellow = \$3 million Red = \$1 million



Priority Breakdown by Funding Designation



Total Allocation per Community Priority



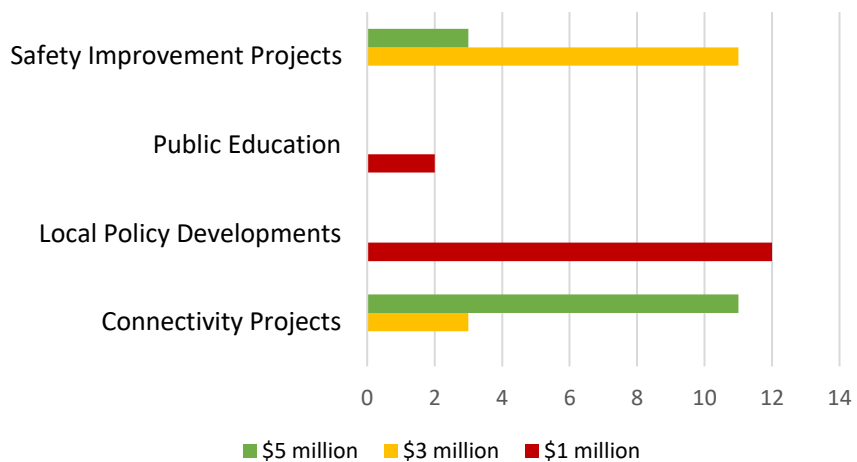
Jonesboro Transportation Committee

Date of Meeting: 9/9/2019

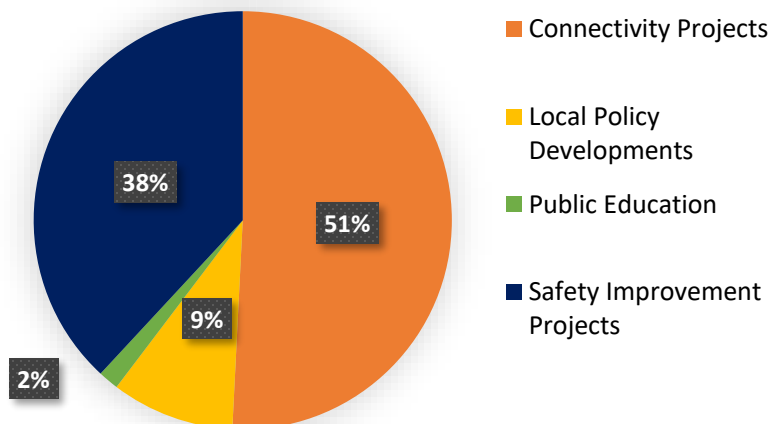
Green = \$5 million Yellow = \$3 million Red = \$1 million



Priority Breakdown by Funding Designation



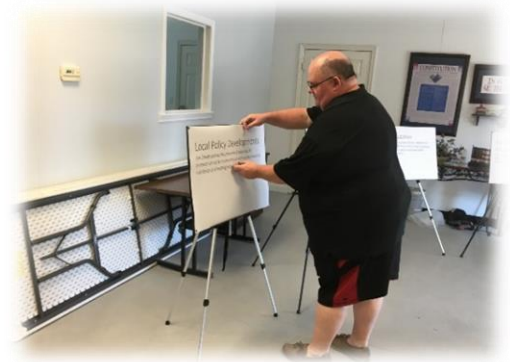
Total Allocation per Community Priority



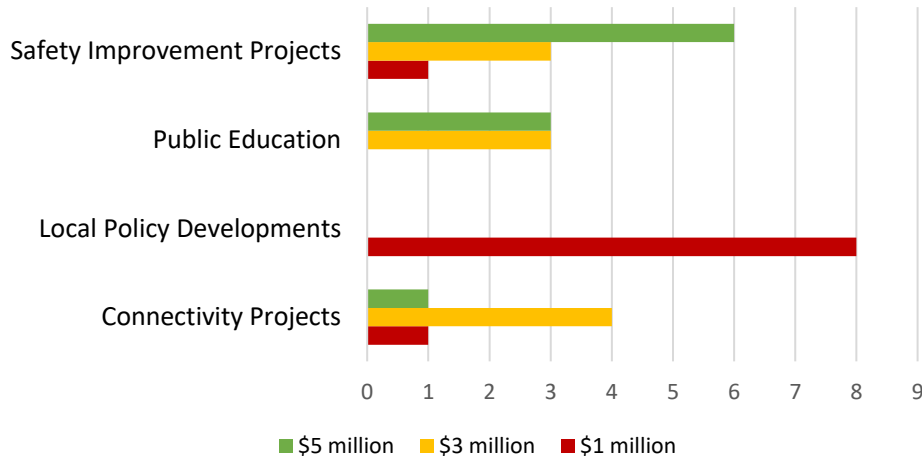
City of Brookland Public Meeting

Date of Meeting: 8/12/2019

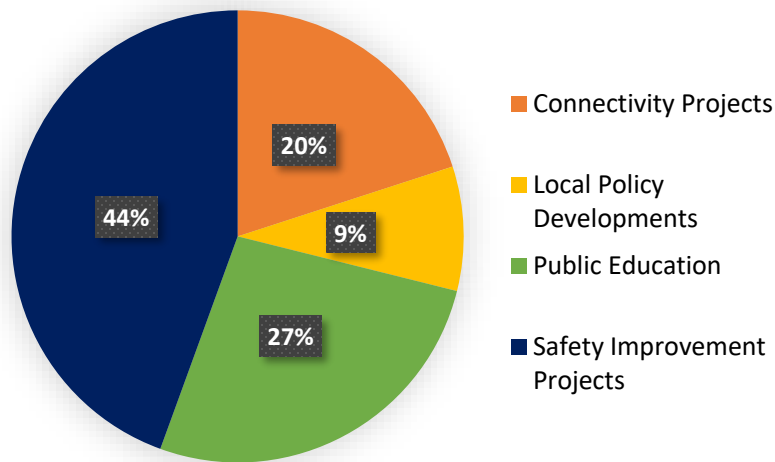
Green = \$5 million Yellow = \$3 million Red = \$1 million



Priority Breakdown by Funding Designation



Total Allocation per Community Priority



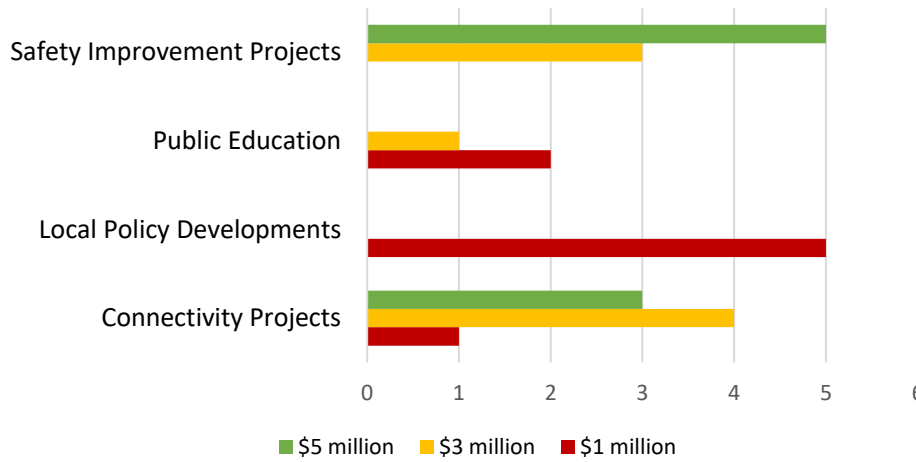
City of Bono Public Meeting

Date of Meeting: 8/20/2019

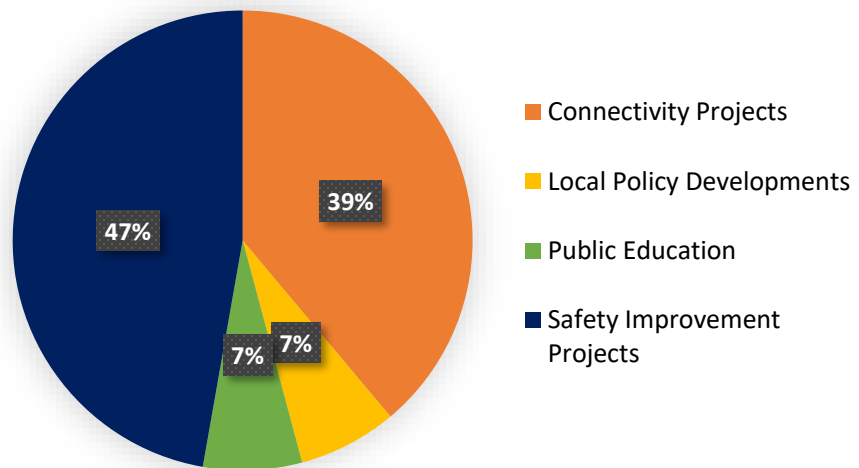
Green = \$5 million Yellow = \$3 million Red = \$1 million



Priority Breakdown by Funding Designation



Total Allocation per Community Priority



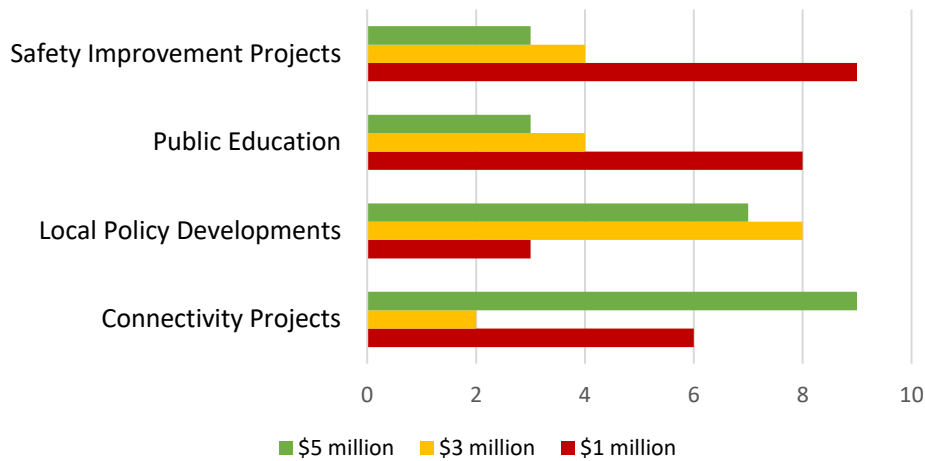
Arkansas State University Public Meeting

Date of Meeting: 9/5/2019

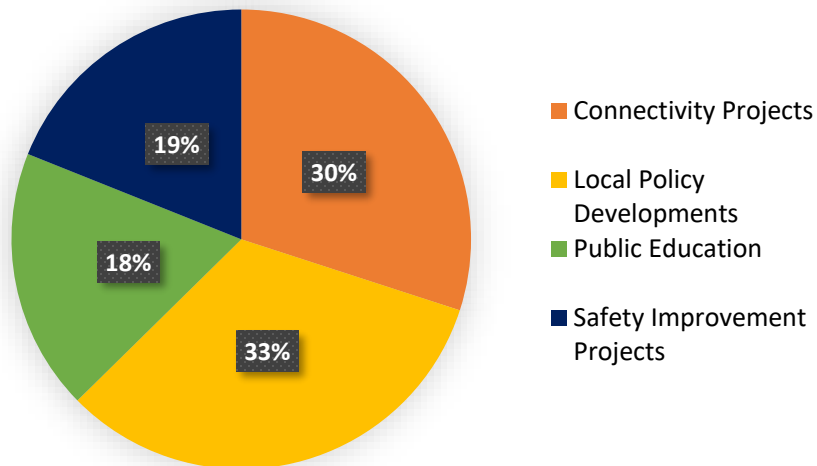
Green = \$5 million **Yellow** = \$3 million **Red** = \$1 million



Priority Breakdown by Funding Designation



Total Allocation per Community Priority



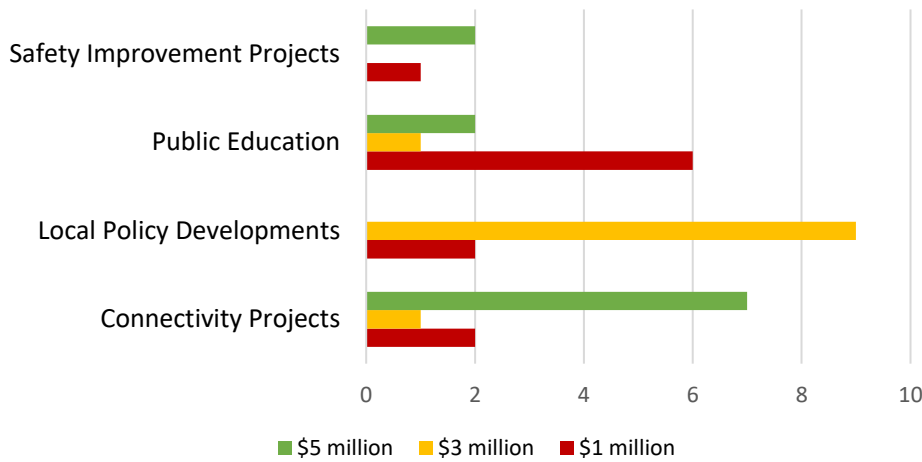
City of Bay Public Meeting

Date of Meeting: 9/9/2019

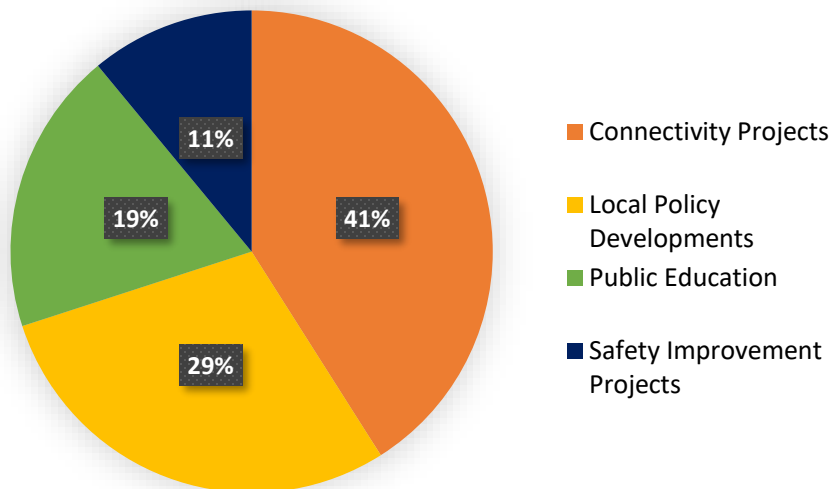
Green = \$5 million Yellow = \$3 million Red = \$1 million



Priority Breakdown by Funding Designation



Total Allocation per Community Priority



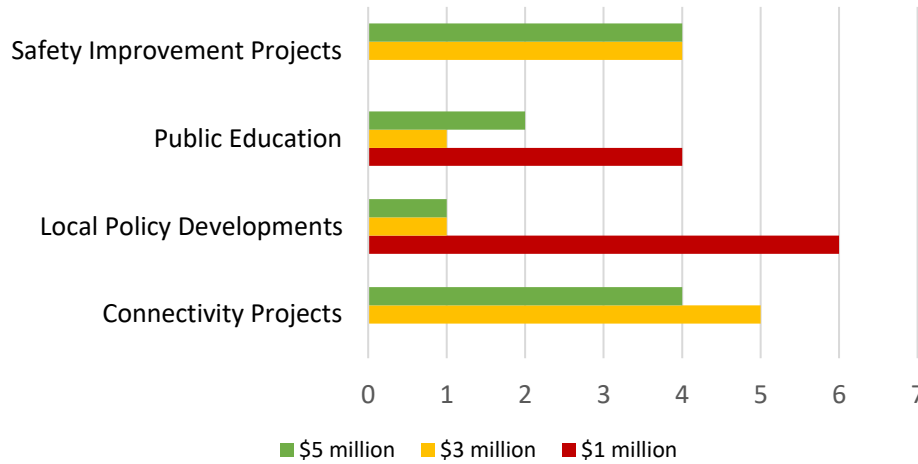
City of Jonesboro Public Meetings

Dates of Meetings: 9/16/2019 and 9/19/2019

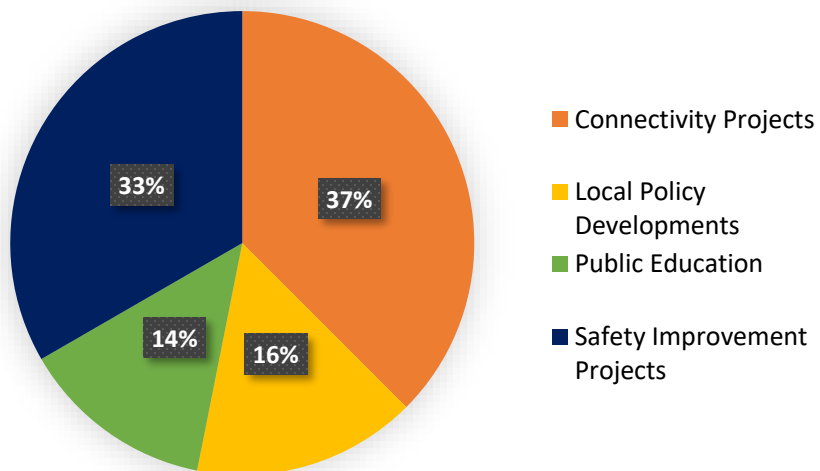
Green = \$5 million Yellow = \$3 million Red = \$1 million



Priority Breakdown by Funding Designation



Total Allocation per Community Priority



Propel 2045 Board Comments

Participants were asked to write on a dry erase board what he or she personally believed would help move the region forward in progress within the next 25 years. Level of participation varied for each public meeting. Participants provided comments either as individuals or as a collective group/class.

MPO Citizen Advisory Committee Meeting Comments

Date of Meeting: 7/24/2019

Create accessibility of costs and connectivity for low income households

Improve & revitalize low income housing areas and communities

Becoming more attractive to millennials

Complete 90% of proposed city projects

Create programs to attract and retain young talent

Neighborhood access to friendly local commerce & services

Neighborhood amenities

Landscaping

Neighborhood groups

Very good & well-managed secondary education

Clean & well-maintained streets, highways, and public places

Provide more community resources for areas of poverty to help them become more sustainable

More funding to produce sidewalks in those areas

City of Brookland Meeting Comments

Date of Meeting: 8/12/2019

Would like to see new businesses come into the area

City of Bono Meeting Comments

Date of Meeting: 8/21/2019

I would like to see some type of transportation for people in Bono to connect to Jonesboro. We have a lot of people who don't have cars, especially senior citizens.

Would love to see some form of public transportation within the city to be able to access dollar store, bank, pharmacy, etc. Also to connect to Jonesboro transportation.

Arkansas State University Comments

Date of Meeting: 9/5/2019

More heritage tourism projects that represent more diversity of our region.

Expedite the connection between A-State's campus and downtown with shops, restaurants, recreational, parks, etc.

Affordable housing options (USDA, HUD, ADFA)

Move pass the "Good Ole Boy" system

Cater more to college students in order to keep people in Jonesboro after graduation

Create more public events to come together as a whole

Sustainable housing for low-income

More sidewalks

Solar panels to power city lights

Fill drainage ditches on side of roads

Online bus route system (times, stops, etc.)

Free bus rides for students

City of Jonesboro Meeting Comments

Date of Meeting: 9/16/2019

Parks & recreation, event center, aquatic center

City of Jonesboro Meeting Comments

Date of Meeting 9/19/2019

Complete streets policy!

Nettleton High School EAST Comments

Date of Meeting 10/9/2019

Updated sidewalks

Train overpasses

Updated mall amenities

Teen recreation

Drive-in movie theatre/50's diner

Study center for teens

More funding for animal welfare

Bike trails

Beale St. like aesthetics for downtown

MUSIC FESTIVALS!

More back to school activities (all schools)

Increase music range opportunities

More wooded areas to hammock/ENO

Clothes exchange event

Road patrol for kids during school hours/lights/complete sidewalks

Increase safety around community centers (move to more central locations)

Add more recreation on Hilltop

Promote local businesses more

Add to nature center

More local coffee shops

Children's museum (ex. JA Biz town)

Bring back MakerSpace/STEM opportunities

Getting students involved in local government

(No technology) Citywide Day of Play

No stress activities

Friendly activities

Mental health classes

Day in the life of a college student (blended)

Douglas MacArthur Junior High School Comments

Date of Meeting 10/16/2019

Train Tracks: I believe that the tracks stop traffic a lot in Jonesboro

Jonesboro roads need running lanes

Jonesboro needs more things for teenagers to do

Jonesboro needs more bus stops for those who live in remote areas.

Also Jonesboro needs more street art and murals downtown.

Valley View Junior High School Comments

Date of Meeting: 12/6/2019

Job shadow opportunities

Place for food truck

Local restaurants *not chains*

More job opportunities

Concert venue

Youth dance venue

Downtown Park

Youth hangout spots

Public event space

Open mini golf course

Water park

Zoo

Expanded airport

Jonesboro High School Comments

Date of Meeting: 12/13/2019

Multi-Cultural Center

Famous Jonesboro Native Walk (Fville student bricks)

Upgrade Craighead Forest Park-Add a ropes course (Ferndale 4H Center in LR)

Ped walkways for bridges (Gee St.)

Safer exiting for parking lots (& entry)

Larger community center - tutoring/tech center/with security

Revamp downtown and bring more to do than just eat

Look at 5 way at College St

Amphitheater/music venue

Turn *abandoned* building into homeless center-partner with community center near center of town

Upgrade park facility/security

Increased lighting

Sidewalks-no sidewalks or sidewalks that lead to nowhere

Adding lights to crosswalk on Southwest Drive *in front of Jonesboro High School*

Better access and roads in North Jonesboro

Safer northside -gang affiliations

So many churches and banks

Historic district of Jonesboro

Bad organization

Losing revenue through being a dry county

Sidewalks on Wilkins - kids from MacArthur

Mall:

Upgrades to entire facility

Reasonable rates for business owners

Update food court -places like BA, Shadrachs

Young adult friendly

Like PacSun

Lounge area for teens -video game tournament and big tvs

College kid friendly stores (frat-wear)

Dining restaurants

Safer atmosphere

Brookland High School Comments

Date of Meeting 1/17/20

Class 1

More yard space

Wider roads

More jobs

Landscaping

Local parks (trail systems, dog park)

Service access (internet)

Road signs

Road condition

Public pools

More entertainment for teens/young adults (community center)

Mall please

Gaming center

Class 2

Congestion relief

Speed management

Central public gathering place

Public hunting place

Waterpark!!!

Skating rink

More local restaurants

Dirt bike track

Adult arcade

Variety of job opportunities

Land opportunities

Variety of sporting goods stores/athletic centers

Race shop

Amusement park

Paintball/Airsoft

Fix the roads (county)

More provisions for pedestrians

Increase enforcement

Widen Highway 351

Class 3

Arcade

Better conditions for preview day at A-State

Variation of job opportunities

Amusement parks

Community center/public space

Local movie theater

Sporting complex

Ice skating rink

Ice cream shop

More options in Mall Food Court

Expansion sports team

Increase local retail shops

Speed management

More single family houses

County road conditions

Appendix G

Virtual Public Input Meeting Summation

Propel 2045

2045 Metropolitan Transportation Plan (MTP)

Public Comment Period: December 7, 2020 to January 5, 2021

Due to the classification of Craighead County as a “red zone” for COVID-19/coronavirus cases by the White House Coronavirus Task Force, no in-person meetings were held during the specified public comment period. In order to satisfy the requirements outlined in the MPO Public Participation Plan while helping mitigate the spread of COVID-19 in Northeast Arkansas, a virtual public meeting was held to present the draft of the 2045 Metropolitan Transportation Plan (MTP). A public website was created to host the meeting at <https://propel2045.wordpress.com/>. The website allowed for citizens to access and submit comments on the plan electronically.

The virtual public meeting website was organized in the following way:

- **Home Page**
 - Outlined the function of the N.A.R.T.P.C. and the purpose of the MTP
- **2045 MTP and Appendix**
 - Provided a link to review both the draft MTP and the corresponding appendices
- **Leave a Comment**
 - Provided an comment section and contact information for N.A.R.T.P.C. staff

Staff efforts for promotion and community inclusion of the virtual public input meeting include the following:

- Newspaper advertisements placed in the Jonesboro Sun on December 6, 2020 and December 27, 2020;
- Development and distribution of promotional materials through various channels such as social media, LinkedIn, email chains, and the Jonesboro Regional Chamber of Commerce mail chain;
- Publishing of a press release by the City of Jonesboro’s Media & Communication Department; and
- Mailing of paper copies of the draft 2045 MTP to the City Halls of Bay, Bono, and Brookland as well as the Jonesboro Public Library.

Appendix G

Public Notices & Promotional Materials

Jonesboro Sun:

Northeast Arkansas Regional Transportation Planning Commission (N.A.R.T.P.C.)

Public Review is Requested!

**The N.A.R.T.P.C. is seeking public comments on the draft of the
2045 Metropolitan Transportation Plan (MTP)!**

The 2045 MTP outlines projected long-term funding and proposed improvement projects (highway and transit) for the metropolitan planning area in Northeast Arkansas. We encourage your participation in reviewing the draft plan and sharing with us your thoughts on the identified transportation vision and needs of our community.

Due to concerns with the COVID-19/coronavirus in Northeast Arkansas, which has currently been designated as a "red zone" by the White House Coronavirus Taskforce, access restrictions have been applied to the visiting hours of key public entities during this time. These entities include the Public Library, the Craighead County Courthouse, and the local City Halls for Bay, Bono, Brookland, and Jonesboro, where physical copies of the draft plan have been sent. **Therefore, to help ensure public safety through mitigation of the spread of COVID-19, we encourage citizens to access and submit comments on the draft 2045 MTP online using the following electronic link:**
<https://propel2045.wordpress.com/>.

The public has from December 7, 2020 to January 5, 2021 (30 days) to review and submit comments on the draft MTP before the document is recommended to the MPO Transportation Policy Committee for adoption. Written comments on the draft plan can also be submitted to Cecelie Cochran at the Northeast Arkansas Regional Transportation Planning Commission, 300 South Church Street, P.O. Box 1845, Jonesboro, AR 72401, or via email at mpo@jonesboro.org. For additional information and/or accommodations, please call (870) 933-4623. This public notice and the time established for public review and comment satisfies FTA Program of Projects (POP) and public participation requirements.

Appendix G

Social Media Flyers:

Propel 2045 Metropolitan Transportation Plan for Northeast Arkansas

Virtual Public Meeting 



NORTHEAST ARKANSAS TRANSPORTATION PLANNING COMMISSION

December 7, 2020 to January 5, 2021

We are holding a **Virtual Public Involvement Meeting** to present the regional vision for long-term transportation investments for Northeast Arkansas!




Have Thoughts On The Proposed Improvements? Leave us a comment on the site!

For additional information or accommodations, please contact:

Cecelie Cochran
MPO Director
NEA Regional Transportation Planning Commission
300 South Church Street
P.O. Box 1845
Jonesboro, AR 72401


OR email mpo@jonesboro.org. For additional information and/or accommodations, please call (870) 933-4623.

Virtual Public Meeting

for Long-Term Transportation Improvement Plan for Northeast Arkansas!

December 7, 2020 to January 5, 2021



Copy the link to review & submit comments on the long-term vision for the region!

Draft Propel 2045 Website:
<https://propel2045.wordpress.com/>

For additional concerns, email mpo@jonesboro.org or call 870-933-4623.



Virtual Public Meeting

Propel 2045

Review Draft Plan!
2045 Metropolitan Transportation Plan

Share With Friends!
Send the link via social media and email!





Visit Website!
<https://propel2045.wordpress.com/>

Leave A Comment!
Tell us your thoughts on the proposed improvements!

For additional information, email mpo@jonesboro.org or call 870-933-4623.

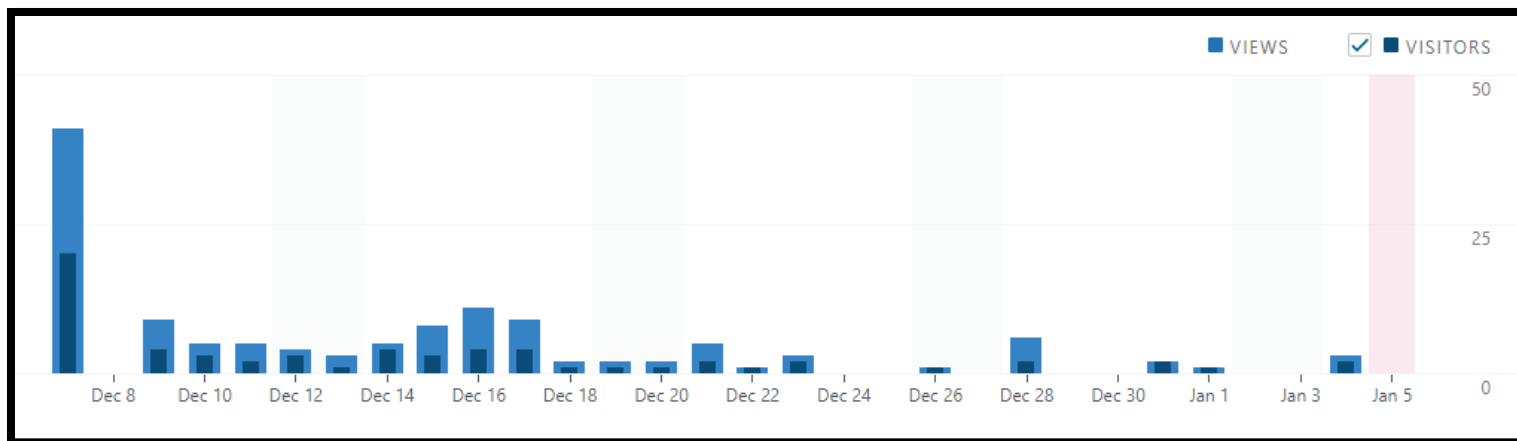
Animated Video Link:

<https://fb.watch/2QBI29ff06/>

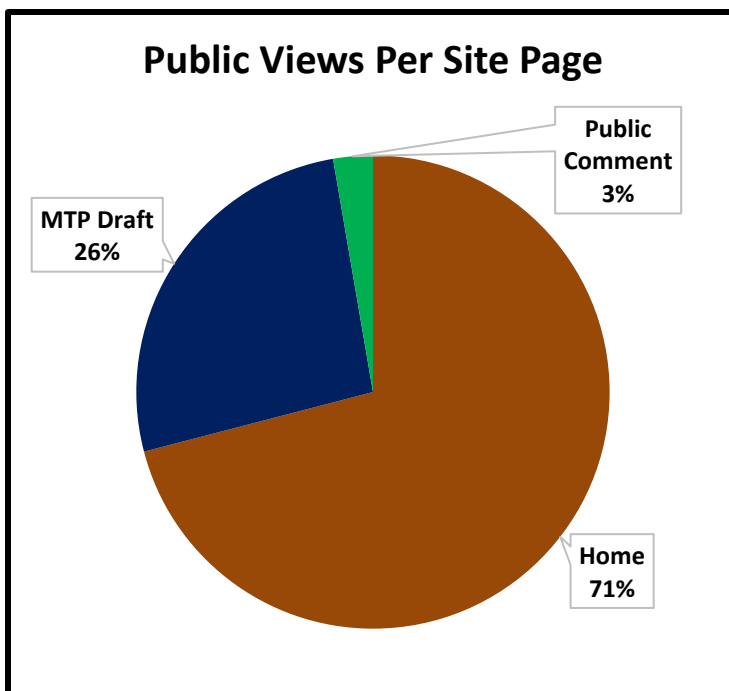
Appendix G

Virtual Public Meeting Analytics

Site Visitors & Views by Date:



MEETING OVERVIEW	
SITE VISITORS	53
TOTAL VIEWS	143



VIEWS BY SITE PAGES	
# ACCESSED HOMEPAGE	105
# REVIEWED FULL MTP DRAFT	39
# ACCESSED PUBLIC COMMENT SECTION	4

Appendix G

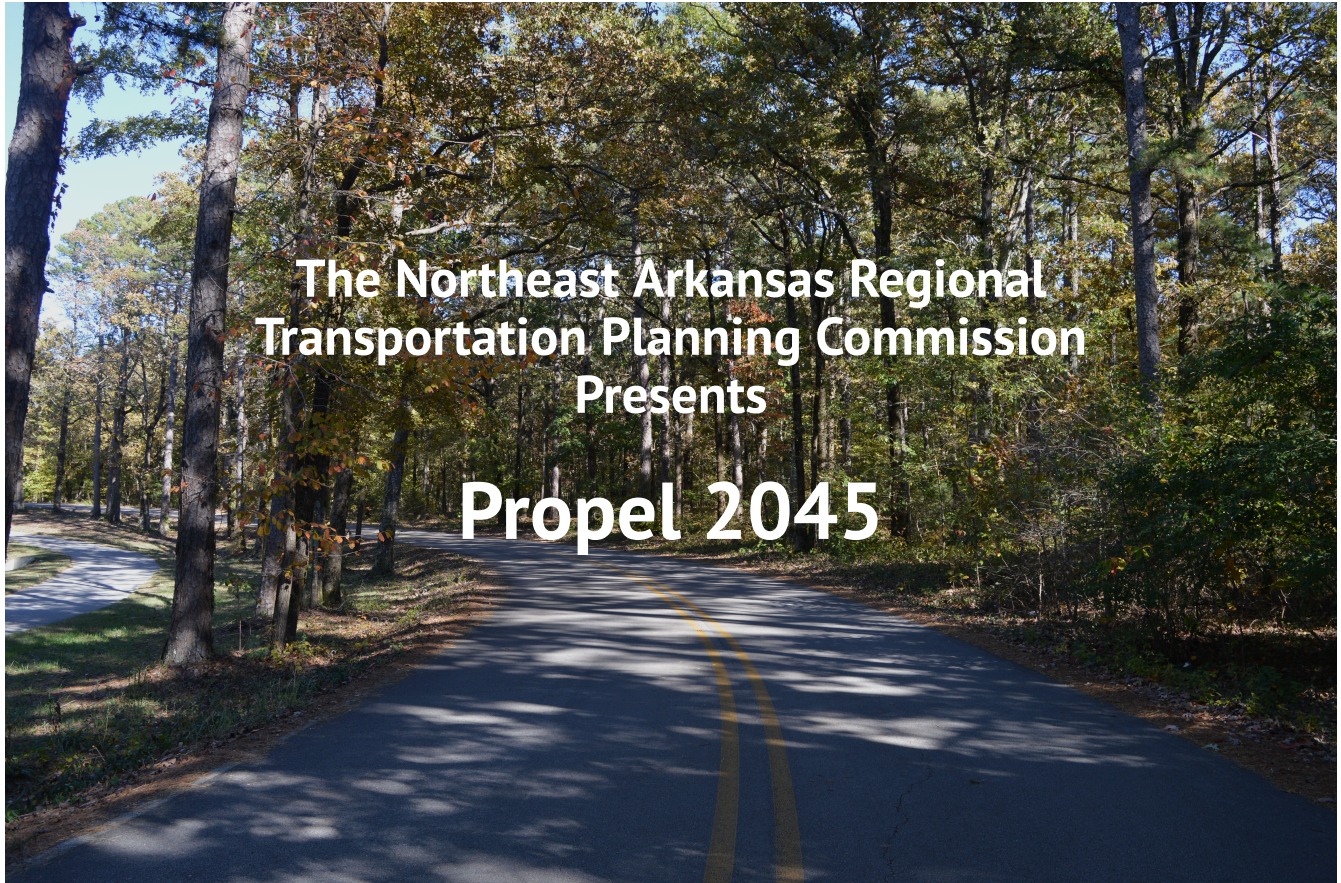
Submitted Public Comments

Despite best efforts to solicit written feedback, only one public comment was received throughout the public comment period for the draft 2045 MTP. The comment is listed below. ***Screenshots of the virtual public website have been included on the following page.***

Email	Comment
robin@kuykendalladvocates.com	<p data-bbox="649 787 1417 850">Congratulations on the draft Propel 2045 report! It is clear and comprehensive, terrific illustrations for pertinent points.</p> <p data-bbox="649 892 1417 1165">I hope that "intermodal" transportation includes consideration of PEOPLE as well as truck and trains. Rail is an expensive investment, but pays off in so many ways. We have city rail for industrial materials, but no city rail to get workers to work! I notice that Jonesboro's investment in CWL led to a real boom in commerce. That investment has paid for itself, and continues to pay the citizens who live in Jonesboro, probably millions of times over.</p> <p data-bbox="649 1207 1417 1341">The report begins the conversation, but we need to ramp up the intensity of demands to take the needs of foot and bicycle traffic as seriously as rubber-tired vehicles. Favor shade, and people will walk. THANKS!!!</p>

Appendix G

2045 Metropolitan Transportation Plan



What is the Metropolitan Transportation Plan (MTP)?

The MTP, which has been titled **Propel 2045**, is the long-term transportation plan for the Jonesboro metropolitan planning area. Propel 2045 identifies local transportation needs while outlining projected funding sources for the region over the next 25 years. This plan is developed every 5 years and updated as needed.

About the MPO

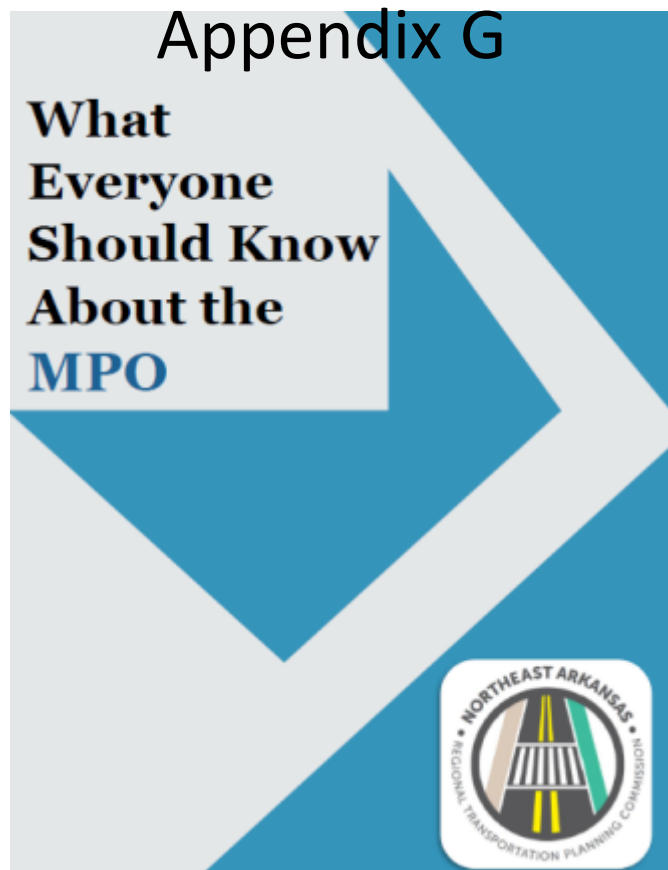
Appendix G



We are the Northeast Arkansas Regional Transportation Planning Commission

The Northeast Arkansas Regional Transportation Planning Commission, or N.A.R.T.P.C., is the Metropolitan Planning Organization (MPO) for Northeast Arkansas. We are the official planning body responsible for the development of a safe, efficient, and affordable multimodal transportation system for the region.

If you would like to learn more about the MPO, please click the document cover below!



[Edit](#)

[2045 Metropolitan Transportation Plan, Create a free website or blog at WordPress.com.](#)

Appendix G

2045 Metropolitan Transportation Plan

MTP Draft

Public comments on the draft 2045 MTP will be collected from December 7, 2020 to January 5, 2021 (30-days) in accordance with the MPO Public Participation Plan. Proposed highway and transit projects/projections have been included in the draft plan. This public notice and the time established for public review and comment satisfies FTA Program of Projects (POP) and public participation requirements.

Click the picture below to access a draft of Propel 2045!



Appendix G

Click the button below to access a draft of Propel 2045's associated appendices!

[Propel 2045 Draft Appendices](#)

Thank you for your time! Please feel free to leave us a public comment before you go!

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[2045 Metropolitan Transportation Plan, Blog at WordPress.com.](#)

Appendix G

2045 Metropolitan Transportation Plan

Public Comment

We would love to have your feedback on any and all aspects of the draft 2045 MTP! While all public comments will be incorporated into the finalized plan, no personal information is required.

Get in Touch

300 South Church Street
Jonesboro, Arkansas 72401
USA

MPO@jonesboro.org

[\(870\)933-4623](tel:(870)933-4623)

jonesboro.org/191/Metropolitan-Planning-Organization



Leave Us a Comment

Email (Optional)

Message

Appendix G

Leave Comment

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Appendix H

JONESBORO UNLIMITED (/) » DATA CENTER » MAJOR EMPLOYERS & EXISTING INDUSTRIES

MAJOR EMPLOYERS

Major Service Employers with 200 or More Employees

Company	Services	Total Employment Level
St. Bernards Healthcare	Healthcare	3,077
Arkansas State University	Education	2,090
NEA Baptist Health System	Healthcare	2,009
Wal-Mart Super Centers (4)	Retail	985
Jonesboro Public Schools**	Education	756
City of Jonesboro	Government	580
Nettleton Public Schools	Education	553
Mid-South Health Systems	Healthcare	514
Jonesboro Human Development Center	Healthcare	343
Valley View Public Schools**	Education	319
Ritter Communications	Telecommunication	303
Craighead County	Government	300
Westside Consolidated Schools**	Education	285
Focus, Inc.	Education Services	273
Brookland Public Schools**	Education	259

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Trumann Public Schools**	Education	247
Harrisburg Public Schools**	Education	245
Healthsouth Rehabilitation Hospital	Healthcare	225
Centennial Bank	Finance	222

Source: Major Employers Guide, Jonesboro Regional Chamber of Commerce, 2018

**Public school numbers reflect contracted and certified employees

Major Manufacturing Announcements

Year	Company	Services	Total Employment Level
2001	Nestlé Prepared Foods Company	Frozen Entrees	785
2006	Unilever (formerly Alberto Culver)	Personal Hair Care Products	460
2008	Nice-Pak Products, Inc.	Pre-Moistened Wipes	300
2014	Anchor Packaging	Plastic Containers	130
2014	TeleTech Holdings, Inc.	Customer Care Center	400
2014	TrinityRail Maintenance Servies, Inc.	Rail Car Maintenance	193
2016	FMH Conveyor Systems	Conveyors	193
2017	Risever, Inc.	Steel Fabrication	130 (Announced)

Source: Jonesboro Regional Chamber of Commerce, 2018

Existing Production and/or Distribution Industries with 50 or More Employees

Company	Product	Total Employment Level
ABB Group	Electrical Fittings	316
Apex Tool Group	Utility Construction Site Tool Boxes and Fuel Tanks	209

Arkansas Glass

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Container Corporation	Glass Containers	225
Best Conveyors LLC	Fluid Loading/Unloading Conveyor Systems	55
Best Manufacturing	Laser Cutting, Production Metal Fabrication, Painting, Powder Coating	78
Butterball LLC	Chicken & Turkey Deli Breast Products	300
Camfil APC	Air Filtration Systems	272
Colson Caster Corporation	Casters	106
Colson Monette	Wheels	54
Crane Composites	Fiberglass Panels	128
CUSI	Utility Billing, Accounting and Asset Management Software for Utilities and Local Gov.	50
Ditta Door and Hardware, Inc.	Doors, Frames, Specialty Products	50
engines, inc.	Diesel Irrigation Power Units, Generator Sets, Re-Power, OEM, Marine Engines	78
Frito-Lay, Inc.	Salty Snacks	950
Great Dane Trailers	Dry Van Trailers	320
Hytrol Conveyor Company	Conveyors	1173
J.K. North America	Tanning Bed Distribution	54
Jonesboro Sun	Newspaper	70
Nestle Prepared Foods Company	Frozen Entrees	785
Nice-Pak Products, Inc.	Pre-Moistened Wipes	300
OPTUS, Inc.	Voice, Video and Data Communication Solutions	95
Post Foods LLC	Breakfast Cereal	196

Riceland Foods, Inc.	Rice, Rice Flour and Rice By-Products	278
Ryder	Refrigerated Warehouse	50
Scurlock Industries of Jonesboro	Concrete Pipe, Precase Products	50
SMA	Farm Equipment Distribution	87
Spirit Fitness Products	Treadmills, Ellipticals, Stationary Bikes	58
tttech	Customer Care Center	400
Trinity Lighting	Lighting Fixtures	54
Trinity Rail Maintenance	Rail Car Maintenance	430
Unilever	Beauty Care Products	505
Windmill Rice Company LLC	Milled Rice, Rice Bran, Ground Rice Hulls	84 (2016)

Source: Jonesboro Regional Chamber of Commerce, Annual Inventory of New and Expanded Industries, June 2018

Major Manufacturing Expansions (40 or more jobs added)

Year Established	Company	Products	Number of Additional Jobs Added
2013	Great Dane Trailers	Tractor Trailers	50
2014	Hytrol Conveyor Company	Conveyors	100
2014	Anchor Packaging	Plastic & Food Containers	50
2014	Great Dane Trailers	Tractor Trailers	50
2014	Tele Tech Holdings, Inc.	Customer Care Center	375
2015	Hytrol Conveyor Company	Conveyors	75
2015	Great Dane Trailers	Tractor Trailers	50

Appendix H

Major Manufacturing Expansions (40 or more jobs added)

2016 Year Established	Hytrol Conveyor Company Company	Conveyors Products	170 Number of Additional Jobs Added
2017	Hytrol Conveyor Company	Conveyors	139

2017	Frito-Lay, Inc.	Salty Snacks	150
2017	FMH Conveyors	Conveyors	200

Source: Jonesboro Regional Chamber of Commerce, Annual Inventory of New & Expanded Industries

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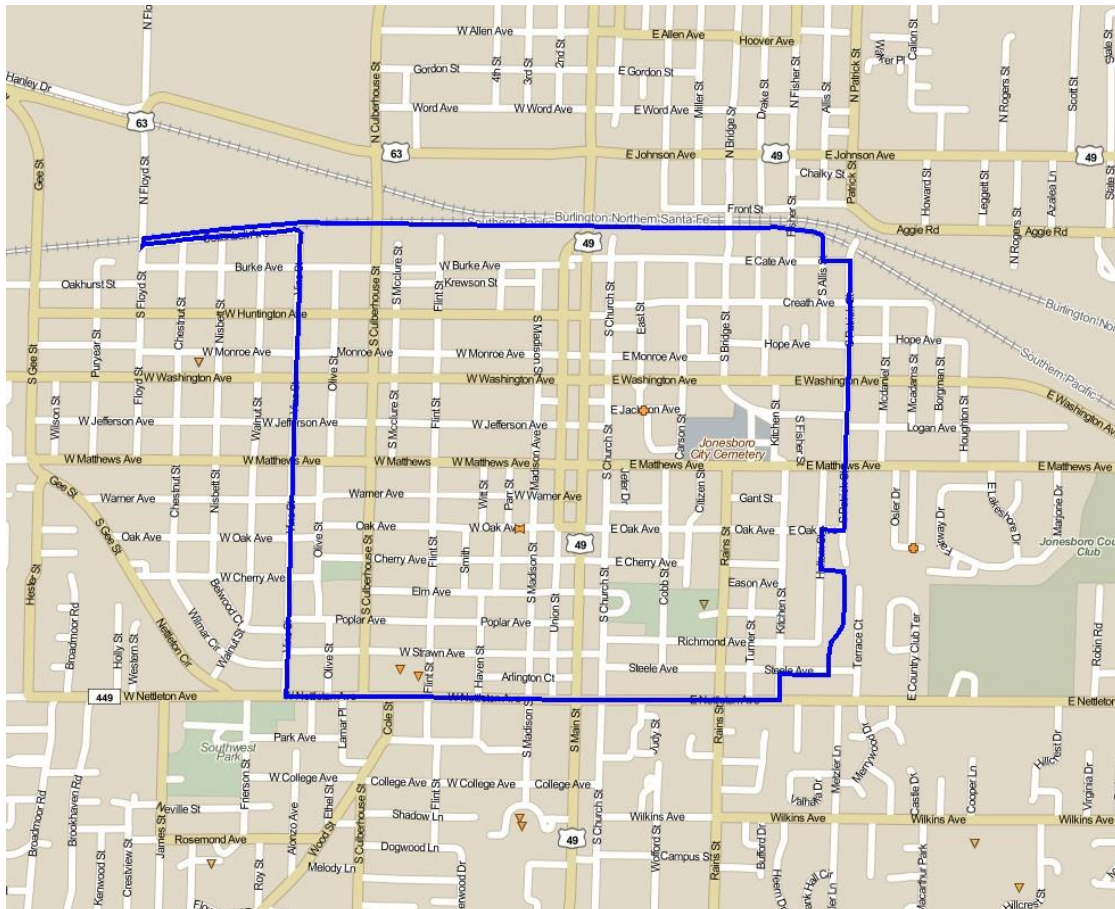
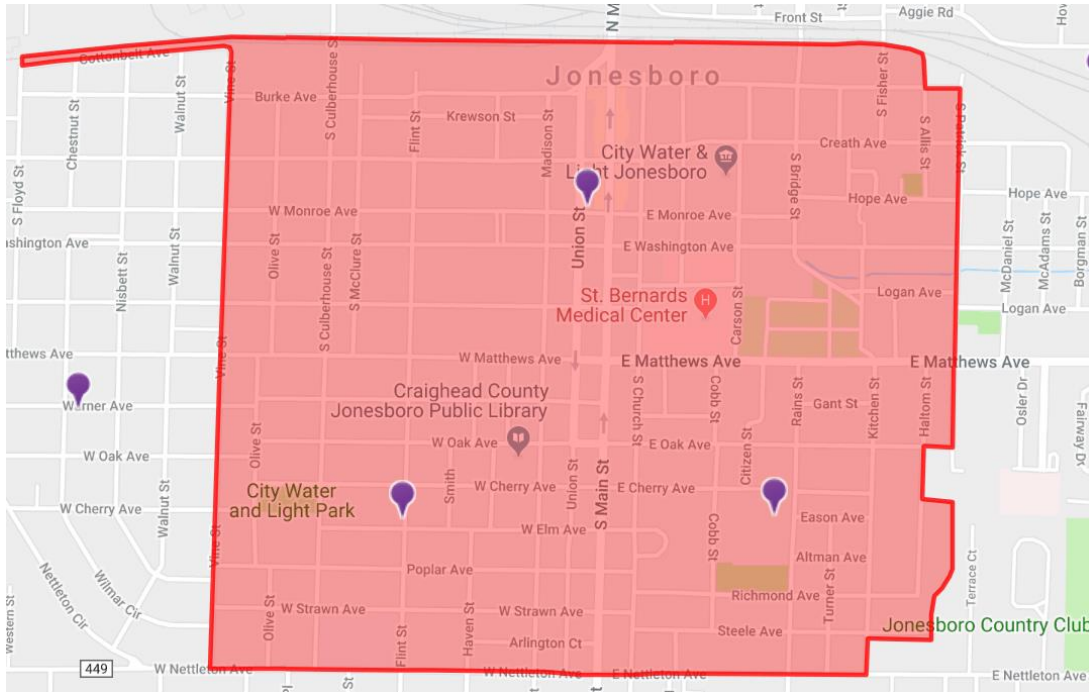
(<http://www.myjonesborojobs.com>)



(<https://www.jonesborochamber.com/discover-jonesboro/10-great-reasons-love-jonesboro>)

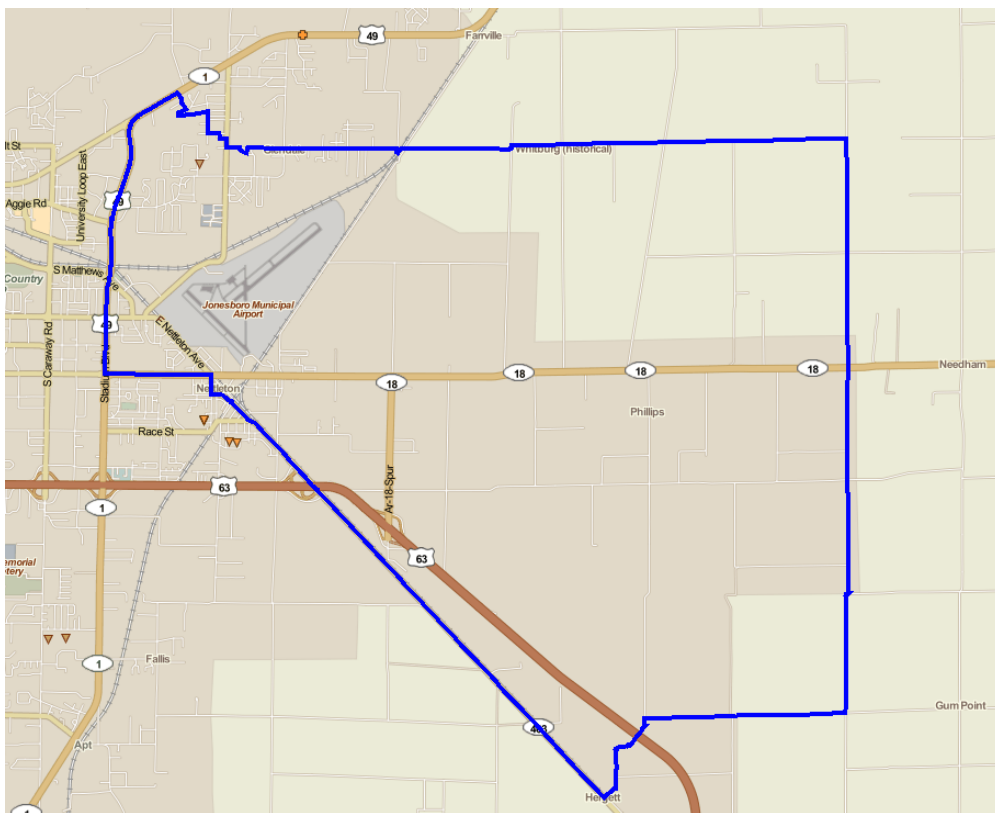
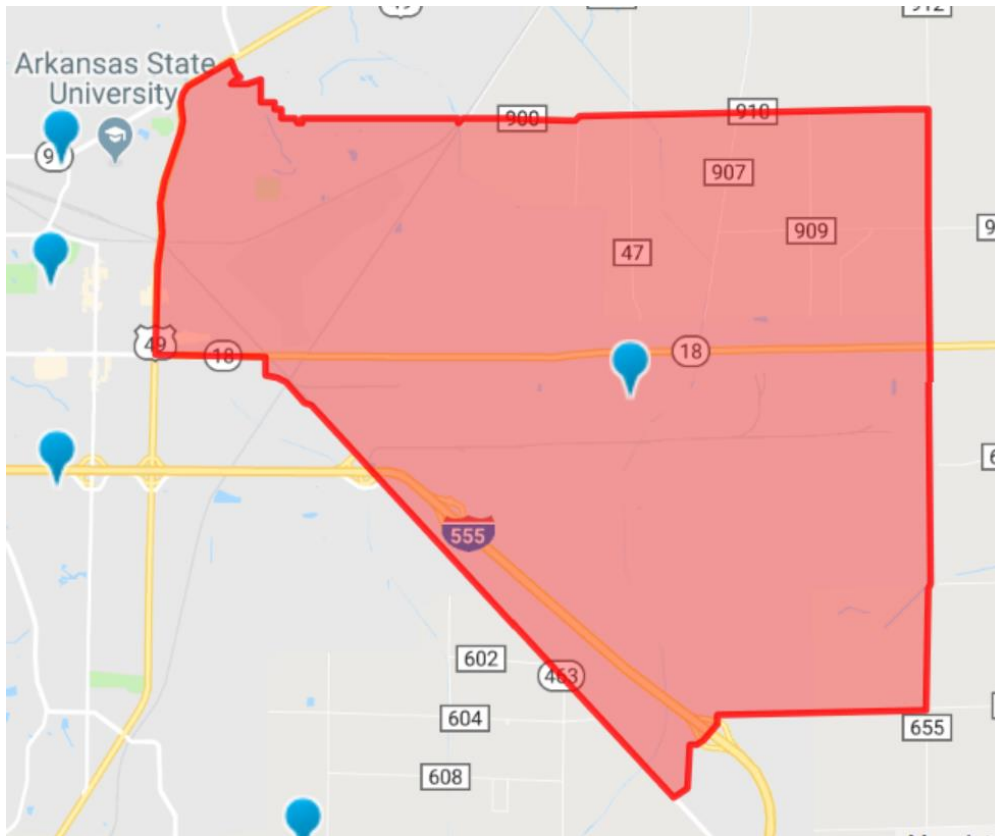
Opportunity Zones in Jonesboro, Arkansas *Interactive Maps [Here](#)*

Census Tract 1.01, Downtown



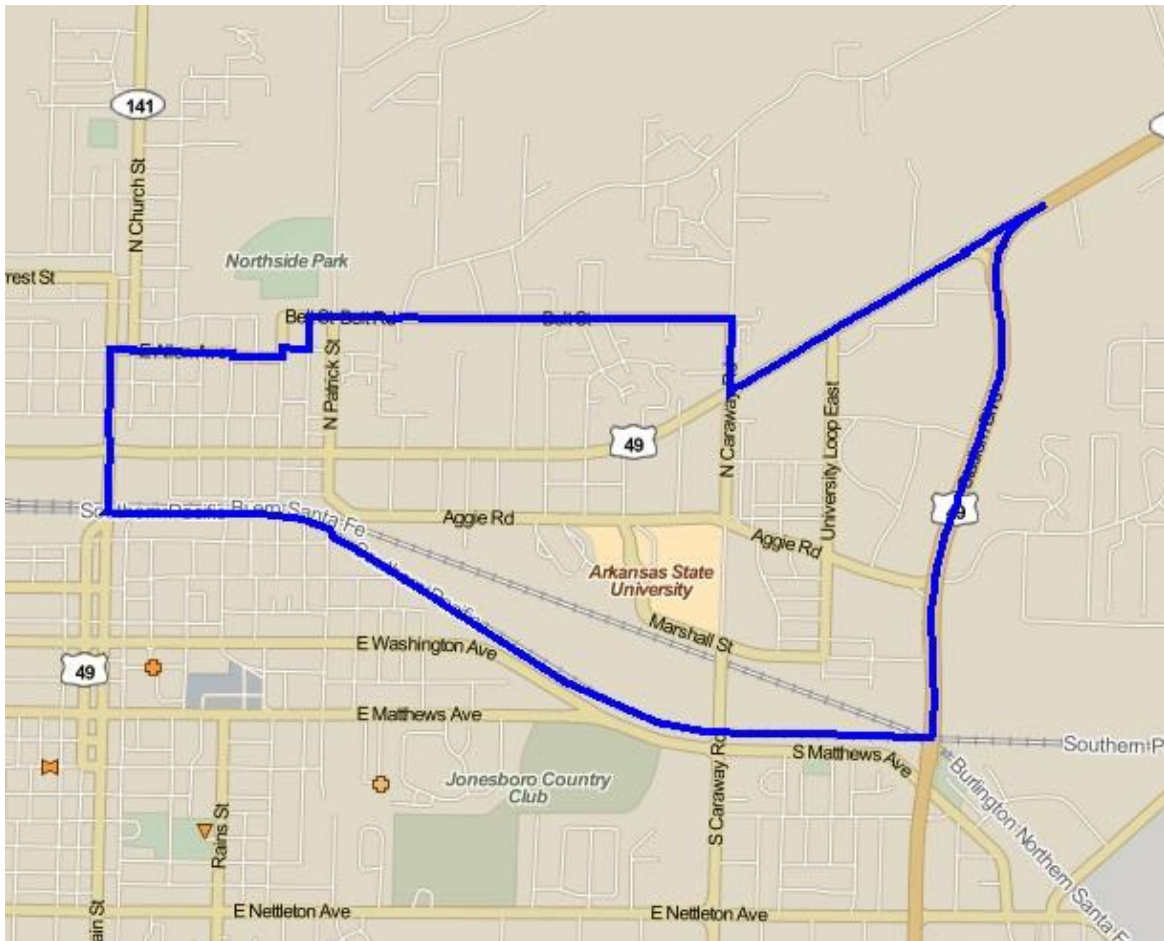
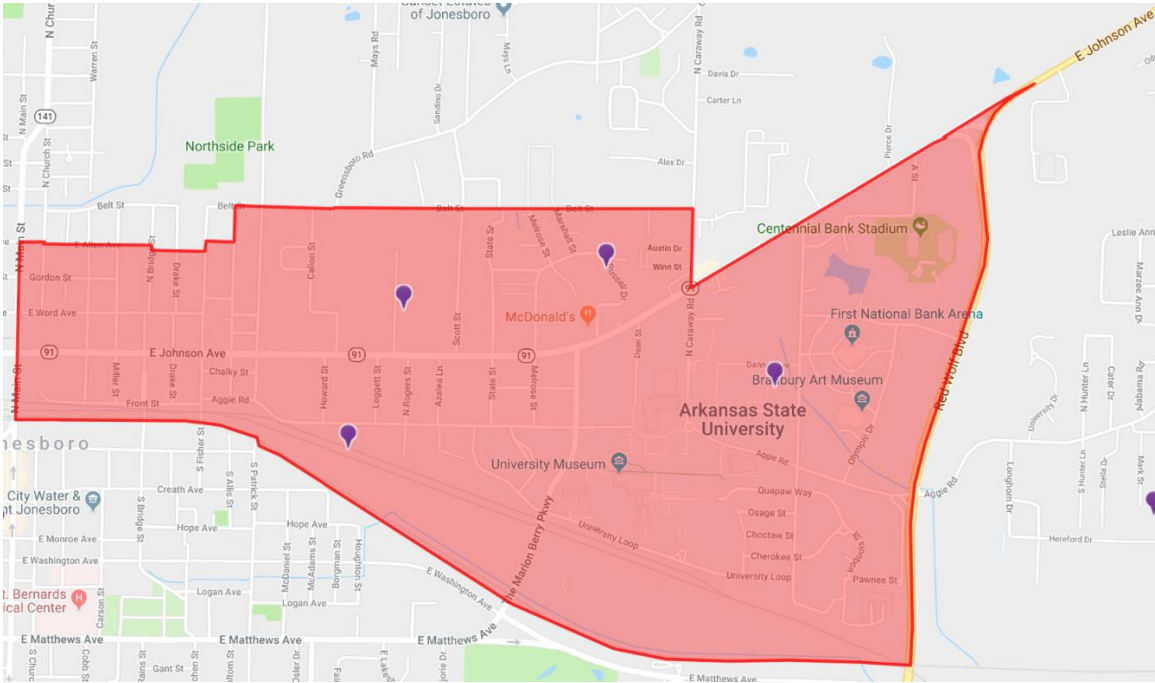
The maps in this section were downloaded directly from the city of Jonesboro Planning Department and can be accessed here: <https://www.jonesboro.org/28/Opportunity-zones-in-Jonesboro>

Census Tract 5.02 Industrial Park



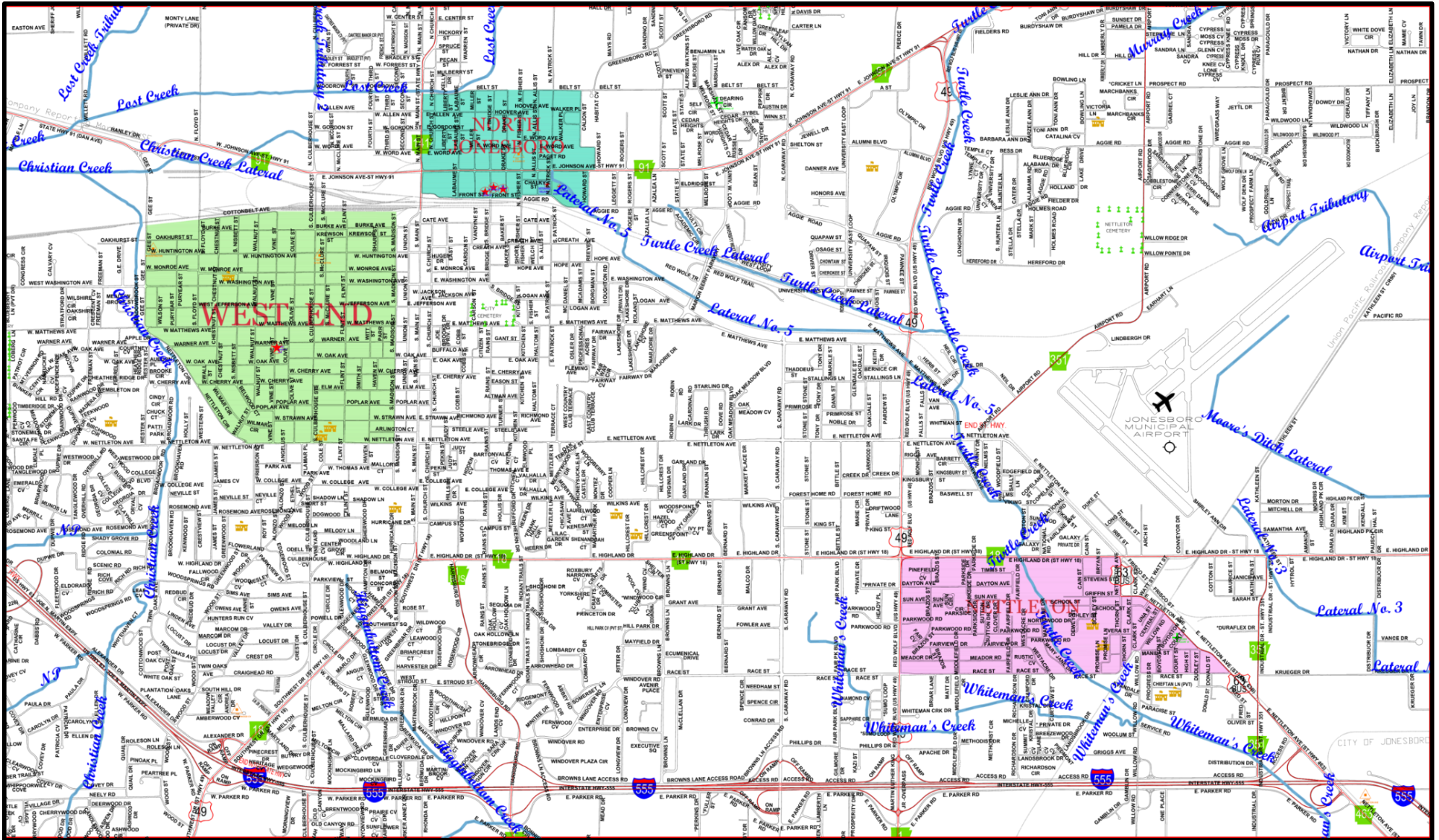
The maps in this section were downloaded directly from the city of Jonesboro Planning Department and can be accessed here: <https://www.jonesboro.org/28/Opportunity-ones-in-Jonesboro>

Census Tract 6.02 Arkansas State



The maps in this section were downloaded directly from the city of Jonesboro Planning Department and can be accessed here: <https://www.jonesboro.org/28/Opportunities-in-Jonesboro>

Appendix I



Jonesboro Land Bank Redevelopment Areas

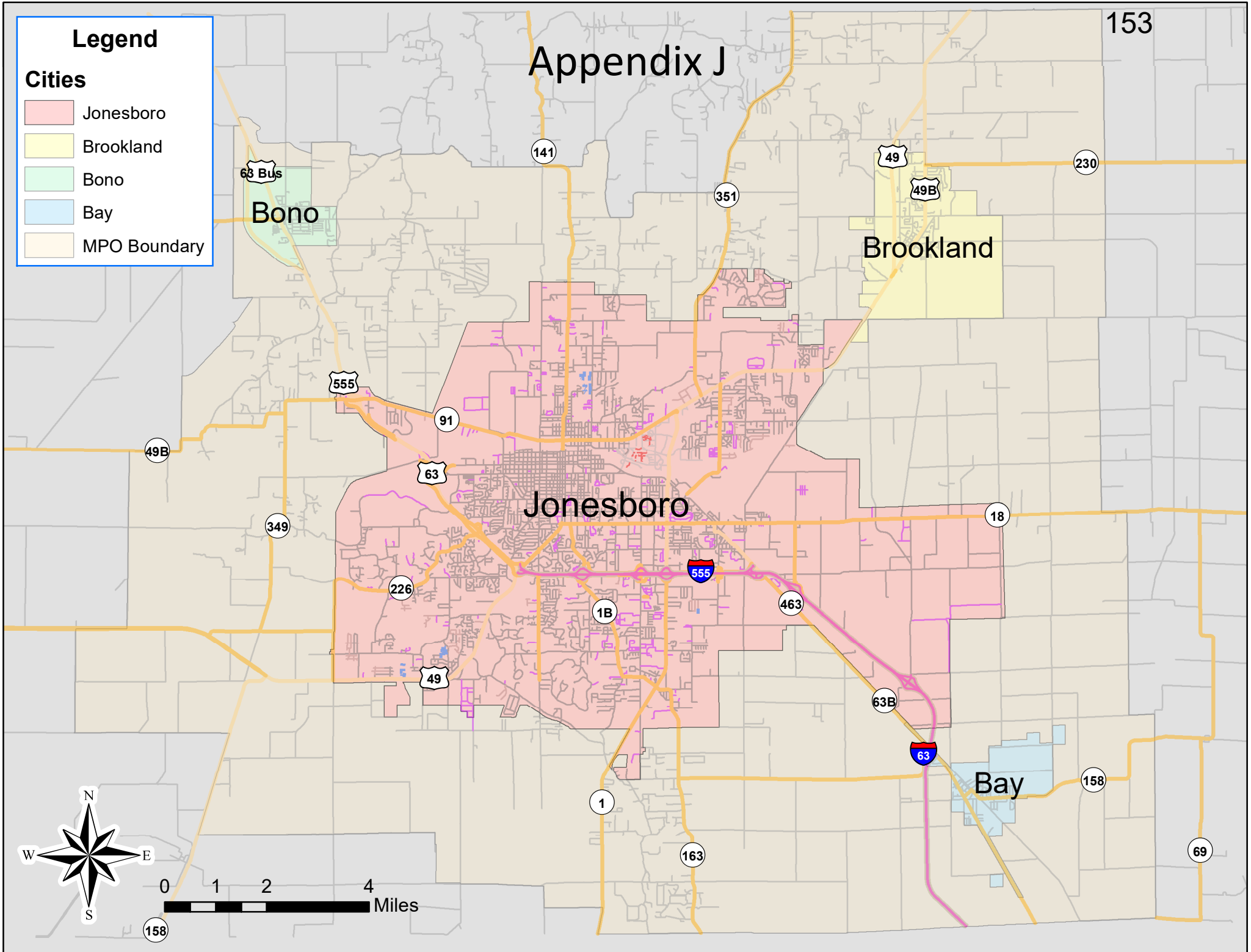
The maps in this section were downloaded directly from the city of Jonesboro Planning Department and can be accessed here: <https://www.jonesboro.org/28/Opportunity-ones-in-Jonesboro>

Appendix J

Legend

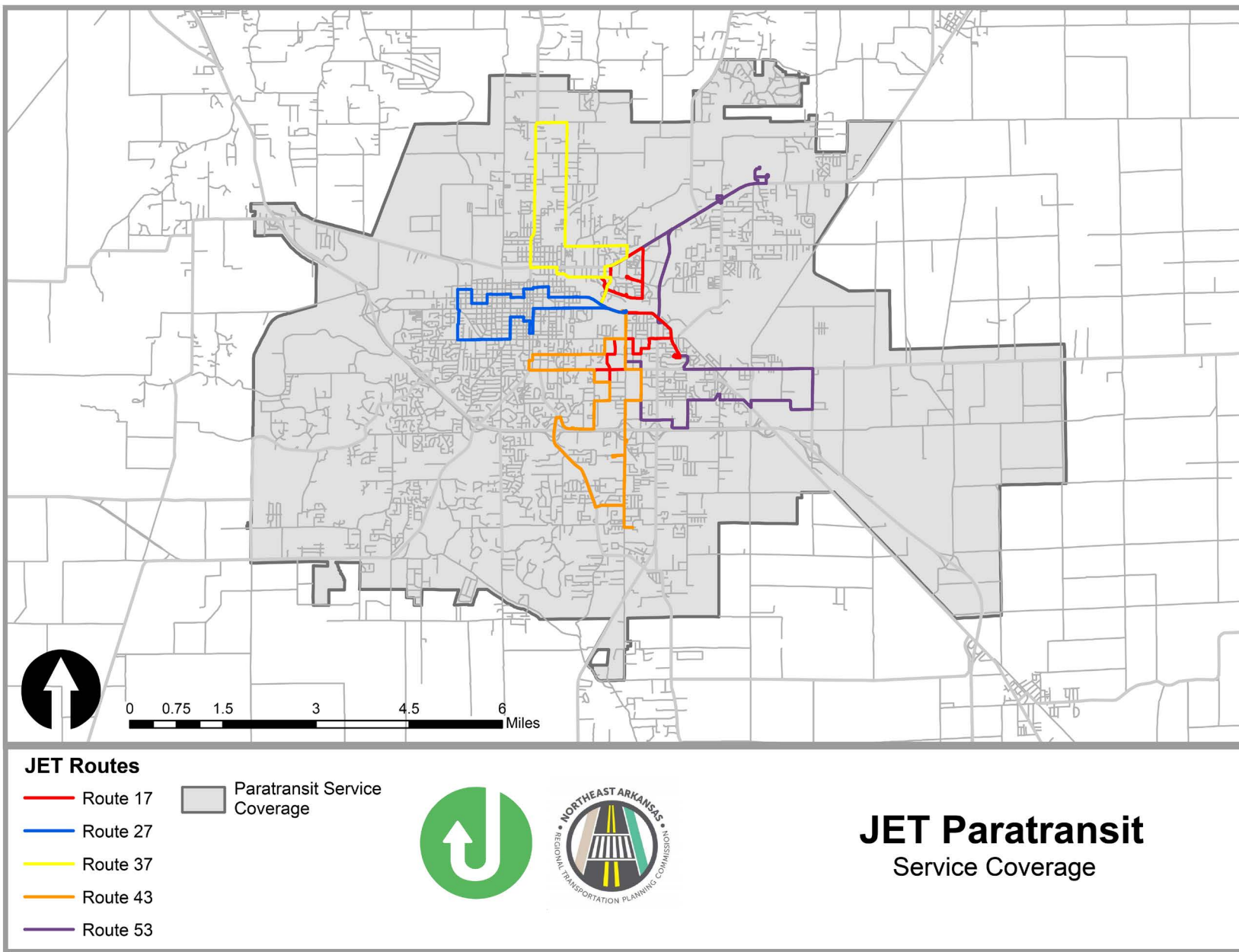
Cities

- Jonesboro
- Brookland
- Bono
- Bay
- MPO Boundary

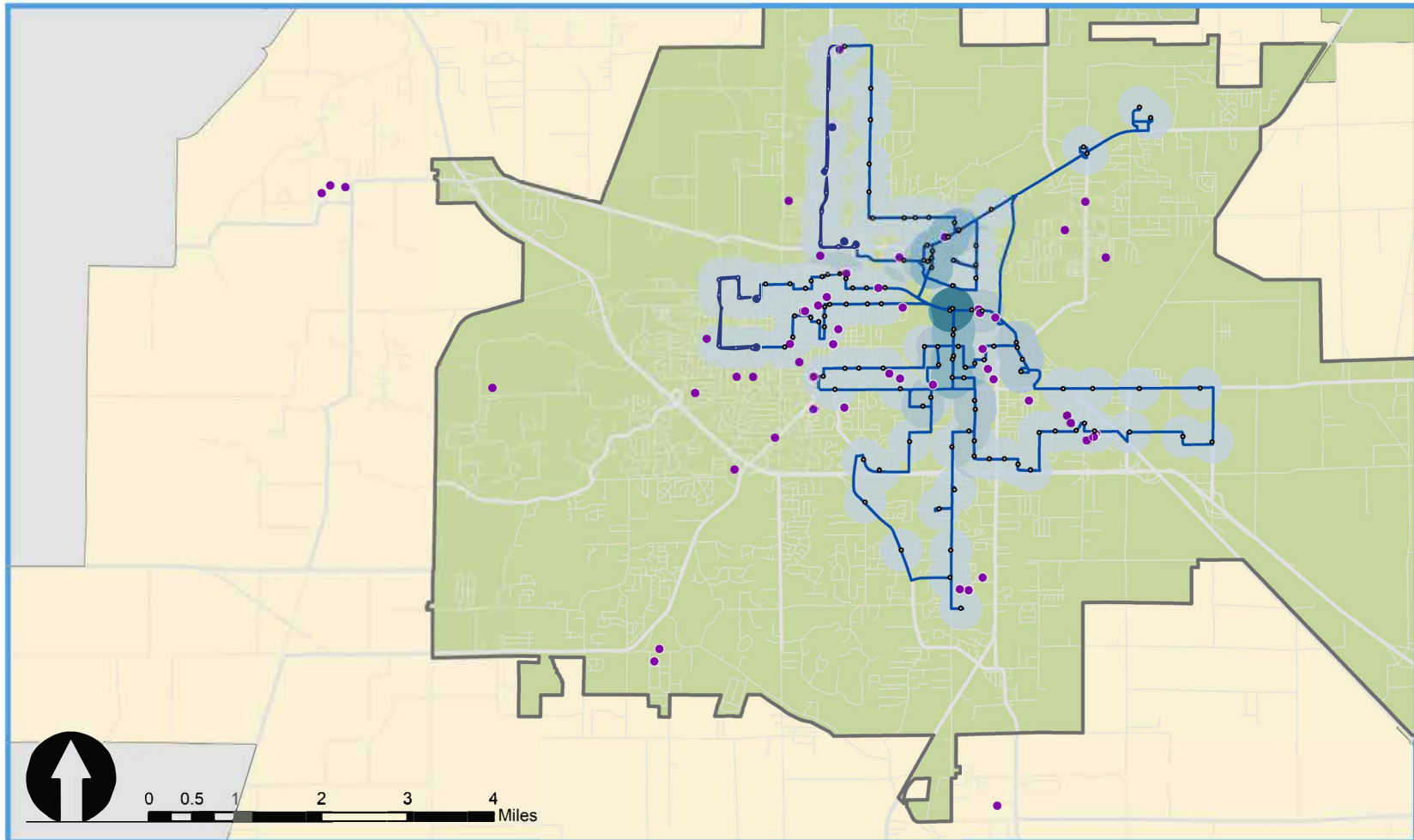


Appendix K

Figure 2.6 Jonesboro Paratransit Coverage



Appendix K



- Schools
- Stops
- JET Routes
- Jonesboro
- Municipalities
- MPO Boundary

of Routes Serving the Area

- 1
- 2
- 3
- 4
- 5

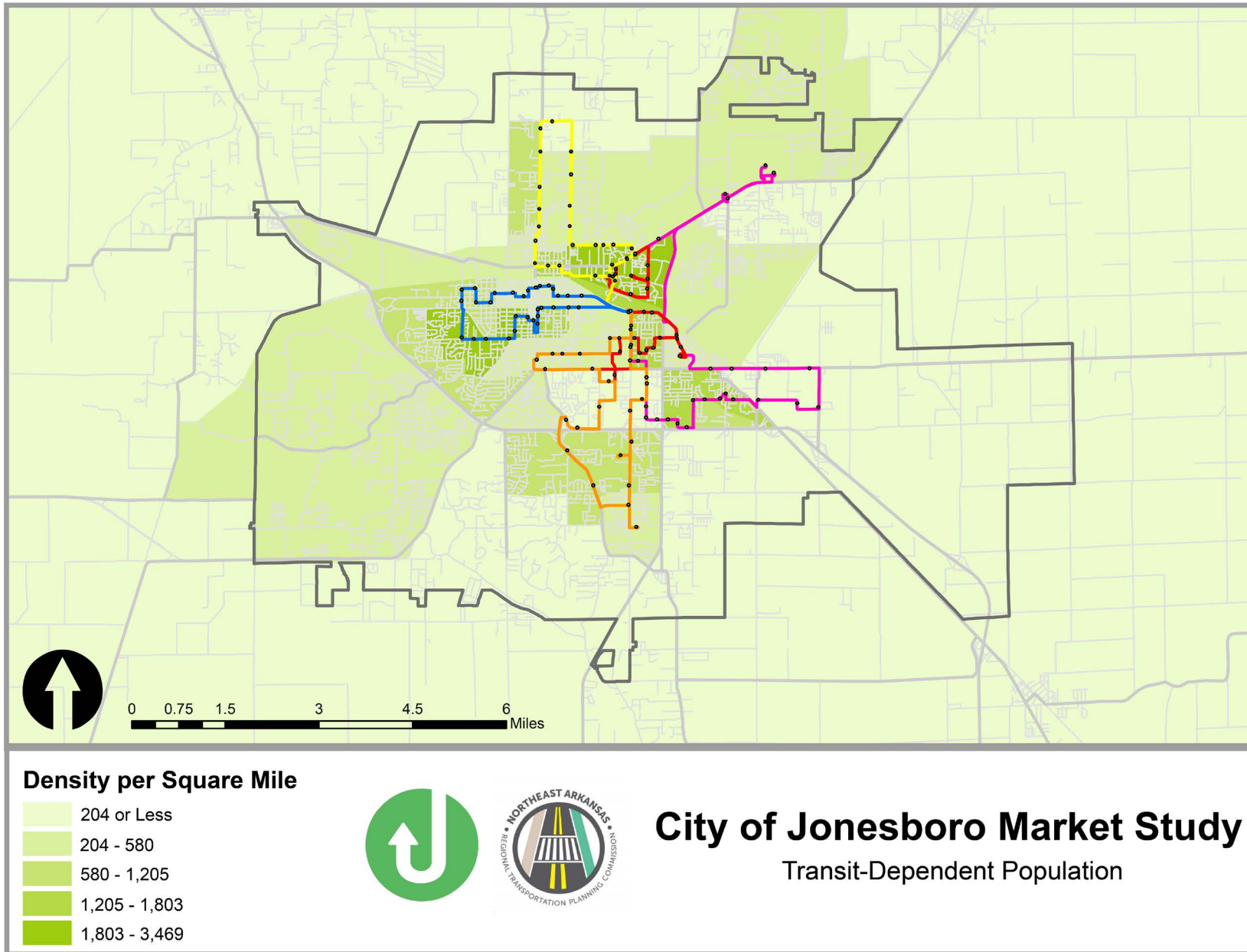


City of Jonesboro Market Study

Schools

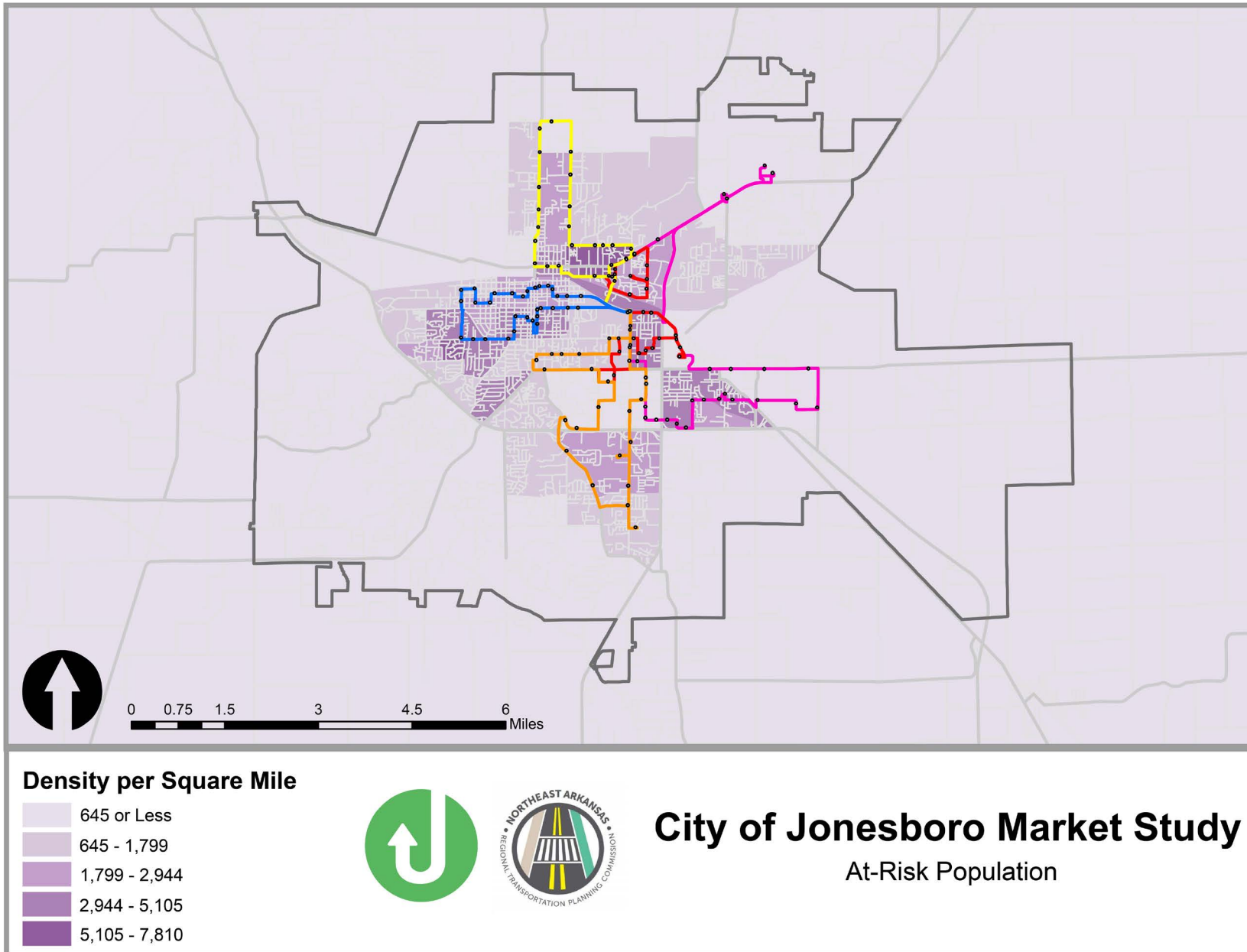
Appendix K

Figure 1.1 Density of Transit-Dependent Population



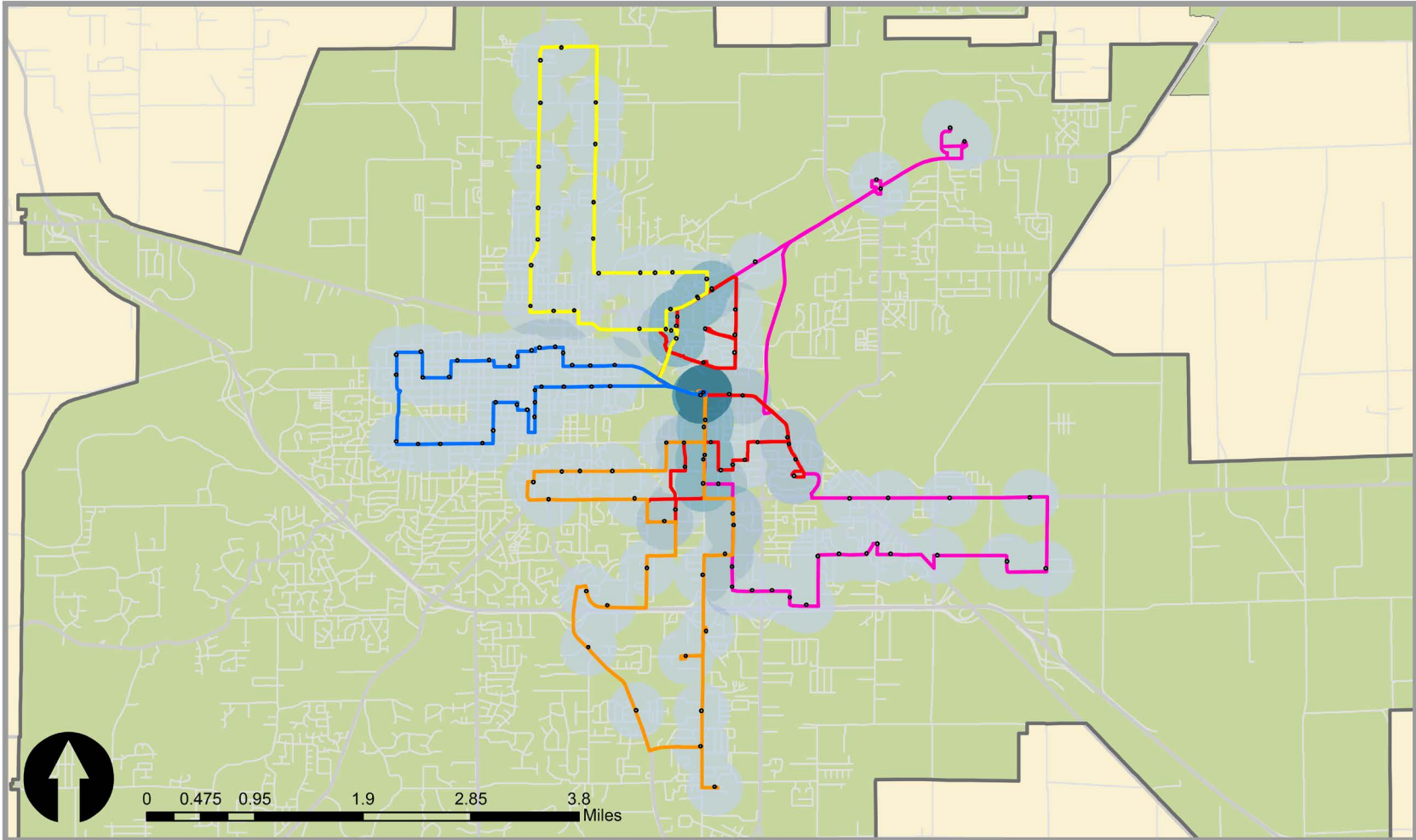
Appendix K

Figure 1.2 Density of At-Risk Population



Appendix K

Figure 1.3 JET Stops and Service Areas



of Routes Serving the Area

- 1
- 2
- 3
- 4
- 5

○ Stops

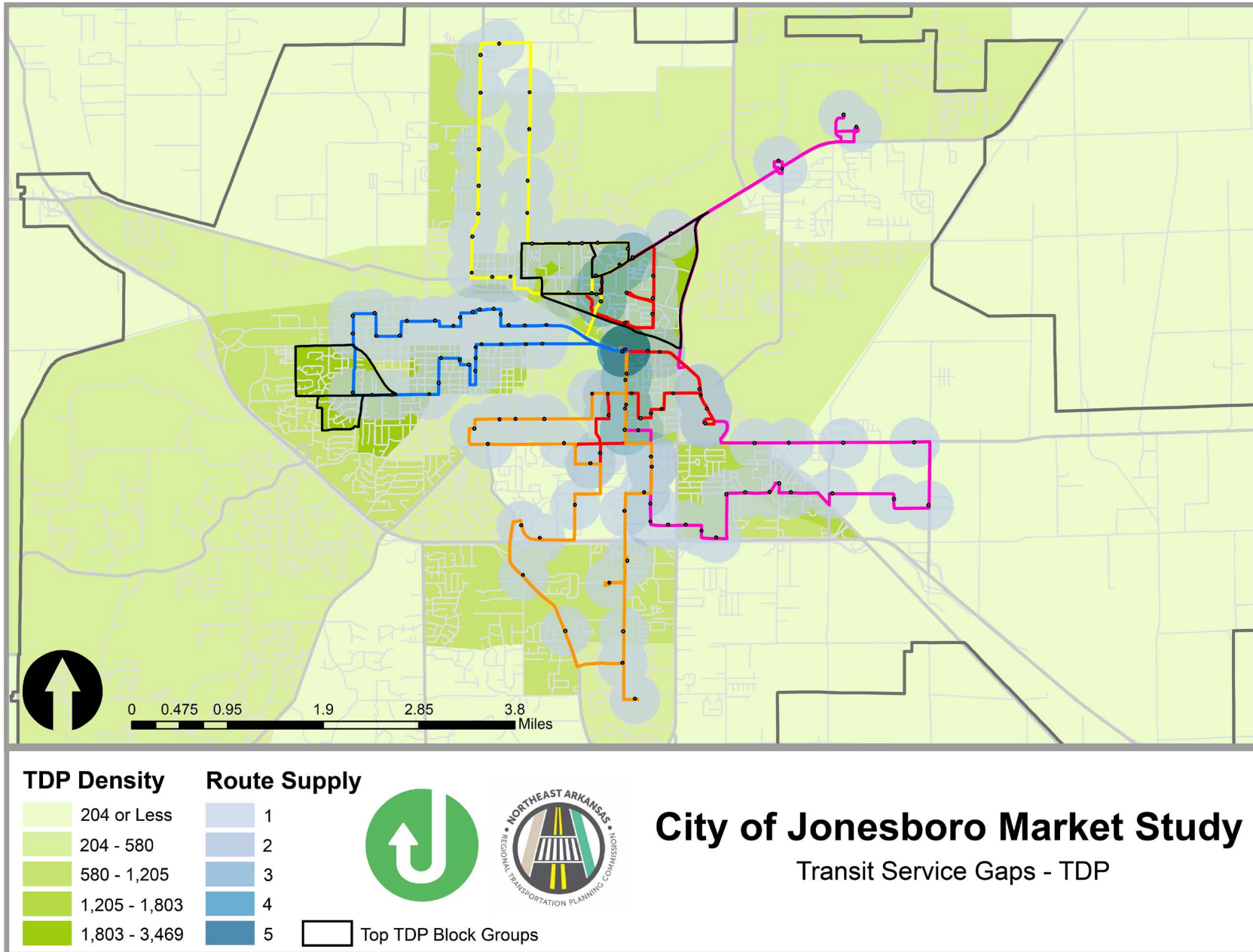


City of Jonesboro Market Study

Stops and Service Areas

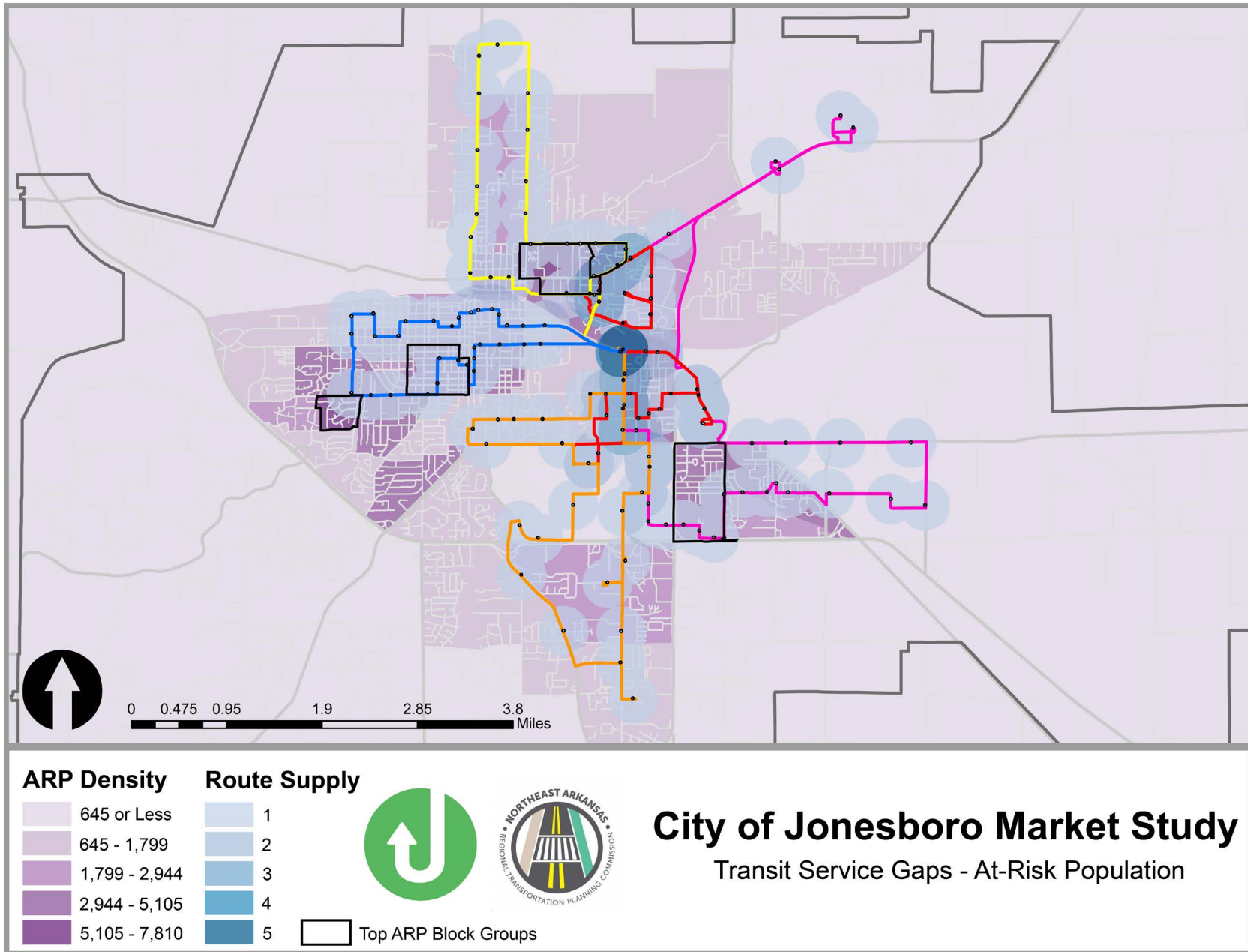
Appendix K

Figure 1.4 Transit Service Gaps – Transit-Dependent Population



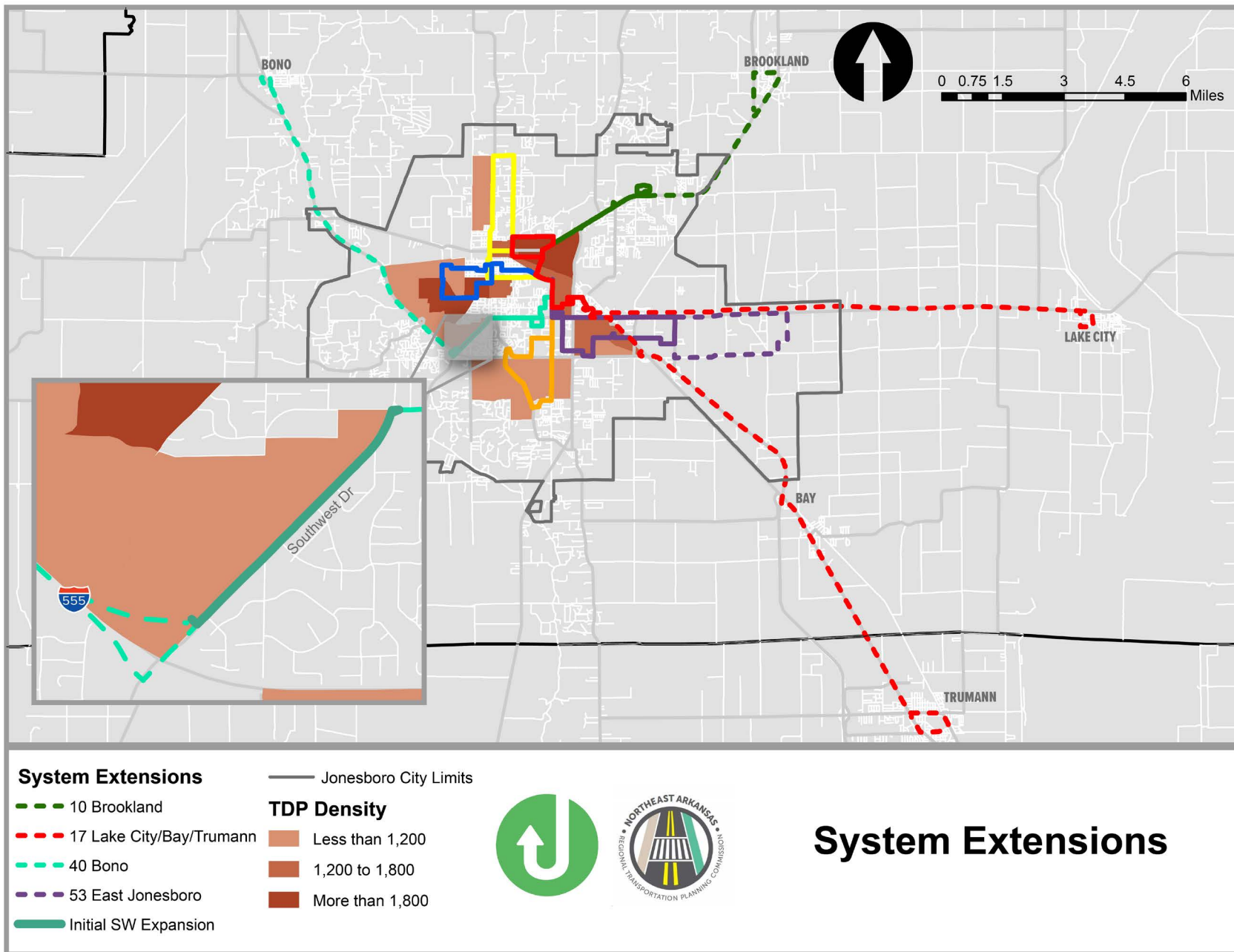
Appendix K

Figure 1.5 Transit Service Gaps – At-Risk Population

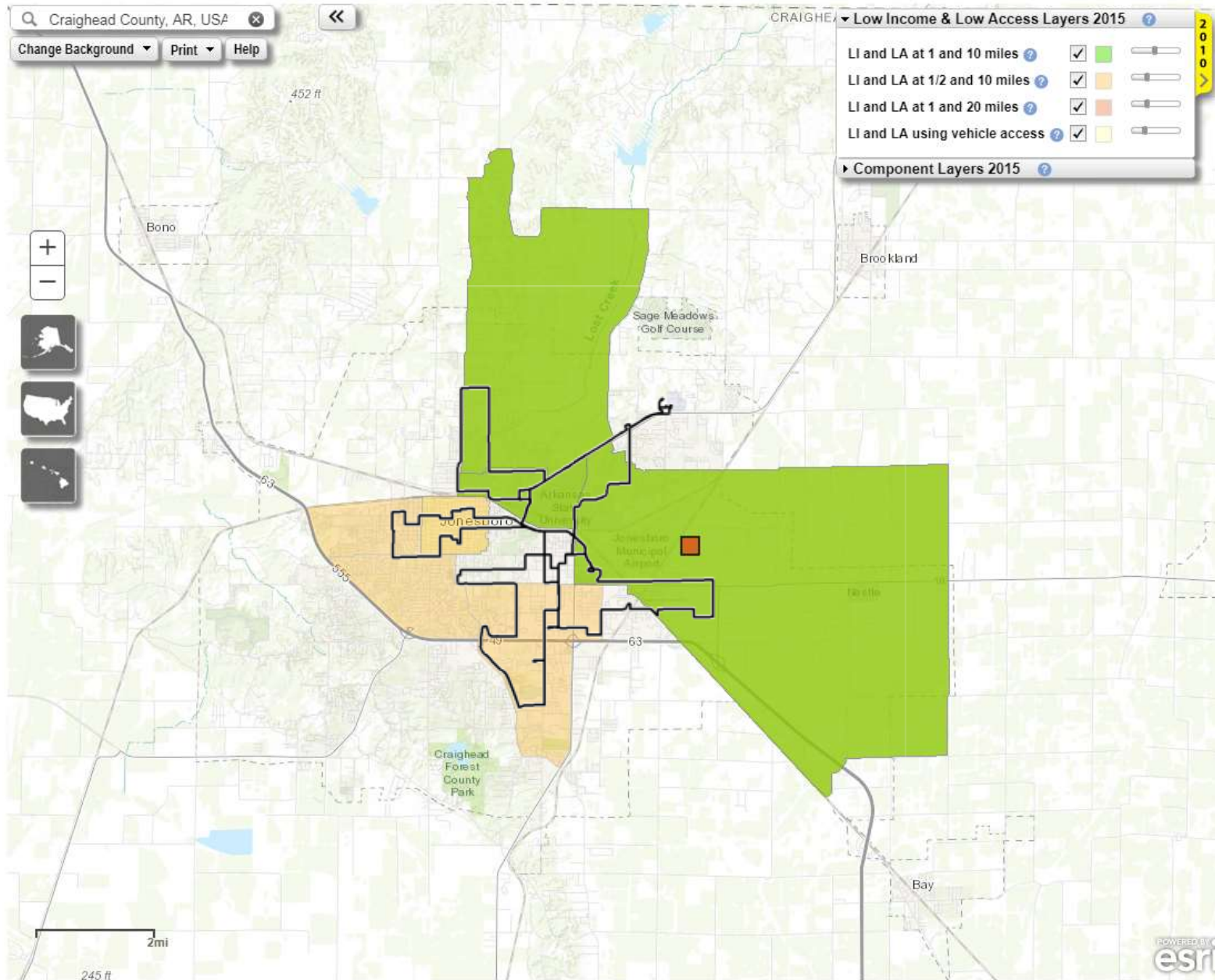


Appendix K

Figure 6.14 Route 40 Southwest Dr Extension



Appendix K



Appendix K

Map Interpretation of Highlighted Areas:

Green Highlights indicate A low-income tract with at least 500 people, or 33 percent of the population, living more than **1 mile (urban areas)** or **more than 10 miles (rural areas)** from the nearest supermarket, supercenter, or large grocery store.

Orange Highlights indicate low-income tract with at least 500 people, or 33 percent of the population, living more than **½ mile (urban areas)** or **more than 10 miles (rural areas)** from the nearest supermarket, supercenter, or large grocery store.

Red Highlights indicate low-income tract with at least 500 people, or 33 percent of the population, living more **than 1 mile (urban areas)** or **more than 20 miles (rural areas)** from the nearest supermarket, supercenter, or large grocery store.

Definitions:

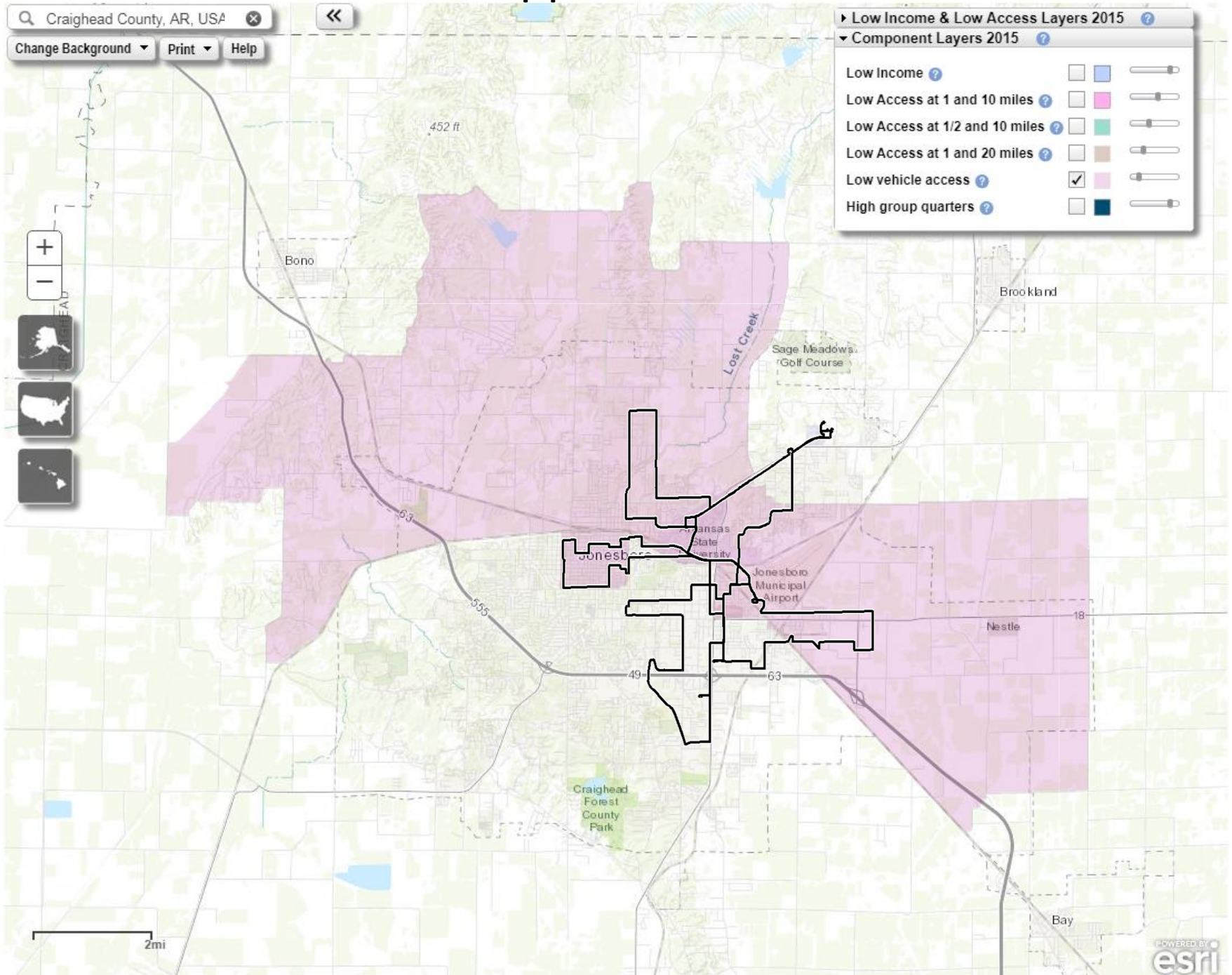
Rural Status- area with fewer than 2,500 people

Urban Status- area with more than 2,500 people

Low Income Neighborhood- According to the Department of Treasury's New Markets Tax Credit (NMTC) program, a low-income census tract is any tract where: the poverty rate is 20 percent or greater; or the median family income is less than or equal to 80 percent of the State-wide median family income; or a metropolitan area and has a median family income less than or equal to 80 percent of the metropolitan area's median family income.

For more information, visit: <https://www.ers.usda.gov/data-products/food-access-research-atlas/go-to-the-atlas.aspx>

Appendix K



Appendix K

Map Interpretation of Highlighted Areas:

Low Vehicle Access

Tracts in which more than 100 households have no access to a vehicle and are more than 1/2 mile from the nearest supermarket.

For more information, visit: <https://www.ers.usda.gov/data-products/food-access-research-atlas/go-to-the-atlas.aspx>



City of Jonesboro

300 S. Church Street
Jonesboro, AR 72401

Signature Copy

Ordinance: O-EN-027-2018

File Number: ORD-17:027

Enactment Number: O-EN-027-2018

AN ORDINANCE AMENDING THE JONESBORO CODE OF ORDINANCES, SECTION 117-330, FOR THE PURPOSE OF PROVIDING MINIMUM STANDARDS FOR THE PROVISION OF SIDEWALKS WITHIN THE CITY OF JONESBORO, ARKANSAS, WITH THE INTENT TO PROMOTE IMPROVED PEDESTRIAN SAFETY, EXPANDED OPPORTUNITY OF RECREATIONAL WALKING AND RUNNING ACTIVITIES, MORE COHESIVE NEIGHBORHOODS AND EASIER ACCESS TO SHOPPING AND OTHER COMMERCIALY RELATED PURSUITS

BE IT THEREFORE ORDAINED BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS THAT:

SECTION 1. The current language in section 117-330 shall be repealed in its entirety and replaced with the following:

Sec 117-330. - Sidewalks

(a) General Requirements

The following general requirements shall apply for the construction of sidewalks within the City of Jonesboro.

1. Sidewalks shall be constructed along the public street frontage, (excluding limited access highway frontage), of all industrial, commercial, single-family and multi-family residential developments.
2. Sidewalks shall be constructed on at least one side of all new public streets in residential developments, with placement determined at the time of plan review.
3. Sidewalks shall be constructed whenever an existing industrial or commercial building is renovated or expanded to increase its total building square footage by 20% or more in any one expansion.
4. The construction of required sidewalks shall be completed before a Certificate of Occupancy is issued.

a. The owner/developer has the option to construct the sidewalks or to contribute money in lieu of construction in approved circumstances as covered in section (b).

b. The decision to construct sidewalks or pay the fee in lieu of construction shall be made before receiving final plat approval for residential subdivisions or the issuance of the building permit for industrial or

commercial projects.

c. This timing is done to insure uniformity of the development and to provide a mechanism for notification to be placed in the subdivision's bill of assurance.

d. Depending upon the size of the project, situations could exist where a combination of actual sidewalk construction and payment of contributions in lieu of construction occur.

5. All sidewalks and related improvements shall be designed and constructed in accordance with Chapter 58 of the Jonesboro Code of Ordinances.

6. Sidewalks shall be located as shown on the street typical sections for the various roadway classifications of the Master Street Plan.

7. Sidewalks shall be constructed in accordance with the Americans with Disabilities Act. Handicapped curb ramps shall be provided whenever a sidewalk crosses a curb at crosswalks, driveways, and street intersections.

(b) Exceptions

If one or more of the following conditions below exist, the Metropolitan Area Planning Commission may approve payment of the contribution in lieu of construction fee instead of installation of a sidewalk if it is determined that installation is impractical:

1. Installation of the sidewalk would require the removal of a protected tree (Defined as a tree species that is healthy and greater than 18" diameter at a height of 48" from the ground) or other major obstruction within the right-of-way;

2. A storm water drainage ditch or similar public facility prevents the installation of the sidewalk, and neither the sidewalks nor the facility can be reasonable relocated to accommodate both the sidewalk and the facility;

3. The topography would require construction of a retaining wall more than three feet high to accommodate the sidewalk; or

4. Other unusual circumstances make the sidewalk installation requirement unreasonable or inappropriate.

(c) Exemptions

The following situations would be exempt from the standards of this ordinance and would not require in lieu of fees to be paid or sidewalks installed:

1. Individual single-family and two-family lots approved prior to the date of the passage of this ordinance;

2. A multi-phased residential subdivision that is already 50% or more complete when the total number of phases is considered and sidewalks were not required on the prior phases;
3. Properties for which public sanitary sewer system is not available and the provision of such service is not planned within the next (12) months;
4. Sidewalks shall not be required on cul-de-sac or dead-end turnaround streets less than 250 feet in length.

If the owner should choose to install sidewalks in the exempted areas shown above, the design and construction of said sidewalks and related improvements shall be designed and constructed in accordance with Chapter 58 of the Jonesboro Code of Ordinances.

(d) Contribution in Lieu of Construction Fee

1. A contribution in lieu of construction fee shall be paid to the City of Jonesboro under the following circumstances:
 - a. The property owner of industrial or commercial projects or the residential subdivision developer may request this option subject to approval of the Metropolitan Area Planning Commission at the time of final plat approval for residential developments or the issuance of the building permit for industrial and/or commercial projects under the provisions in section (b) of the ordinance.
 - b. An owner/developer may appeal the Metropolitan Area Planning Commission's refusal to grant a waiver or to approve the contribution in lieu of construction fee to the City Council.
2. The contribution in lieu of construction fee shall be calculated as a fixed amount per linear foot. The City Council will establish the rate by resolution upon the recommendation of the City Engineer and the rate will be tied to the current weighted average to build sidewalks according to the most current Arkansas Department of Transportation pricing list. The approved rate will be reviewed periodically.
3. The fee shall be the amount of the sidewalk installation at a value determined by the design engineer and agreed to by the City Engineer or his/her designated representative.
4. The city shall deposit said money into an account dedicated for sidewalk construction until such time the money is used by the city.
5. For single-family residential developments, the fee shall be paid in full for all platted lots with ninety (90) days of the final plat being recorded or before the first building permit is issued. No building permit shall be issued until the fee is paid.
6. Each contribution in lieu of payment collected shall be used to construct, improve, or maintain a sidewalk or other pedestrian infrastructure improvements that furthers the intent of this Ordinance as determined by the City Engineer with the primary consideration being connectivity between new and existing sidewalks.

(e) Maintenance of Sidewalks

The City of Jonesboro shall be responsible for the maintenance of sidewalks and retaining walls that are constructed in the public right-of-way or in an easement that has been dedicated and accepted by the City of Jonesboro for the purpose of a sidewalk. Sidewalks located outside the public right-of-way or not in a dedicated easement shall be the responsibility of the owner of said property to maintain. Repair of non-routine sidewalk damage caused by others may be assessed to those who are responsible for such damage. Property owners are responsible for maintenance of grass strips or landscaping on either side of the sidewalk.

PASSED AND APPROVED this 17th day of April, 2018.



Harold Perrin, Mayor

Date 4/25/18

ATTEST: 

Donna Jackson, City Clerk

Date 4/25/18



NORTHEAST ARKANSAS REGIONAL TRANSPORTATION PLANNING COMMISSION

RESOLUTION 18-05

A RESOLUTION IN SUPPORT OF THE SAFETY PERFORMANCE TARGETS OF THE ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)

WHEREAS, the Fixing America’s Surface Transportation (FAST) Act, continues MAP-21’s overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals; and

WHEREAS, pursuant to 23 USC 148, ARDOT has prepared a Highway Safety Improvement Program (HSIP) Annual Report and has established **2018** HSIP targets for each of the five safety performance measures for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads:

- Number of Fatalities 555
- Rate of Fatalities 1.660 per 100 Million Vehicle Miles Travelled
- Number of Serious Injuries 3,470
- Rate of Serious Injuries 10.419 per 100 Million Vehicle Miles Travelled
- Number of Non-Motorized Fatalities and Serious Injuries 149;

and

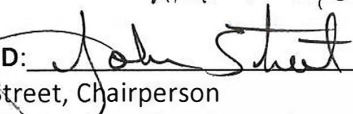
WHEREAS, pursuant to 23 CFR §490.105, the MPOs shall establish targets no later than 180 days after the respective State DOT(s) establish their targets, and the MPOs have the option of either agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT targets for each performance measure, setting their own targets for each performance measure, or a mix of both options; and

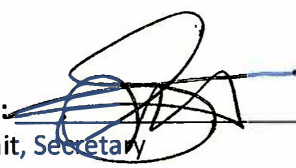
WHEREAS, the Technical Advisory Committee and Transportation Policy Committee have reviewed the corresponding safety data for the MPO region related to the measures listed above; and

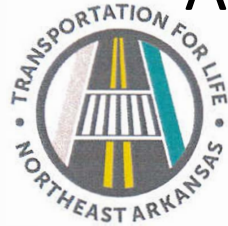
WHEREAS, the Transportation Policy Committee is the decision-making body of the MPO and this Committee approves and adopts all the transportation planning activities of the Metropolitan Planning Organization.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Policy Committee of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) has chosen to support all of the State’s safety performance targets for 2018, and agrees to plan and program projects in support of these targets.

Duly recorded this 21st day of November 2017.

SIGNED: 
John Street, Chairperson
Council Member, City of Jonesboro

ATTEST: 
Erica Tait, Secretary
MPO Director



NORTHEAST ARKANSAS REGIONAL TRANSPORTATION PLANNING COMMISSION

RESOLUTION 19-07

A RESOLUTION IN SUPPORT OF THE SAFETY PERFORMANCE TARGETS OF THE ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)

WHEREAS, the Fixing America’s Surface Transportation (FAST) Act, continues MAP-21’s overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals; and

WHEREAS, pursuant to 23 USC 148, ARDOT has prepared a Highway Safety Improvement Program (HSIP) Annual Report and has established **2019** HSIP targets for each of the five safety performance measures for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads:

- Number of Fatalities 543
- Rate of Fatalities 1.615 per 100 Million Vehicle Miles Travelled
- Number of Serious Injuries 3,637
- Rate of Serious Injuries 10.824 per 100 Million Vehicle Miles Travelled
- Number of Non-Motorized Fatalities and Serious Injuries 170;

and

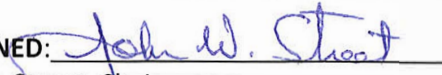
WHEREAS, pursuant to 23 CFR §490.105, the MPOs shall establish targets no later than 180 days after the respective State DOT(s) establish their targets, and the MPOs have the option of either agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT targets for each performance measure, setting their own targets for each performance measure, or a mix of both options; and

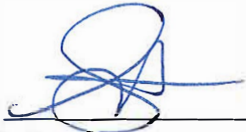
WHEREAS, the Technical Advisory Committee and Transportation Policy Committee have reviewed the corresponding safety data for the MPO region related to the measures listed above; and

WHEREAS, the Transportation Policy Committee is the decision-making body of the MPO and this Committee approves and adopts all the transportation planning activities of the Metropolitan Planning Organization.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Policy Committee of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) has chosen to support all of the State’s safety performance targets for 2019, and agrees to plan and program projects in support of these targets.

Duly recorded this 11 day of December, 2018.

SIGNED: 
John Street, Chairperson
Council Member, City of Jonesboro

ATTEST: 
Erica Tait, Secretary
MPO Director



NORTHEAST ARKANSAS REGIONAL TRANSPORTATION PLANNING COMMISSION

RESOLUTION 20-01

A RESOLUTION IN SUPPORT OF THE SAFETY PERFORMANCE TARGETS OF THE ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)

WHEREAS, the Fixing America's Surface Transportation (FAST) Act, continues MAP-21's overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals; and

WHEREAS, pursuant to 23 USC 148, ARDOT has prepared a Highway Safety Improvement Program (HSIP) Annual Report and has established **2020** HSIP targets for each of the five safety performance measures for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads:

- Number of Fatalities 541.2
- Rate of Fatalities 1.595 per 100 Million Vehicle Miles Travelled
- Number of Serious Injuries 3,201.4
- Rate of Serious Injuries 9.441 per 100 Million Vehicle Miles Travelled
- Number of Non-Motorized Fatalities and Serious Injuries 300.3;

and

WHEREAS, pursuant to 23 CFR §490.105, the MPOs shall establish targets no later than 180 days after the respective State DOT(s) establish their targets, and the MPOs have the option of either agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT targets for each performance measure, setting their own targets for each performance measure, or a mix of both options; and

WHEREAS, the Technical Advisory Committee and Transportation Policy Committee have reviewed the corresponding safety data for the MPO region related to the measures listed above; and

WHEREAS, the Transportation Policy Committee is the decision-making body of the MPO and this Committee approves and adopts all the transportation planning activities of the Metropolitan Planning Organization.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Policy Committee of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) has chosen to support all of the State's safety performance targets for 2020, and agrees to plan and program projects in support of these targets.

Duly recorded this 26 day of September, 2019.

SIGNED: John Street
John Street, Chairperson
Council Member, City of Jonesboro

ATTEST: Cecelie Cochran
Cecelie Cochran, Secretary
MPO Director



NORTHEAST ARKANSAS REGIONAL TRANSPORTATION PLANNING COMMISSION

RESOLUTION 21-01

A RESOLUTION IN SUPPORT OF THE SAFETY PERFORMANCE TARGETS OF THE ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)

WHEREAS, the Fixing America’s Surface Transportation (FAST) Act, continues MAP-21’s overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals; and

WHEREAS, pursuant to 23 USC 148, ARDOT has prepared a Highway Safety Improvement Program (HSIP) Annual Report and has established **2021** HSIP targets for each of the five safety performance measures for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads:

- Number of Fatalities 536.3
- Rate of Fatalities 1.560 per 100 Million Vehicle Miles Travelled
- Number of Serious Injuries 3,103.8
- Rate of Serious Injuries 9.043 per 100 Million Vehicle Miles Travelled
- Number of Non-Motorized Fatalities and Serious Injuries 220.3;

and

WHEREAS, pursuant to 23 CFR 5490.105, the MPOs shall establish targets no later than 180 days after the respective State DOT(s) establish their targets, and the MPOs have the option of either agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT targets for each performance measure, setting their own targets for each performance measure, or a mix of both options; and

WHEREAS, the Technical Advisory Committee and Transportation Policy Committee have reviewed the corresponding safety data for the MPO region related to the measures listed above; and

WHEREAS, the Transportation Policy Committee is the decision-making body of the MPO and this Committee approves and adopts all the transportation planning activities of the Metropolitan Planning Organization.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Policy Committee of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) has chosen to support all of the State’s safety performance targets for 2021, and agrees to plan and program projects in support of these targets.

Duly recorded this 28th day of July, 2020.

SIGNED: John Street
John Street, Chairperson
Council Member, City of Jonesboro

ATTEST: Cecelie Cochran
Cecelie Cochran, Secretary
MPO Director



NORTHEAST ARKANSAS REGIONAL TRANSPORTATION PLANNING COMMISSION

RESOLUTION 19-04

APPROVING N.A.R.T.P.C.'S SUPPORT OF JET'S TAM PLAN AND TARGETS

WHEREAS, the Transportation Policy Committee of the Northeast Arkansas Regional Transportation Planning Commission (N.A.R.T.P.C.) is the officially designated Metropolitan Planning Organization (MPO) for the Jonesboro metropolitan area; and

WHEREAS, pursuant to the Fixing America's Surface Transportation (FAST) Act, the Federal Transit Administration (FTA) has promulgated rules to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance and to establish performance measures through a Transit Asset Management (TAM) Plan; and

WHEREAS, pursuant to the Fixing America's Surface Transportation (FAST) Act, the Federal Transit Administration (FTA) requires urban transit providers to develop a Transit Asset Management (TAM) Plan where they can set their own TAM targets, support the State's targets, or a mix of both options; and

WHEREAS, the Jonesboro Economical Transit System (JET), as the public transit provider for the Jonesboro metropolitan area, has developed the TAM Plan and established targets for the MPO region; and

WHEREAS, pursuant to its responsibilities as the Metropolitan Planning Organization (MPO) for the region, the MPO must concur in the performance targets and agree with such targets as being applicable to JET in the Jonesboro Metropolitan Area.

NOW, THEREFORE, BE IT RESOLVED, by the Transportation Policy Committee of the N.A.R.T.P.C.:

The Northeast Arkansas Regional Transportation Planning Commission concurs with the adoption of the performance targets resulting from the state TAM plan, and accepts such targets as being applicable to public transit providers in the Jonesboro metropolitan area.

Duly recorded this 27TH day of September 2018.

SIGNED: John Street
John Street, Chairperson
Council Member, City of Jonesboro

ATTEST: Erica Tait
Erica Tait, Secretary
MPO Director

RESOLUTION 21-03

N.A.R.T.P.C.'S ADOPTION OF JET PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP) TARGETS

WHEREAS, safety is a core business function of all public transportation providers and should be systematically applied to every aspect of service delivery, as the Federal Transit Administration (FTA) has adopted the principles and methods of Safety Management Systems (SMS) as the basis for enhancing the safety of public transportation in the United States; and

WHEREAS, on July 19, 2018 the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, 49 CFR Part 673, which took effect July 19, 2019 requiring all FTA Section 5307 recipient transit agencies to, within one calendar year after July 19, 2019, establish a PTASP that meets the requirements of Part 673; and

WHEREAS, the Jonesboro Economical Transit System (JET) is the public transit agency for the Jonesboro metropolitan area and a recipient of FTA Section 5307 funding; and

WHEREAS, JET, in coordination with the Arkansas Department of Transportation (ARDOT), established safety targets within their PTASP for Fixed Route and Demand Response operations as listed below:

1. Fatalities
2. Rate of Fatalities
3. Injuries
4. Rate of Injuries
5. Safety Events
6. Rate of Safety Events
7. System Reliability; and

WHEREAS, pursuant to 23 U.S. Code § 134, the MPOs shall maintain a transportation planning process that is "continuing, cooperative, and comprehensive" (3-C); and


WHEREAS, pursuant to the responsibilities as the MPO to integrate transit agency performance targets and performance plans into their planning documents as set in the FTA/FHWA planning rules.


WHEREAS, the Transportation Policy Committee of the Northeast Arkansas Regional Transportation Planning Commission (N.A.R.T.P.C.) is the officially designated Metropolitan Planning Organization (MPO) for the Jonesboro metropolitan area and is compliant with the MPO 3-C Agreement outlining collaboration and support of JET and ARDOT in the 3-C planning process.

NOW, THEREFORE, BE IT RESOLVED, by the Transportation Policy Committee of the N.A.R.T.P.C.:

The Northeast Arkansas Regional Transportation Planning Commission does hereby adopt the PTASP Safety Targets identified in Attachment A by JET for the Jonesboro metropolitan area.

Duly recorded this 24 day of September, 2020.

SIGNED: 
John Street, Chairperson
Council Member, City of Jonesboro

ATTEST: 
Cecelie Cochran, Secretary
MPO Director, N.A.R.T.P.C.

RESOLUTION 19-05

A RESOLUTION IN SUPPORT OF THE INFRASTRUCTURE PERFORMANCE TARGETS OF THE ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)

WHEREAS, the Fixing America’s Surface Transportation (FAST) Act, continues MAP-21’s overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals; and

WHEREAS, pursuant to 23 CFR 490, ARDOT has established 2- and 4-year statewide performance targets for the evaluation, maintenance, and enhancement of the condition of pavement on Interstate and non-Interstate roads within the National Highway System (NHS) in Arkansas:

	<u>2-Year</u>	<u>4-Year</u>
• Percent of Interstate pavements in Good condition	N/A	79%
• Percent of Interstate pavements in Poor condition	N/A	5%
• Percent of non-Interstate NHS pavements in Good condition	48%	44%
• Percent of non-Interstate NHS pavements in Poor Condition	10%	12%; and

WHEREAS, pursuant to 23 CFR 490, ARDOT has established 2- and 4-year statewide performance targets for the assessment and maintenance of the condition of existing bridges within the National Highway System (NHS) in Arkansas:

	<u>2-Year</u>	<u>4-Year</u>
• Percent of NHS bridges by deck area classified as Good condition	50%	50%
• Percent of NHS bridges by deck area classified as Poor condition	4%	6%


WHEREAS, pursuant to 23 CFR §490.105, the MPOs shall establish targets no later than 180 days after the respective State DOT(s) establish their targets, and the MPOs have the option of either agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT targets for each performance measure, setting their own targets for each performance measure, or a mix of both options; and

WHEREAS, the Technical Advisory Committee and Transportation Policy Committee have reviewed the corresponding infrastructure data for the MPO region related to the measures listed above; and

WHEREAS, the Transportation Policy Committee is the decision-making body of the MPO and this Committee approves and adopts all the transportation planning activities of the Metropolitan Planning Organization.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Policy Committee of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) has chosen to support all of the State’s infrastructure performance targets, and in light of the current statewide highway funding limitations, agrees to plan and program projects in support of these targets.

Duly recorded this 27th day of September 2018.

SIGNED: 
 John Street, Chairperson
 Council Member, City of Jonesboro

ATTEST: 
 Erica Tait, Secretary
 MPO Director

RESOLUTION 19-06

A RESOLUTION IN SUPPORT OF THE SYSTEM RELIABILITY PERFORMANCE TARGETS OF THE ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)

WHEREAS, the Fixing America’s Surface Transportation (FAST) Act, continues MAP-21’s overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals; and

WHEREAS, pursuant to 23 CFR 490, ARDOT has established 2- and 4-year statewide performance targets for the assessment of the system performance regarding travel time reliability on the Interstate and non-Interstate National Highway System (NHS) in Arkansas:

- | | <u>2-Year</u> | <u>4-Year</u> |
|--|---------------|---------------|
| • Percent of Person-Miles Traveled on the Interstate that are Reliable | 91% | 89% |
| • Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable | N/A | 90%; and |

WHEREAS, pursuant to 23 CFR 490, ARDOT has established 2- and 4-year statewide performance targets for the assessment of freight movement and truck travel time reliability on the Interstate System in Arkansas:

- | | <u>2-Year</u> | <u>4-Year</u> |
|--|---------------|---------------|
| • Truck Travel Time Reliability on the Interstate System | 1.45 | 1.52 |

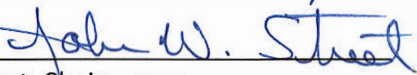
WHEREAS, pursuant to 23 CFR §490.105, the MPOs shall establish targets no later than 180 days after the respective State DOT(s) establish their targets, and the MPOs have the option of either agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT targets for each performance measure, setting their own targets for each performance measure, or a mix of both options; and


WHEREAS, the Technical Advisory Committee and Transportation Policy Committee have reviewed the corresponding system reliability data for the MPO region related to the measures listed above; and

WHEREAS, the Transportation Policy Committee is the decision-making body of the MPO and this Committee approves and adopts all the transportation planning activities of the Metropolitan Planning Organization.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Policy Committee of the Northeast Arkansas Regional Transportation Planning Commission (NARTPC) has chosen to support all of the State’s system performance targets, and in light of the current statewide highway funding limitations, agrees to plan and program projects in support of these targets.

Duly recorded this 27TH day of September 2018.

SIGNED: 
 John Street, Chairperson
 Council Member, City of Jonesboro

ATTEST: 
 Erica Tait, Secretary
 MPO Director

RESOLUTION 21-06

A RESOLUTION IN SUPPORT OF THE 2020 MID-PERFORMANCE TARGETS FOR INFRASTRUCTURE & SYSTEM RELIABILITY SET BY THE ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)

WHEREAS, the Fixing America's Surface Transportation (FAST) Act, continues MAP-21's overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals; and

WHEREAS, pursuant to 23 U.S.C 150 and CFR 490, ARDOT has conducted the required biennial assessment for Infrastructure (PM 2) and established updated 4-year statewide performance targets for the evaluation, maintenance, and enhancement of the condition of pavement on Interstate and non-Interstate roads within the National Highway System (NHS) as well as existing bridges within the NHS in Arkansas:

- Percent of Interstate pavements in Good condition;
- Percent of Interstate pavements in Poor condition;
- Percent of non-Interstate NHS pavements in Good condition;
- Percent of non-Interstate NHS pavements in Poor Condition;
- Percent of NHS bridges by deck area classified as Good condition;
- Percent of NHS bridges by deck area classified as Poor condition; and

WHEREAS, pursuant to 23 U.S.C 150 and CFR 490, ARDOT has conducted the required biennial assessment for System Reliability (PM 3) and established updated 4-year statewide performance targets for the assessment of the system performance regarding travel time and truck (freight) travel time on the Interstate and non-Interstate National Highway System (NHS) in Arkansas:

- Percent of Person-Miles Traveled on the Interstate that are Reliable;
- Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable;
- Truck Travel Time Reliability on the Interstate System; and

WHEREAS, pursuant to 23 CFR §490.105, the Metropolitan Planning Organization (MPO) shall establish targets no later than 180 days after the respective State DOT(s) establish their targets, and the MPOs have the option of either agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT targets for each performance measure, setting their own targets for each performance measure, or a mix of both options; and

WHEREAS, the Technical Advisory Committee and Transportation Policy Committee have reviewed the corresponding 2020 mid-performance report in **Attachment A** for Infrastructure and System Reliability along with current performance data for the MPO region; and

WHEREAS, the Transportation Policy Committee is the decision-making body of the MPO, and this Committee approves and adopts all the transportation planning activities of the organization.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Policy Committee of the Northeast Arkansas Regional Transportation Planning Commission has chosen to adopt the 2020 mid-performance targets in **Attachment A** for Infrastructure and System Reliability set by the state of Arkansas, and in

Appendix M



NORTHEAST ARKANSAS
REGIONAL TRANSPORTATION
PLANNING COMMISSION

light of the current statewide highway funding limitations, agrees to plan and program projects in support of these targets.

Duly recorded this 15th day of December, 2020.

SIGNED: John Street
John Street, Chairperson
Council Member, City of Jonesboro

ATTEST: Cecelie Cochran
Cecelie Cochran, Secretary
MPO Director

6/10/2020

Concur:

Serie H. Jucker

Date:

*6/30/2020***TARGET SETTING FOR 2021****SAFETY****PERFORMANCE MEASURES**

In accordance with 23 CFR 490.207, the national performance measures for State Departments of Transportation (DOTs) to use in managing the Highway Safety Improvement Program (HSIP) for all public roads are shown below.

Performance Measures
Number of Fatalities
Rate of Fatalities (per 100 million vehicle miles traveled)
Number of Serious Injuries
Rate of Serious Injuries (per 100 million vehicle miles traveled)
Number of Non-Motorized Fatalities and Serious Injuries

DATA SOURCES

Fatality Data: Fatality Analysis Reporting System (FARS).

Serious Injury Data: State motor vehicle crash database. Updated definition for "Suspected Serious Injury (A)" from the *Model Minimum Uniform Crash Criteria* (MMUCC) 4th edition was adopted by Arkansas State Police January 1, 2018.

Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries: FARS and State motor vehicle crash database. Fatalities with attribution codes for pedestrian, bicyclist, other cyclist, and person on personal conveyance are included. Serious injuries are associated with pedestrians or pedalcyclists as defined in *American National Standard Manual on Classification of Motor Vehicle Traffic Accidents* (ANSI D16.1-2007).

Volume Data: State Vehicle Miles Traveled (VMT) data is derived from the Federal Highway Administration (FHWA) and the Arkansas Department of Transportation (ARDOT).

TARGET SETTING REQUIREMENTS**State DOTs:**

- Must establish targets for all public roads.
- Must establish statewide annual targets by June 30th of each year and report targets by August 31st of each year in the HSIP Report.
- State DOTs shall coordinate with the State Highway Safety Office to set identical targets on three common performance measures (Number of Fatalities, Rate of Fatalities, and Number of Serious Injuries).
- State DOTs shall coordinate with Metropolitan Planning Organizations (MPOs) when establishing targets, to the maximum extent practicable.

6/10/2020

Metropolitan Planning Organizations (MPOs):

- Shall support the relevant State DOT annual target or establish their own targets within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

METHODOLOGY

Through extensive coordination with the Arkansas Highway Safety Office, FHWA, the National Highway Traffic Safety Administration (NHTSA), all MPOs, and other stakeholders, a methodology to determine the targets was finalized in 2017.

Description of Methodology

The target setting method, similar to previous years, is generally described below:

1. Calculate moving averages for the last five years. A moving average “smooths” the variation from year to year. For this target setting, the moving average was calculated for the last five years (2010-2014, 2011-2015, 2012-2016, 2013-2017, and 2014-2018).
2. Calculate the average of these five data points.
3. Consider external factors to account for uncertainties. Past safety performance alone is not necessarily the best indicator of future performance, given numerous external factors outside of ARDOT’s control. For instance, to account for the fact that 2019 crash data is incomplete, an adjustment factor may be considered to account for the uncertainty of what the final numbers will be, rather than attempting to predict exact numbers.
4. Apply any adjustment factors as needed based on Step 3 to the averages calculated in Step 2 to determine targets.

Step One: Calculate Moving Averages

Calculate the moving average for each of the performance measures for the last five years, as shown in Table 1.

Step Two: Calculate the Average

The average of the five data points for each of the performance measures is then calculated, as shown in Table 2.

6/10/2020

Table 1 – Calculation of Moving Averages

Data						Moving Averages					
Year	Number of Fatalities	Rate of Fatalities	Number of Serious Injuries**	Rate of Serious Injuries	Number of Non-Motorized Fatalities and Serious Injuries	Years	Number of Fatalities	Rate of Fatalities	Number of Serious Injuries	Rate of Serious Injuries	Number of Non-Motorized Fatalities and Serious Injuries
2010	571	1.704	3,331	9.942	138						
2011	551	1.672	3,239	9.829	149						
2012	560	1.671	3,226	9.624	147						
2013	498	1.487	3,066	9.154	149						
2014	470	1.381	3,154	9.270	141	2010-2014	530.0	1.583	3,203.2	9.564	144.8
2015	550	1.576	2,888	8.276	112	2011-2015	525.8	1.557	3,114.6	9.231	139.6
2016	561	1.569	3,032	8.480	154	2012-2016	527.8	1.537	3,073.2	8.961	140.6
2017	525	1.443	2,816	7.739	189	2013-2017	520.8	1.491	2,991.2	8.584	149.0
2018	516	1.407	2,272	6.195	205	2014-2018	524.4	1.475	2,832.4	7.992	160.2
Notes:											
2017 Fatalities are from FARS Final											
2018 Fatalities are from FARS Annual Report File (Not Final)											

6/10/2020

Table 2 – Calculation of the Averages

Performance Measure	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018	Average
Number of Fatalities	530.0	525.8	527.8	520.8	524.4	525.8
Rate of Fatalities	1.583	1.557	1.537	1.491	1.475	1.529
Number of Serious Injuries	3,203.2	3,114.6	3,073.2	2,991.2	2,832.4	3,042.9
Rate of Serious Injuries	9.564	9.231	8.961	8.584	7.992	8.866
Number of Non-Motorized Fatalities and Serious Injuries	144.8	139.6	140.6	149.0	160.2	146.8

Step Three: Consider External Factors

As shown below, a number of external factors that may have an impact on safety performance were identified through coordination with safety stakeholders mentioned on page 2.

Legalization of medical marijuana in Arkansas, and increase of opioid use

There is considerable uncertainty regarding the impact of medical marijuana and opioid use on highway safety. Although it is widely recognized that there is some level of impact, there are no studies that can definitively state the expected increase in crashes due to these factors.

Speed limit increase on rural freeways in Arkansas in 2020

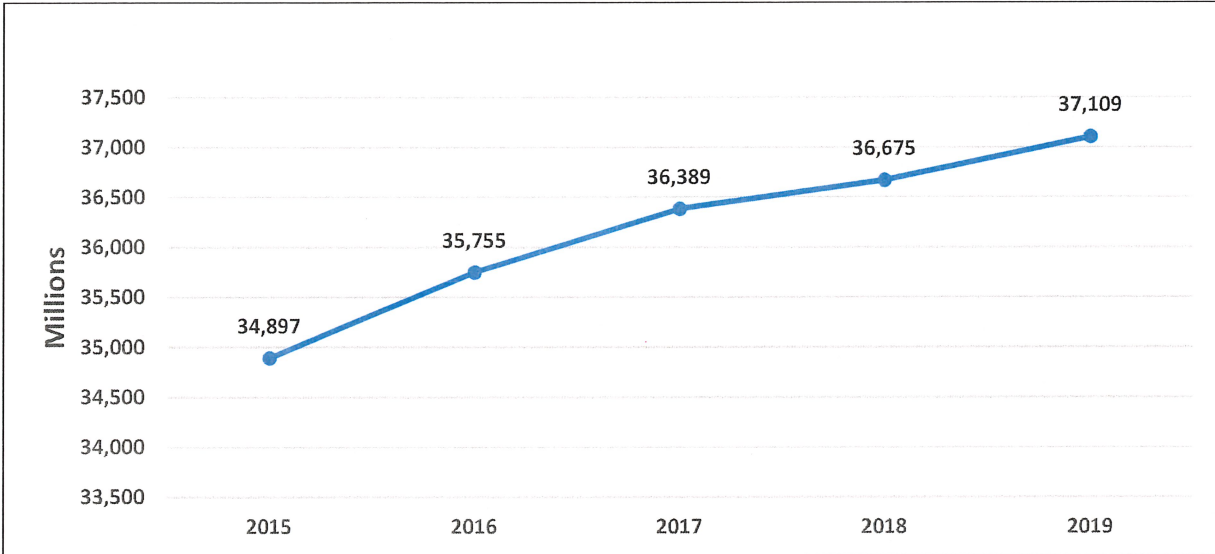
State Act 784 of 2019 increases the maximum allowable speed limit for motor vehicles on rural freeways to 75 miles per hour (mph) effective July 1, 2020.

Continued increase in vehicle miles traveled in Arkansas

The vehicle miles traveled (VMT) in Arkansas has continued to increase in recent years as a result of continued population increase and an improving economy. Generally, the greater the VMT, the greater the risk of crashes. As shown in Figure 1, the VMT in Arkansas has increased in the last five years data, from 34,897 million VMT in 2015 to 37,109 million VMT in 2019. This is an increase of around six percent over the five-year period, or an average annual growth rate of 1.75%.

6/10/2020

Figure 1 – Vehicle Miles Traveled (VMT) in Arkansas

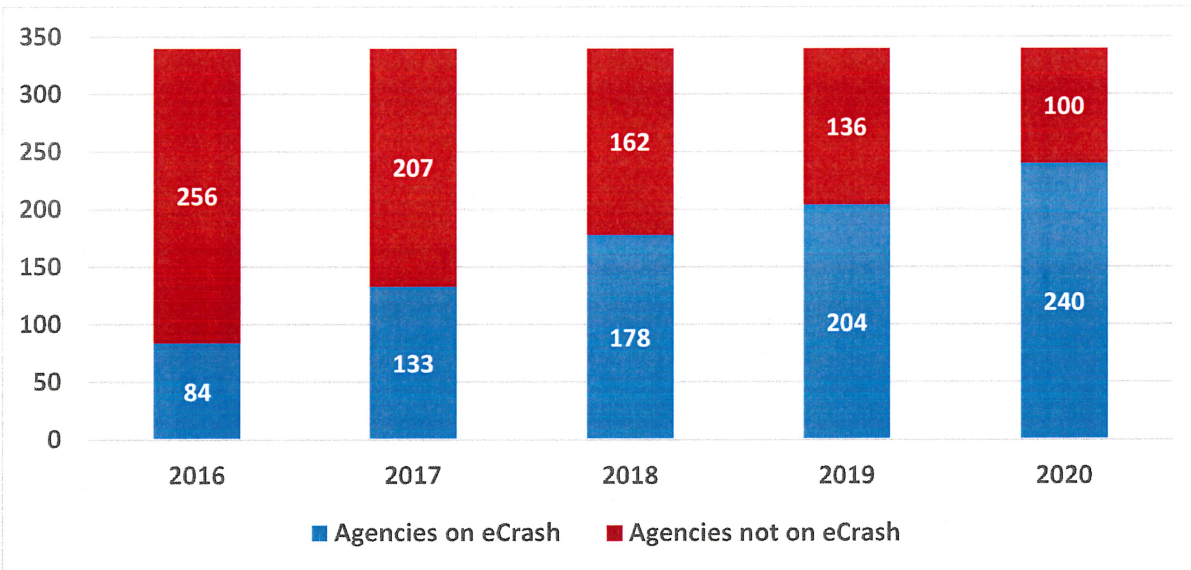


Data Source: FHWA and ARDOT

Continued transition to eCrash system

The eCrash system has made crash reporting more timely and consistent. Since first implemented by Arkansas State Police in 2015, law enforcement agencies throughout Arkansas have been transitioning to the eCrash system. To date, 60 percent of all law enforcement agencies now use eCrash as shown in Figure 2. However, several large jurisdictions such as Fayetteville, North Little Rock, and Hot Springs have yet to make the transition.

Figure 2 – eCrash Use in Arkansas



There is uncertainty regarding data quality, primarily regarding serious injuries. Although Arkansas State Police has an official definition of suspected serious injuries, it has been noted in the past that the definition was not applied consistently. Until all law enforcement agencies begin using eCrash, and proper

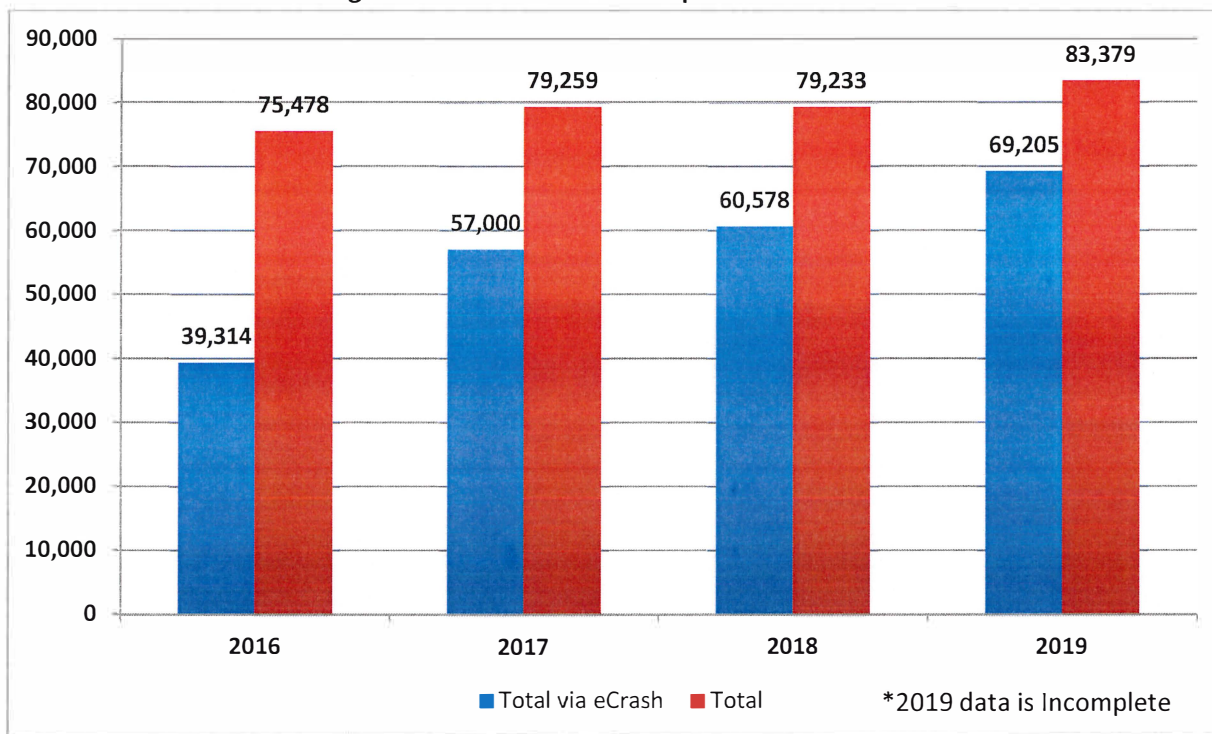
6/10/2020

training on the definition is conducted, there will continue to be much uncertainty regarding data accuracy.

Uncertainty of 2018 crash data

Agencies that are not using eCrash are using old paper forms or a separate electronic crash reporting system. Due to issues related to crash data entry at Arkansas State Police, a significant number of crash reports for 2018 were not entered into the eCrash system. As shown in Figure 3, although the number of crash reports submitted via eCrash continues to increase, the number of total crashes reported also continues to increase, except for 2018. As noted, the crash data entry issue is impacting the true number of crashes in Arkansas for 2018.

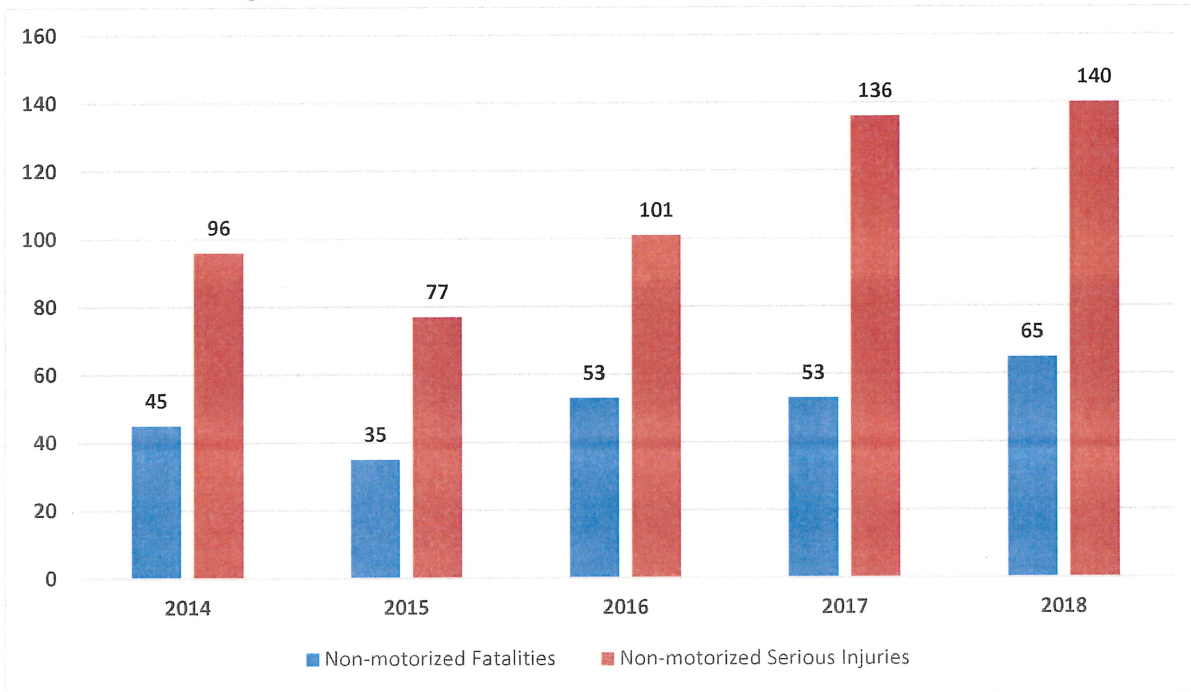
Figure 3 – Number of Crash Reports in Database



Although the crash data entry has less impact on fatalities due to the separate tracking system at Arkansas State Police, it has greater impact on non-motorized crashes. As shown in Figure 4, the number of non-motorized fatalities and serious injuries can vary significantly. Because there are a number of agencies in large urban areas not using eCrash, the number of non-motorized crashes could increase in the future if those agencies begin using eCrash. The variability of the Number of Non-Motorized Fatalities and Serious Injuries performance measure compared to other safety performance measures is illustrated in Attachment A. As shown in this attachment, the coefficient of variation for this performance measure is at 21 percent, which is significantly higher than the other performance measures ranging from 6 to 13 percent.

6/10/2020

Figure 4 – Number of Non-Motorized Fatalities & Serious Injuries



Step Four: Apply Adjustment Factors

The various external factors mentioned under Step Three could impact Arkansas' safety performance. However, there is little to no research to justify the application of specific adjustment factors to account for external factors such as medical marijuana for instance. With that said, in consultation with other safety stakeholders, it is determined that a two percent adjustment factor can be justifiably applied to: Number of Fatalities, Rate of Fatalities, Number of Serious Injuries, and Rate of Serious Injuries.

This adjustment factor is based on the recent VMT trend in Arkansas since it has been increasing consistently in recent years and expected to continue into the near future.

It is recommended that a higher adjustment factor is applied to the Number of Non-Motorized Fatalities and Serious Injuries performance measure. Also, the known number of non-motorized fatalities and serious injuries has already increased in 2018 compared to previous years, as shown in Figure 4. Therefore, it is determined that approximately half of last year's adjustment factor of 110 percent i.e. 50 percent can be applied to the Number of Non-Motorized Fatalities and Serious Injuries performance measure.

6/10/2020

TARGETS

Based on the methodology described, targets for each of the five performance measures is shown below in Table 3.

Table 3 – 2021 Performance Targets

Performance Measure	Average ¹	Adjustment Factor ²	Target
Number of Fatalities	525.8	+2%	536.3
Rate of Fatalities	1.529	+2%	1.560
Number of Serious Injuries	3,042.9	+2%	3,103.8
Rate of Serious Injuries	8.866	+2%	9.043
Number of Non-Motorized Fatalities and Serious Injuries	146.8	+50%	220.3

¹ See Table 2² Description of justification found on page 7

To gauge how these averages, adjustments, and targets compare to last year's targets, see Table 4.

Table 4 – Comparison of 2020 & 2021 Performance Targets

Performance Measure	2020			2021		
	Average	Adjust.	Target	Average ¹	Adjust.	Target
Number of Fatalities	530.6	+2%	541.2	525.8	+2%	536.3
Rate of Fatalities	1.564	+2%	1.595	1.529	+2%	1.560
Number of Serious Injuries	3,138.6	+2%	3,201.4	3,042.9	+2%	3,103.8
Rate of Serious Injuries	9.256	+2%	9.441	8.886	+2%	9.043
Number of Non-Motorized Fatalities and Serious Injuries	143.0	+110%	300.3	146.8	+50%	220.3

¹ See Table 2**FHWA ASSESSMENT OF 2019 PERFORMANCE TARGETS**

FHWA will conduct an assessment to determine whether states have met or made significant progress toward meeting their previous year's targets in December of each year. For 2019, the assessment will be made in December of 2020 by comparing the actual 2015-2019 performance to the 2019 targets and the 2013-2017 baseline performance. At least four of the five targets must either meet (i.e., equal to or less than the target) or be better than the baseline performance to make significant progress. This means that states have two chances to "pass" the test for each performance measure. In some cases, a state may not be better than the baseline performance for any given measure, but may meet the target they set. In such cases, the state would "pass" the test for that measure.

As shown in Table 5, it is predicted that ARDOT will meet all of the targets except the Number of Non-motorized Fatalities and Serious Injuries. Therefore, FHWA will consider ARDOT as having "made significant progress" and thus avoid the penalty associated with safety performance.

Appendix M

6/10/2020

Table 5 – 2019 Performance Assessment

Performance Measure	2015-2019 Average	2019 Targets	2013-2017 Baseline	Meets Target?	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	531.6 ¹	543.0	520.8	Yes	No	YES (4 out of 5 targets met or made significant progress)
Rate of Fatalities	1.472 ¹	1.615	1.491	Yes	Yes	
Number of Serious Injuries	2656.0 ²	3,637.0	2,991.2	Yes	Yes	
Rate of Serious Injuries	7.377 ²	10.824	8.584	Yes	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	173.0 ²	170.0	149.0	No	No	
Notes: ¹ Value is based on the actual FARS fatality numbers for 2015, 2016 and 2017, preliminary FARS numbers for 2018 and NSC number for 2019. <i>Example: Number of Fatalities = (550+561+525+516+506)/5=531.6</i> ² Value is based on the actual serious injury numbers for 2015-2018, and an assumed number for 2019.						

If FHWA determines that a state has not “made significant progress” toward meeting its safety targets, the penalty as set forth in 23 USC 148(i) is as follows:

- Use obligation authority equal to the HSIP apportionment for the year prior to the target year, only for HSIP projects.
- Submit an HSIP Implementation Plan that describes actions the state will take to meet or make significant progress toward meeting its targets.

6/10/2020

ATTACHMENT A

Data Variability Analysis

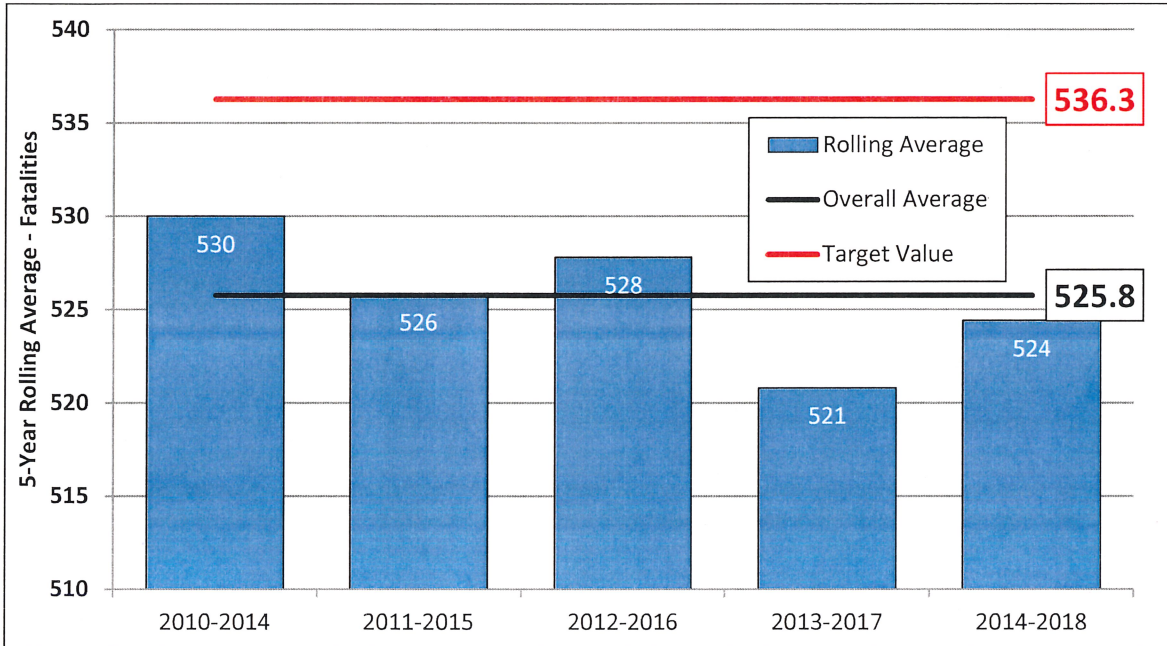
Number of Fatalities			
2014	470	Mean Standard Deviation Coefficient of Variation	524.4
2015	550		32
2016	561		6%
2017	525		
2018	516		
Rate of Fatalities			
2014	1.381	Mean Standard Deviation Coefficient of Variation	1.475
2015	1.576		0.082
2016	1.569		6%
2017	1.443		
2018	1.407		
Number of Serious Injuries			
2014	3,154	Mean Standard Deviation Coefficient of Variation	2832.4
2015	2,888		304
2016	3,032		11%
2017	2,816		
2018	2,272		
Rate of Serious Injuries			
2014	9.270	Mean Standard Deviation Coefficient of Variation	7.992
2015	8.276		1
2016	8.480		13%
2017	7.739		
2018	6.195		
Number of Non-Motorized Fatalities and Serious Injuries			
2014	141	Mean Standard Deviation Coefficient of Variation	160.2
2015	112		33
2016	154		21%
2017	189		
2018	205		

Coefficient of Variation is a statistical measure of the dispersion of data around the mean. It is a useful statistic for comparing the degree of variation from one data set to another, even if the means are drastically different from one another.

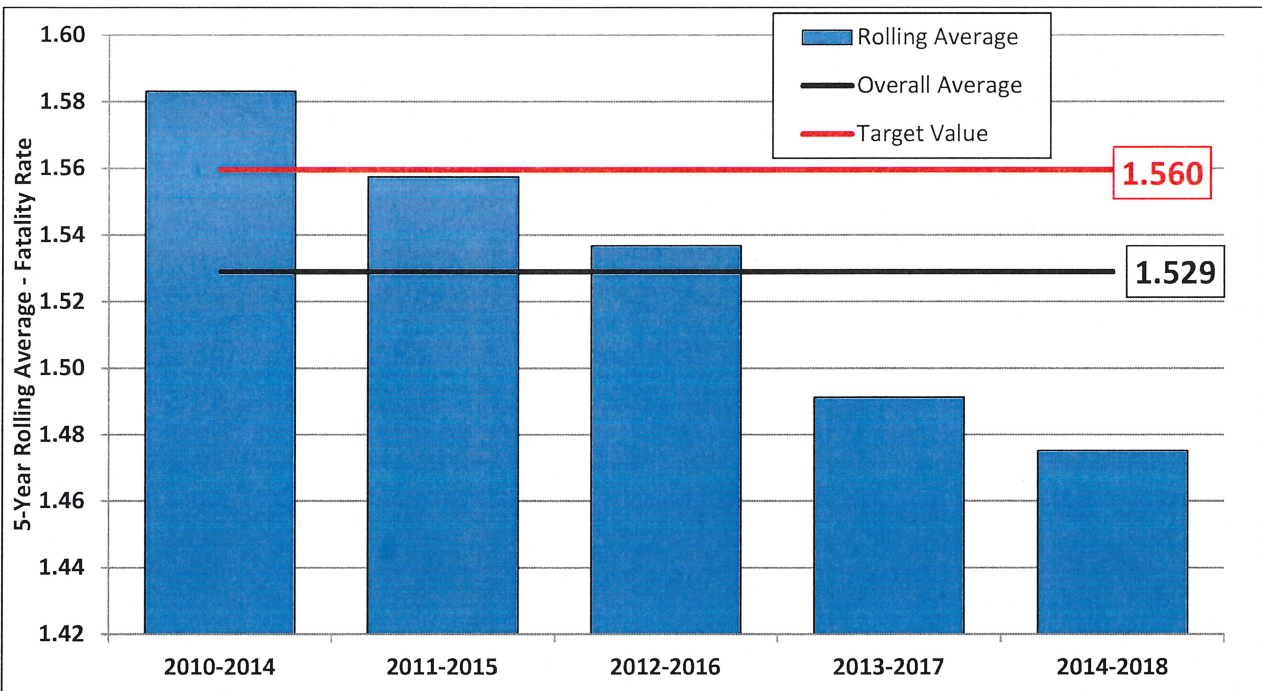
6/10/2020

ATTACHMENT B

HSIP 2021 Target – Number of Fatalities

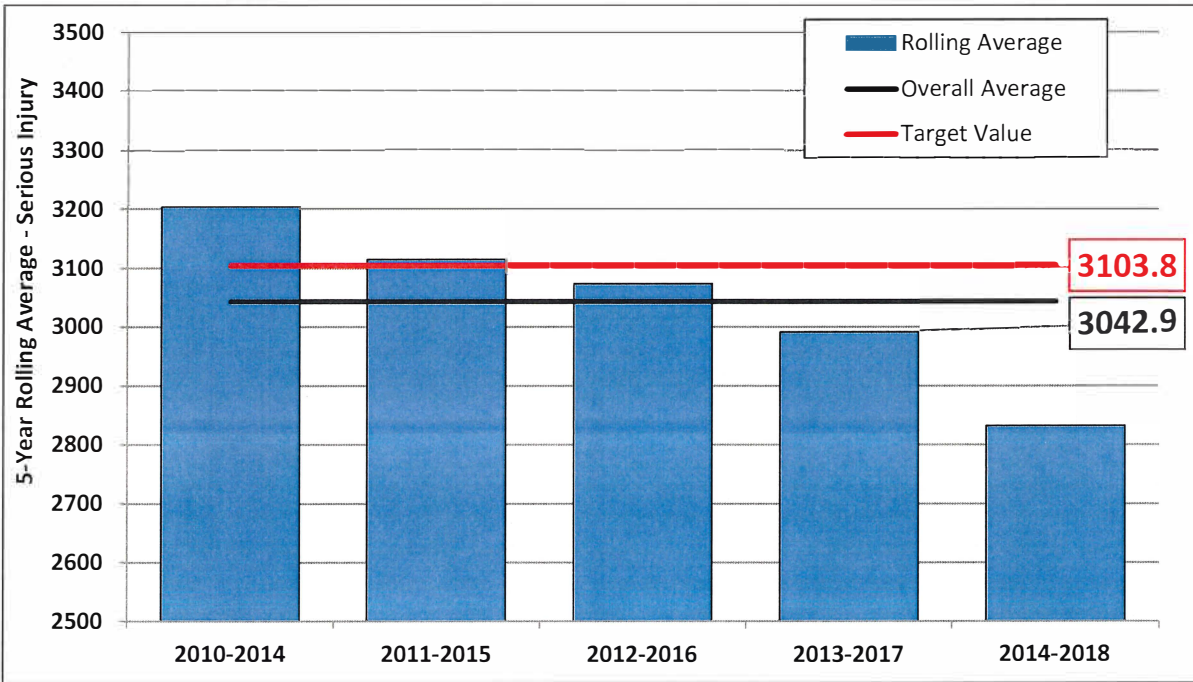


HSIP 2021 Target – Fatality Rate

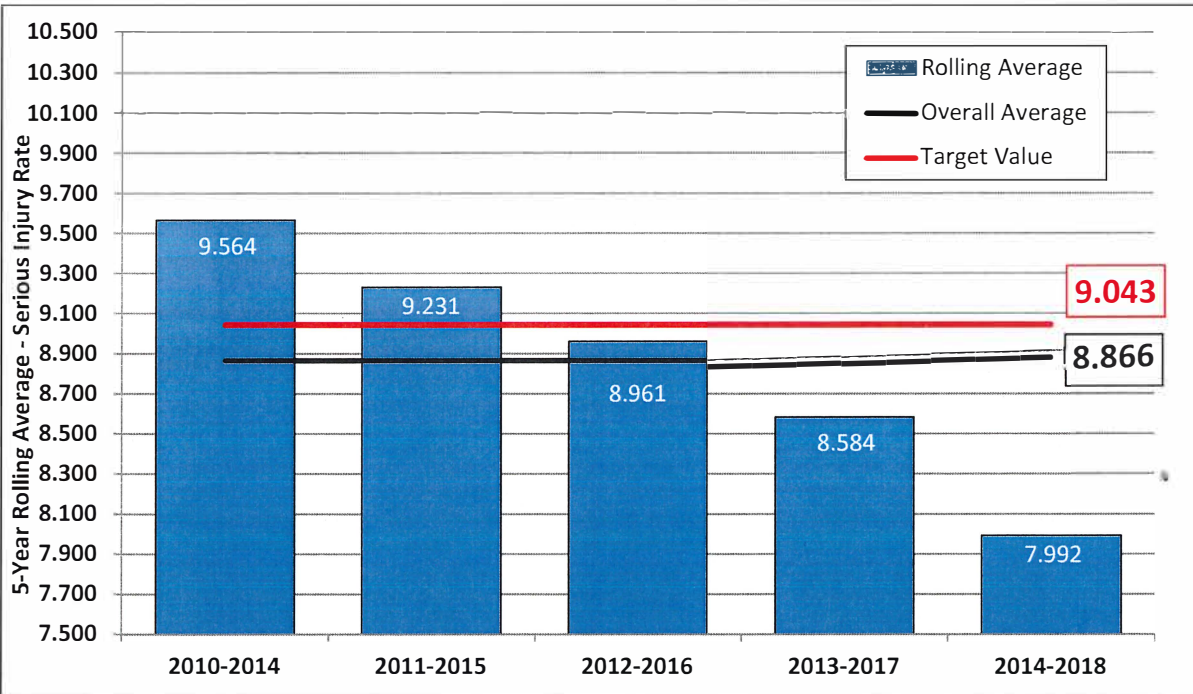


6/10/2020

HSIP 2021 Target – Number of Serious Injuries

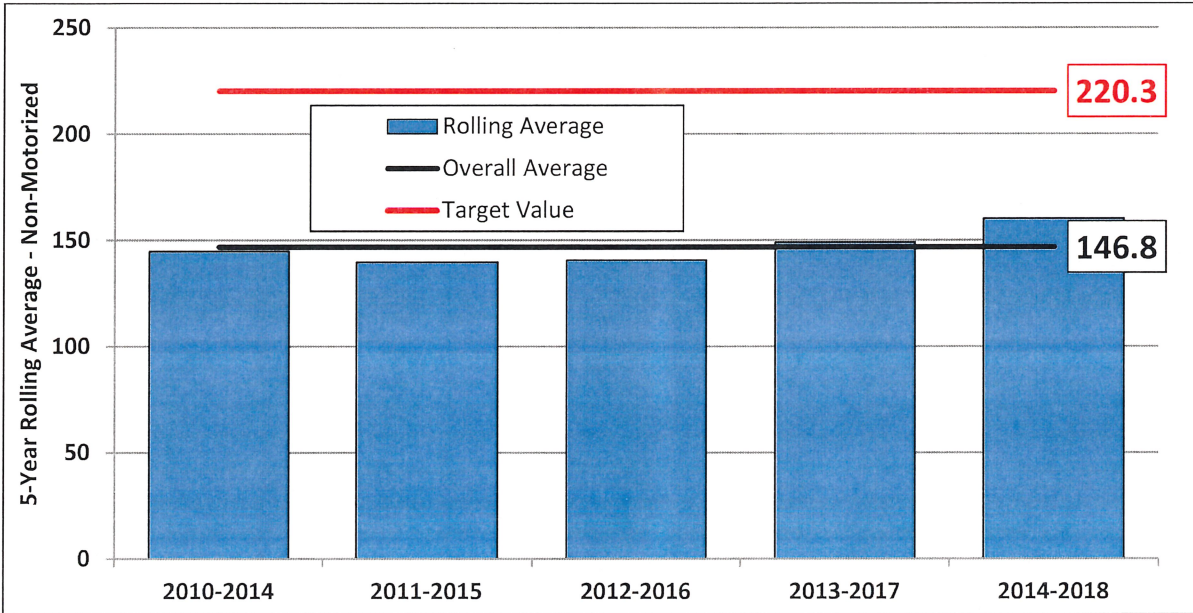


HSIP 2021 Target – Serious Injury Rate



6/10/2020

HSIP 2021 Target - Number of Non-Motorized Fatalities and Serious Injuries



TARGET SETTING

BRIDGE PERFORMANCE MEASURES



In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in managing bridge performance on the National Highway System (NHS). The following is a list of the required performance measures for bridges.

Performance Measures
Percent of NHS bridges by deck area classified as Good condition
Percent of NHS bridges by deck area classified as Poor condition

CONDITION BASED PERFORMANCE MEASURES

- Measures are based on deck area.
- The classification is based on National Bridge Inventory (NBI) condition ratings for deck, superstructure, substructure, and bridge length culverts.
- Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert.
 - If the lowest rating is greater than or equal to 7, the structure is classified as good.
 - If it is less than or equal to 4, the classification is poor.
 - Structures rated below 7 but above 4 will be classified as fair.
- Deck area is computed using structure length, and deck width or approach roadway width (for bridge length culverts).

TARGET SETTING REQUIREMENTS

State DOTs:

- Must establish targets for all bridges carrying the NHS, which includes on-ramps and off-ramps connected to the NHS, and bridges carrying the NHS that cross a State border, regardless of ownership.
- Must establish statewide 2- and 4-year targets by May 20, 2018 and report targets by October 1, 2018 in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant MPOs on the selection of targets to ensure consistency, to the maximum extent practicable.

Metropolitan Planning Organizations (MPOs):

- Shall support the relevant State DOT 4-year target or establish their own within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

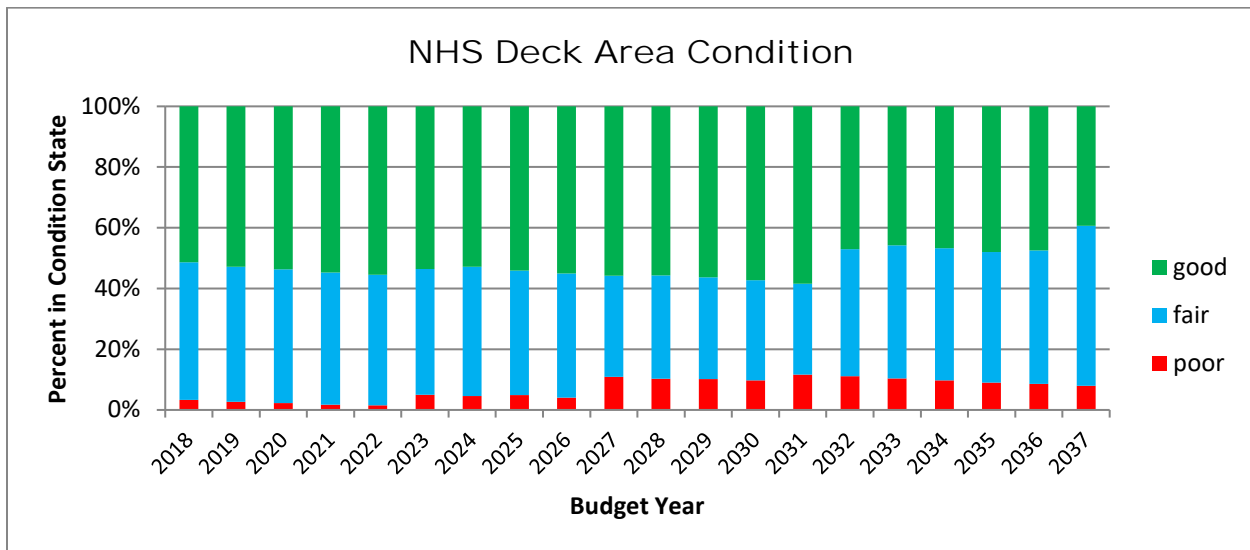
Other Information:

- State DOT targets should be determined from asset management analyses and procedures. The targets reflect investment strategies that aim to achieve a state of good repair over the life cycle of assets at minimum practicable cost.
- If for three consecutive years more than 10% of a State DOT’s NHS bridges total deck area is classified as Poor, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds to eligible bridge projects on the NHS.

METHODOLOGY

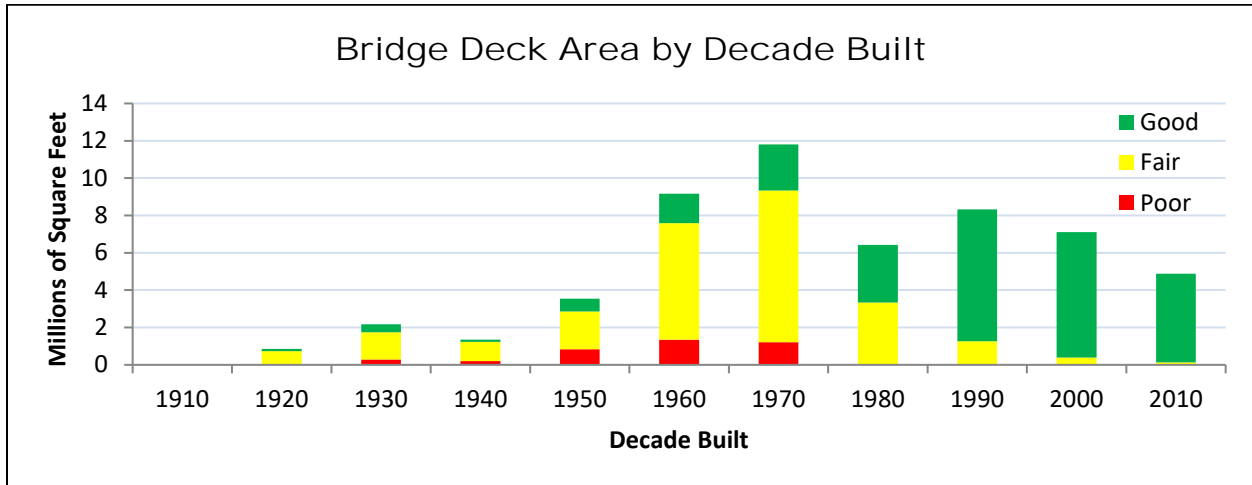
In order to develop the performance targets, a bridge model is required to forecast future conditions based on anticipated funding. In October of 2015, Heavy Bridge Maintenance (HBM) entered into an agreement to use Deighton’s dTIMS software as ARDOT’s bridge modeling platform¹.

Based on a \$90-million budget for all state-owned bridges, the model provides a 20-year condition forecast² for NHS bridges as shown below:



¹ While the model is still being refined, the projections seem reasonable and the proposed performance targets are based on those projections.
² The bridge model does not consider the additional funding made available for the 30 Crossing project. The 30 Crossing project will address over one percent of the poor deck area currently in the NHS bridges.

As shown in the 20-year condition forecast chart, the poor deck area is currently at 3.3 percent while the good deck area is at 51.3 percent. There is a jump in percent poor deck area in 10 years. This jump can be explained by the large inventory of bridges that were built in the 1960s and 1970s (as shown in the following figure) and will reach the end of their 50-year design life within the next 10 years. With additional planned model calibration, the jump may be less severe. However, additional deck area could be rated poor earlier than year 2027.



TARGETS

The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to minimizing deterioration of the existing bridge infrastructure in an environment where available resources are less than optimal. The targets represent what is attainable if the strategies and funding estimates in the Transportation Asset Management Plan (TAMP) are implemented.

Performance Targets		
	2-year	4-year
Percent of NHS bridges by deck area classified as Good condition	50%	50%
Percent of NHS bridges by deck area classified as Poor condition	4%	6%

It should be noted that the shift toward bridge preservation in the last couple of years should enabled the Department to stay below 10 percent of NHS bridges classified as poor for the state-wide bridge inventory at the anticipated 90-million funding level according to the model. Future model calibrations will allow better performance forecasting, which would enable ARDOT to make adjustments in funding and/or strategies to stay below the penalty threshold for NHS bridges.

5/9/2018

TARGET SETTING

PAVEMENTS

PERFORMANCE MEASURES



In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in managing pavement performance on the National Highway System (NHS). The following is a list of the required performance measures for pavements.

Performance Measures
Percent of Interstate pavements in Good condition
Percent of Interstate pavements in Poor condition
Percent of non-Interstate NHS pavements in Good condition
Percent of non-Interstate NHS pavements in Poor condition

CONDITION BASED PERFORMANCE MEASURES**Data Collection Requirements:**

- Starting January 1, 2018, pavement data collected on the Interstate must include International Roughness Index (IRI), percent cracking, rutting, and faulting. This data must be reported in the Highway Performance Monitoring System (HPMS) by April 15, 2019. This data will be gathered and re-submitted every year on a full extent basis.
- The same requirements become effective for non-Interstate NHS pavement data beginning January 1, 2020 with a HPMS report date of June 15, 2021. This data will be gathered and re-submitted at least every two years on a full extent basis.

Pavement Condition Determination:

Asphalt Pavement	Jointed Concrete Pavement (JCP)	Continuously Reinforced Concrete Pavement (CRCP)
IRI	IRI	IRI
Rutting	Faulting	--
Cracking %	Cracking %	Cracking %

- Good: All measures are in good condition
- Poor: 2 or more measures are in poor condition
- Fair: Everything else

5/9/2018

Pavement Condition Thresholds:

	Good	Fair	Poor
IRI (inches/mile)	<95	95-170	>170
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15
Cracking (%)	<5	5-20 (asphalt) 5-15 (JCP) 5-10 (CRCP)	>20 (asphalt) >15 (JCP) >10 (CRCP)

TARGET SETTING REQUIREMENTS**State DOTs:**

- Must establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS.
- Must establish statewide 2- and 4-year targets for the non-Interstate NHS and 4-year targets for the Interstates by May 20, 2018 and report targets by October 1, 2018 in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant MPOs on the selection of targets to ensure consistency, to the maximum extent practicable.

Metropolitan Planning Organizations (MPOs):

- Shall support the relevant State DOT 4-year target or establish their own within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

Other Information:

- State DOT targets should be determined from asset management analyses and procedures. The targets reflect investment strategies that aim to achieve a state of good repair over the life cycle of assets at minimum practicable cost.
- The minimum acceptable condition for interstate pavements is no more than 5% in poor condition. FHWA will make this determination using the data in HPMS by June 15 of each year. Any State DOT that does not meet the minimum condition will be required to obligate a portion of its National Highway Preservation Program (NHPP) and Surface Transportation Program (STP) funds to address interstate pavement conditions. The first assessment will occur in June 2019.

METHODOLOGY

The Current Condition and 2- and 4-Year Pavement Performance Targets for the non-Interstate NHS pavements were developed in accordance with the methodology presented in Appendix C of *FHWA*

5/9/2018

Computation Procedure for the Pavement Condition Measures (FHWA-HIF-18-022) for use during the “transition” period. This methodology was also used to establish the Current Condition for Interstate pavements in Arkansas. Based on the *Discussion of Section 490.105(e)(7) Phase-in Requirements for Interstate Pavement Measures* the 4-Year Pavement Performance Target for Arkansas’ Interstate pavements was estimated. Factors that were taken into consideration as part of this estimation included the calculated Current Condition, Interstate projects that are anticipated to be completed by 2021, estimated deterioration rates for Interstate pavements, and the anticipated level of available funding.

Performance Rating	
	Current*
Percent of Interstate pavements in Good condition	77%
Percent of Interstate pavements in Poor condition	4%
Percent of non-Interstate NHS pavements in Good condition	52%
Percent of non-Interstate NHS pavements in Poor condition	8%
* Condition rating based on ARDOT’s 2017 HPMS pavement dataset.	

TARGETS

The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to minimizing deterioration of the existing pavements on the Interstate and non-Interstate NHS in an environment where available resources are less than optimal. The targets represent what is attainable if the strategies and funding estimates in the Transportation Asset Management Plan (TAMP) are implemented.

Performance Targets		
	2-year	4-year
Percent of Interstate pavements in Good condition	N/A	79%
Percent of Interstate pavements in Poor condition	N/A	5%
Percent of non-Interstate NHS pavements in Good condition	48%	44%
Percent of non-Interstate NHS pavements in Poor condition	10%	12%

5/7/2018

TARGET SETTING

TRAVEL TIME RELIABILITY PERFORMANCE MEASURES



In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in assessing system performance on the Interstate and non-Interstate National Highway System (NHS). The following is a list of the required performance measures for travel time reliability.

Performance Measures
Percent of Person-Miles Traveled on the Interstate that are Reliable
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable

CONDITION BASED PERFORMANCE MEASURES

- Measures are based on the Level of Travel Time Reliability (LOTTR) which is defined as the ratio of the longer travel time (80th percentile) to a “normal” travel time (50th percentile) using data from FHWA’s National Performance Management Research Data Set (NPMRDS) or equivalent.
- A LOTTR will be calculated for each of the following time periods for each segment of highway, known as a Traffic Message Channel (TMC):
 - 6:00 AM-10:00 AM Weekday
 - 10:00 AM-4:00 PM Weekday
 - 4:00 PM-8:00 PM Weekday
 - 6:00 AM-8:00 PM Weekends
- If any one of the four time periods has a LOTTR above 1.5, then the TMC will be considered unreliable.
- All TMCs will have their length multiplied by the average daily traffic and a vehicle occupancy factor of 1.7 (released by FHWA on 4/27/2018) to determine the person-miles traveled on that TMC. Then the reliable TMCs will be summed and divided by the total person-miles traveled.

TARGET SETTING REQUIREMENTS

State DOTs:

- Must establish targets for the Interstate and non-Interstate NHS.
- Must establish statewide 2- and 4-year targets by May 20, 2018 and report targets by October 1, 2018 in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant MPOs on the selection of targets to ensure consistency, to the maximum extent practicable.

5/7/2018

Metropolitan Planning Organizations (MPOs):

- Shall support the relevant State DOT 4-year target or establish their own targets within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

Other information

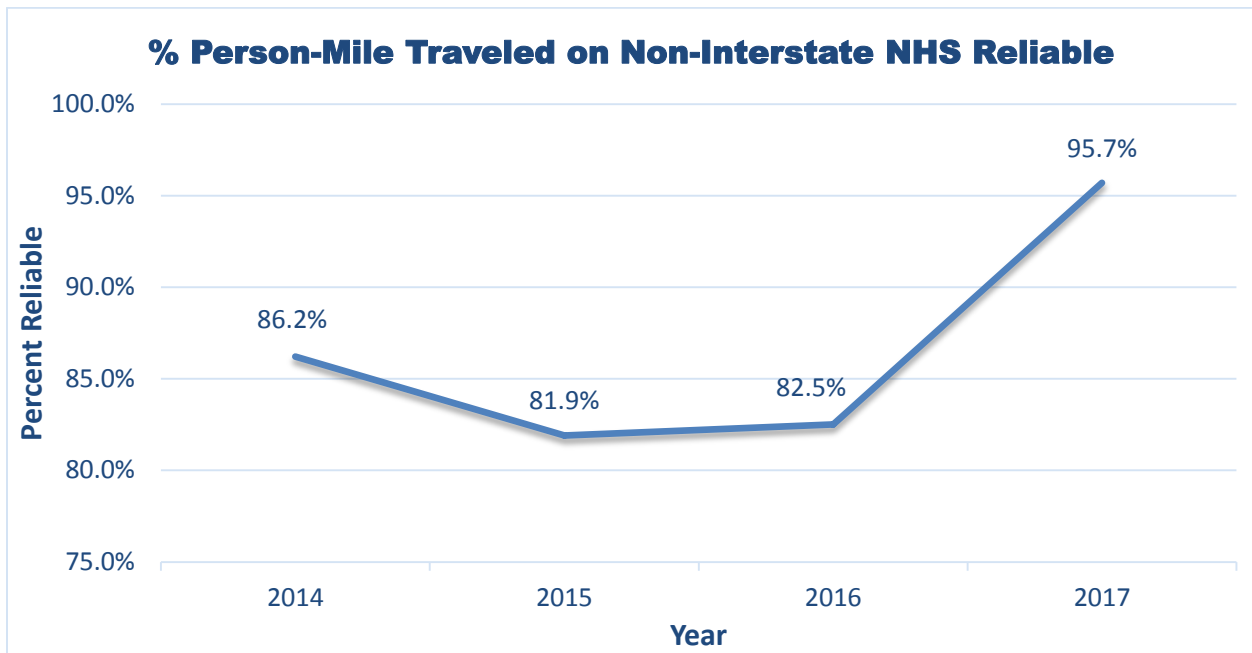
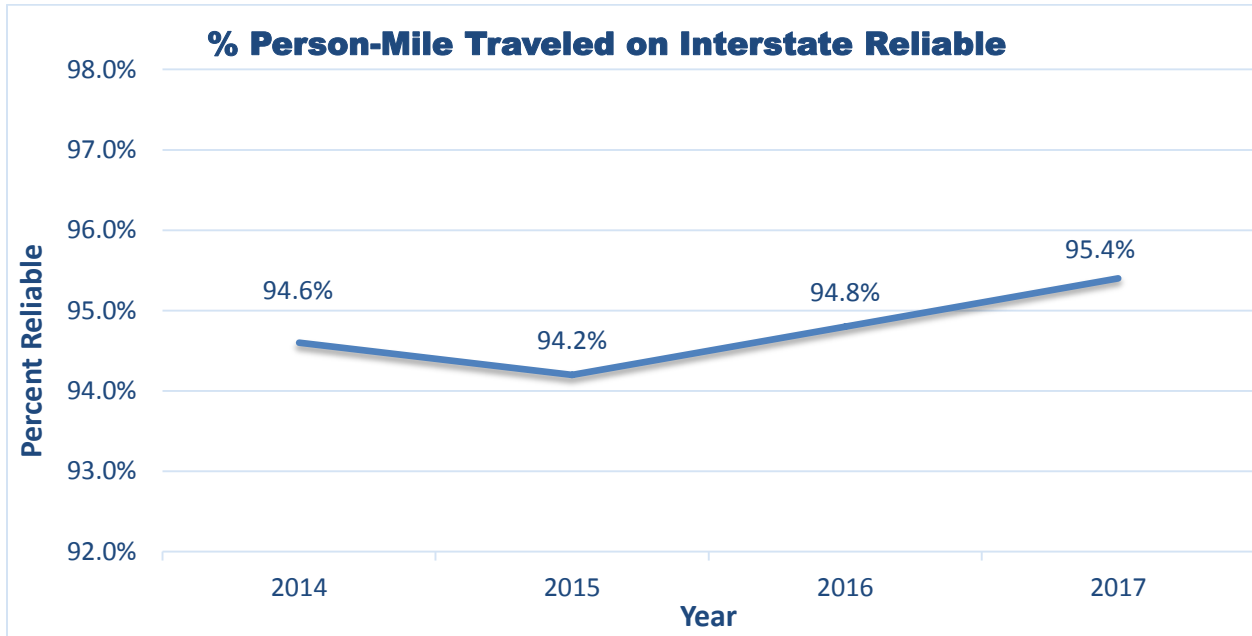
- FHWA began introducing the NPMRDS provided by HERE in August 2013. The data was considered largely as raw probe data.
- In February 2017, FHWA switched the NPMRDS vendor from HERE to INRIX. Due to different data processing approaches by the vendors, there are inconsistencies in the NPMRDS.
- State DOT targets will be set based on four years of data (2014-2017) and only one year of data (2017) from the current vendor.
- As of March 2018, nationally there is 93 percent data coverage for Interstates and 53 percent for non-Interstate NHS.
- Population growth and increasing travels will affect travel time reliability, particularly in fast growing urban areas.
- A large construction program on the Interstate system could result in multiple major workzones. This scenario would have an effect on the reliability on the Interstates and non-Interstate routes.
- Arkansas is part a pooled fund project organized by AASHTO and led by the Rhode Island DOT to provide technical assistance for transportation performance management. As a member, Arkansas has direct access to the NPMRDS Analytics portal through the Regional Integrated Transportation Information System (RITIS) hosted by the University of Maryland.
- If FHWA determines that a state DOT has not made significant progress toward achieving the target, the State DOT shall document the actions it will take to achieve the NHS travel time targets. There is no financial penalty for not meeting the proposed targets.

METHODOLOGY

In order to develop the performance targets, the current and past travel time reliability conditions were reviewed for Interstates and non-Interstate NHS. As shown on the figures on the next page, travel times on Arkansas' Interstates and non-Interstate NHS are largely considered reliable. However, without additional historical data, setting 2- and 4-year targets is difficult. Due to the data variation between vendors, historical trend was not considered appropriate for target setting.

5/7/2018

After the review of the travel time reliability condition for 2014-2017, targets were developed by first identifying significant construction projects located on the Interstate and non-Interstate NHS systems. These project limits were identified and all TMCs within the project limits were considered unreliable to account for the workzones. For large construction projects, additional TMCs located near the project or on logical diversion routes were also considered unreliable. To account for the growth of traffic, TMCs located in urban areas that are currently reliable but have a LOTTR of 1.4 or greater (and no improvements planned) were considered unreliable as well.



5/7/2018

TARGETS

The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to understanding system reliability in an environment where available resources are less than optimal and various additional factors could affect travel such as the economy, trade policies, population growth, and land development patterns.

The proposed targets reflect a best estimate to account for major construction projects, anticipated traffic growth, data quality and availability, and other uncertainties.

Performance Targets		
	2-year	4-year
Percent of Person-Miles Traveled on the Interstate that are Reliable	91%	89%
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable	-	90%

5/7/2018

TARGET SETTING**FREIGHT RELIABILITY
PERFORMANCE MEASURE**

In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in assessing freight movement on the Interstate System. The following is the required performance measure for freight reliability.

Performance Measure
Truck Travel Time Reliability on the Interstate System

CONDITION BASED PERFORMANCE MEASURES

- Measure is based on the Truck Travel Time Reliability (TTTR) Index.
- The TTTR is defined as the 95th percentile truck travel time divided by the 50th percentile truck travel time using data from FHWA's National Performance Management Research Data Set (NPMRDS) or equivalent.
- The TTTR will be calculated for each of the following five time periods for each segment of Interstate known as a Traffic Message Channel (TMC):
 - 6:00 AM-10:00 AM Weekday
 - 10:00 AM-4:00 PM Weekday
 - 4:00 PM-8:00 PM Weekday
 - 6:00 AM-8:00 PM Weekends
 - 8:00 PM-6:00 AM All Days
- The maximum TTTR for each TMC will be multiplied by the length of the TMC. Then the sum of all length-weighted segments divided by the total length of Interstate will generate the TTTR Index.

TARGET SETTING REQUIREMENTS**State DOTs:**

- Must establish targets for all Interstates.
- Must establish statewide 2- and 4-year targets by May 20, 2018 and report targets by October 1, 2018 in the Baseline Performance Period Report.
- May adjust the 4-year target at the Mid Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant MPOs on the selection of targets to ensure consistency, to the maximum extent practicable.

5/7/2018

Metropolitan Planning Organizations (MPOs):

- Shall support the relevant State DOT 4-year target or establish their own targets within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

Other Information:

- FHWA began introducing the NPMRDS provided by HERE in August 2013. The data was considered largely as raw probe data.
- In February 2017, FHWA switched the NPMRDS vendor from HERE to INRIX. The change in vendor resulted in inconsistencies due to the different approaches in data processing.
- As of March 2018, nationally there is 85 percent freight probe data coverage for Interstates.
- Population growth and increasing travel will affect travel time reliability, particularly in fast growing urban areas.
- Urban congestion often affects freight reliability. For example, twenty of the highest 40 TTTR segments in Arkansas are located on urban Interstates where very little truck traffic exists.
- Arkansas is part a pooled fund project organized by AASHTO and led by the Rhode Island DOT to provide technical assistance for transportation performance management. As a member, Arkansas has direct access to the NPMRDS Analytics portal through the Regional Integrated Transportation Information System (RITIS) hosted by the University of Maryland.
- If FHWA determines that a state DOT has not made significant progress toward achieving the target, the State DOT shall include as part of the next performance target report an identification of significant freight trends, needs, and issues within the State as well as a description of the freight policies and strategies and an inventory of truck freight bottlenecks. There is no financial penalty for not meeting the proposed targets.

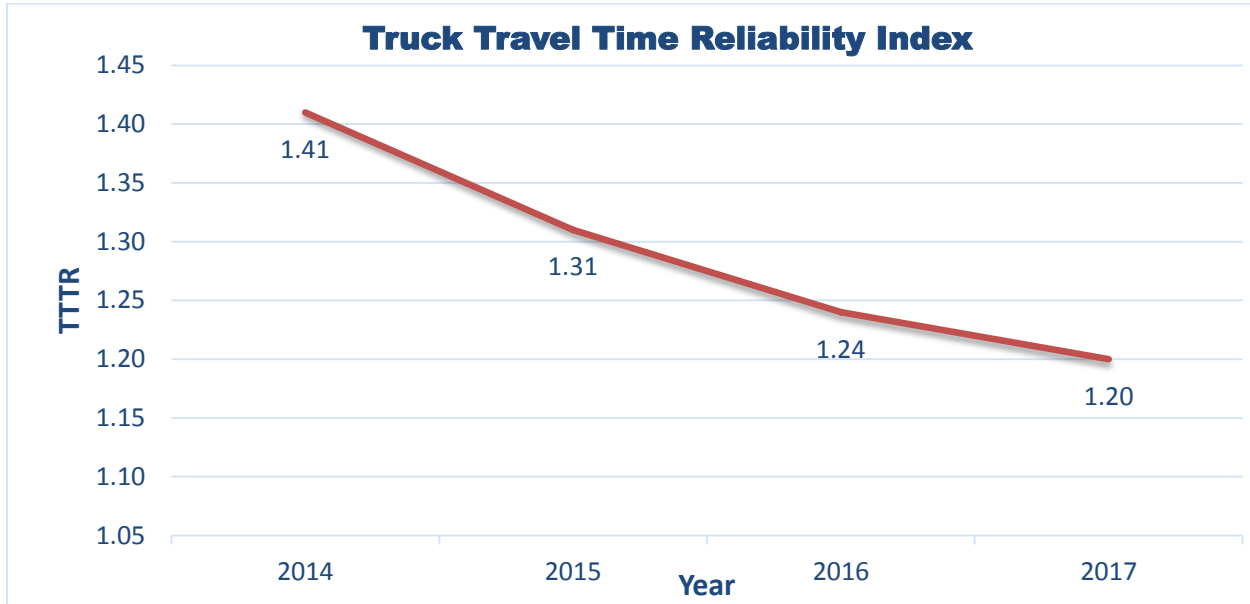
METHODOLOGY

In order to develop the performance targets, the current and past truck travel time reliability was reviewed for the Interstate system. As shown on the figure on the next page, truck travel times on Arkansas' Interstates are largely considered reliable. However, without additional historical data, setting 2- and 4-year targets is difficult. Due to the data variation between vendors, historical trend was not considered appropriate for target setting.

After the review of the travel time reliability condition for 2014-2017, targets were developed by first identifying significant construction projects located on the Interstates. All TMCs within the anticipated project limits were assigned an assumed TTTR of 5 to account for a potential decrease in reliability for those segments during construction. TTTR of 5 represents the travel time on the worst day of the week

5/7/2018

is five times greater than the travel time on an average day. Based on a freight trend analysis (Arkansas State Freight Plan, 2017), it is anticipated that the freight growth by truck will increase by 44 percent by 2040. To account for the anticipated growth, the maximum TTTR for each TMC was increased by five percent.



It is anticipated with additional data becoming available and analytics continuously to improve, estimates would become more refined in the future.

TARGETS

The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to understanding system reliability in an environment where available resources are less than optimal and various additional factors could affect freight movement such as the economy, trade policies, population growth, and land development patterns.

The proposed targets reflect a best estimate to account for major construction projects, anticipated freight growth, data quality and availability, and other uncertainties.

Performance Targets		
	2-year	4-year
Truck Travel Time Reliability on the Interstate System	1.45	1.52

Concur: _____

Date: _____

SEP 28 2020

Mid-Performance Report**OVERVIEW****PERFORMANCE MEASURES**

In July 2012, Congress passed the Moving Ahead for Progress in the 21st Century Act (MAP-21) and created a performance-based surface transportation program. The Fixing America's Surface Transportation Act (FAST Act), signed into law in December 2015, continued and refined those efforts. MAP-21 and FAST Act integrated performance into many Federal surface transportation programs.

In January 2017, The Federal Highway Administration (FHWA) published in the Federal Register (82 FR 5970) two final rules, Performance Measure Rules No. 2 and No. 3 (PM2 & PM3). PM2 established performance measures to assess the condition of bridges and pavements on the National Highway System (NHS). PM3 set performance measures for State Departments of Transportation (DOTs) to use to report on the performance of the Interstate and non-Interstate NHS to carry out the National Highway Performance Program (NHPP); freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP); and traffic congestion and on-road mobile source emissions to carry out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. PM2 and PM3 became effective on May 20, 2017.

PERFORMANCE MANAGEMENT FORM (PMF)

The federal rules require recurring four-year performance periods (Figure 1) for which two and four-year targets need to be established. The PMF is how these targets and supporting documentation are reported to meet the reporting requirements of 23 U.S.C. 150 and 23 CFR part 490. This Mid-Performance Report will provide the bases of filling out the PMF.

The first performance period takes place from January 1, 2018 to December 31, 2022. There are a total of three progress reports due for each performance period:

- Baseline Performance Report (submitted October 1, 2018)
- Mid-Performance Period Progress Report (October 1, 2020)
- Full Performance Period Progress Report (October 1, 2022)

FHWA is charged with determining the headway on each Progress Report. Significant progress is defined as achieving a condition that is equal to or better than the target, or better than the baseline condition. If significant progress is not attained, ARDOT must document how it plans to achieve it for the next report or explain the need to adjust the target.

In the 2018 Baseline Performance Report, 2-year and 4-year targets were set for all PM2 and PM3 measures. Now, in 2020, the current conditions are compared with the 2-year targets set in 2018. Four-year targets may be adjusted to address any gap between the predicted and the current state.

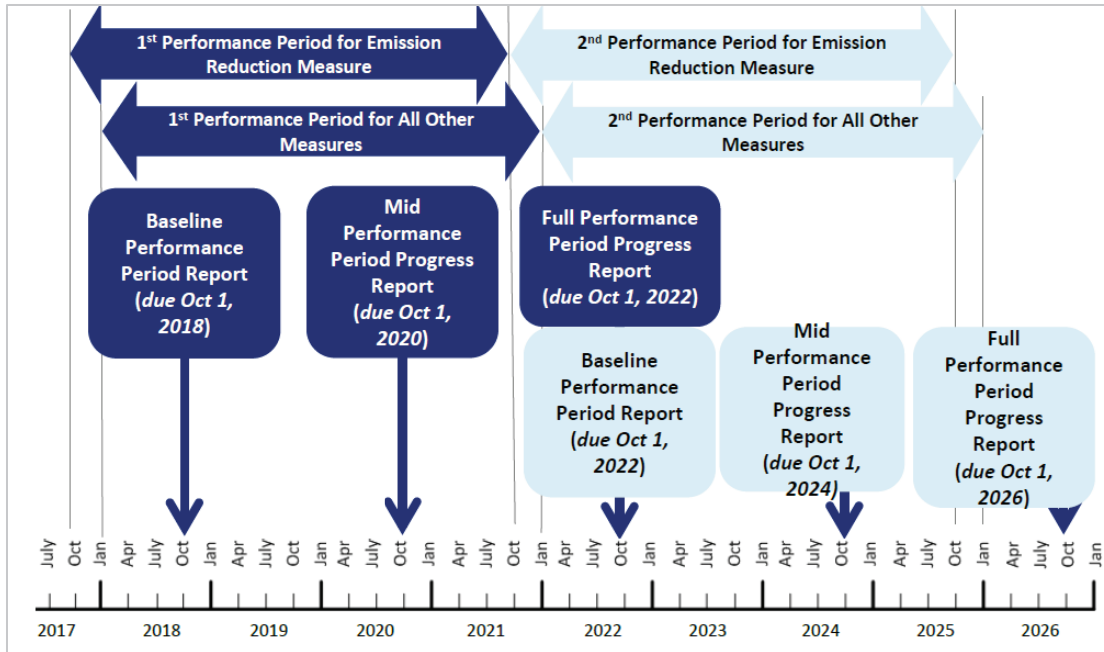


Figure 1. Performance Period and State DOT Biennial Performance Reporting (FHWA)

TARGET SETTING REQUIREMENTS

State DOTs:

- Must establish statewide 2-year and 4-year targets by May 20, 2018, and report targets by October 1, 2018, in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid-Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant Metropolitan Planning Organizations (MPOs) on the selection of targets to ensure consistency, to the maximum extent practicable.

Metropolitan Planning Organizations (MPOs):

- Shall support the relevant State DOT 4-year target or establish their own targets within 180 days after the State DOT targets are set.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

Following is a summary of the measures with adjusted 4-year targets shown in red text. More information about the target setting and adjustments are provided later in this document.

SUMMARY

PAVEMENTS

2018 Baseline Performance Report (IRI Only)			
	Baseline (2018) *	2-year (2020)	4-year (2022)
Percent of Interstate pavements in Good condition	77%	N/A	79%
Percent of Interstate pavements in Poor condition	4%	N/A	5%
Percent of non-Interstate NHS pavements in Good condition	52%	48%	44%
Percent of non-Interstate NHS pavements in Poor condition	8%	10%	12%
2020 Mid-Performance Report (IRI Only)			
		Current (2020) ^	4-year (2022) #
Percent of Interstate pavements in Good condition		78%	79%
Percent of Interstate pavements in Poor condition		4%	5%
Percent of non-Interstate NHS pavements in Good condition		56%	59%
Percent of non-Interstate NHS pavements in Poor condition		8%	7%
* Condition rating based on ARDOT's 2017 HPMS pavement dataset – IRI Only			
^ Condition rating based on ARDOT's 2019 HPMS pavement dataset – IRI Only			
# Condition rating based on ARDOT's 2021 Projected pavement dataset – IRI Only			

2018 Baseline Performance Report (Full Distress)			
	Baseline (2018) *	2-year (2020)	4-year (2022)
Percent of Interstate pavements in Good condition	70%	N/A	72%
Percent of Interstate pavements in Poor condition	2%	N/A	5%
Percent of non-Interstate NHS pavements in Good condition	28%	36%	40%
Percent of non-Interstate NHS pavements in Poor condition	4%	4%	4%
2020 Mid-Performance Report (Full Distress)			
		Current^ (2020)	4-year# (2022)
Percent of Interstate pavements in Good condition		71%	72%
Percent of Interstate pavements in Poor condition		2%	5%
Percent of non-Interstate NHS pavements in Good condition		36%	40%
Percent of non-Interstate NHS pavements in Poor condition		4%	4%
* Condition rating based on ARDOT's 2017 HPMS pavement dataset – Full Distress			
^ Condition rating based on ARDOT's 2019 HPMS pavement dataset – Full Distress			
# Condition rating based on ARDOT's 2021 Projected pavement dataset – Full Distress			

BRIDGES

2018 Baseline Performance Report			
	Baseline (2018)	2-year (2020)	4-year (2022)
Percent of NHS bridges by deck area classified as Good condition	50.3%	50.0%	50.0%
Percent of NHS bridges by deck area classified as Poor condition	3.9%	4.0%	6.0%
2020 Mid-Performance Report			
		Current (2020)	4-year (2022)
Percent of NHS bridges by deck area classified as Good condition		44.5%	42.0%
Percent of NHS bridges by deck area classified as Poor condition		3.6%	6.0%

TRAVEL TIME RELIABILITY

2018 Baseline Performance Report			
	Baseline (2018)	2-year (2020)	4-year (2022)
Percent of Person-Miles Traveled on the Interstate that are Reliable	95%	91%	89%
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable	96%	N/A	90%
2020 Mid-Performance Report			
		Current (2020)	4-year (2022)
Percent of Person-Miles Traveled on the Interstate that are Reliable		97%	93%
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable		96%	92%

FREIGHT RELIABILITY

2018 Baseline Performance Report			
	Baseline (2018)	2-year (2020)	4-year (2022)
Truck Travel Time Reliability on the Interstate System	1.21	1.45	1.52
2020 Mid-Performance Report			
		Current (2020)	4-year (2022)
Truck Travel Time Reliability on the Interstate System		1.21	1.40

CONGESTION MITIGATION AND AIR QUALITY (CMAQ)

2018 Baseline Performance Report			
	Baseline (2018)	2-year (2020)	4-year (2022)
Annual Hours of Peak Hour Excessive Delay per Capita	8.42	N/A	18.81
Percent Non-Single Occupancy Vehicle Travel	17.0%	16.5%	16.5%
2020 Mid-Performance Report			
		Current (2020)	4-year (2022)
Annual Hours of Peak Hour Excessive Delay per Capita		6.70	8.00
Percent Non-Single Occupancy Vehicle Travel		15.9%	14.5%

APPENDIX A
Backup Information

PAVEMENTS

BRIDGE

TRAVEL TIME RELIABILITY

FREIGHT RELIABILITY

CONGESTION MITIGATION AND AIR QUALITY(CMAQ)

Mid-Performance Report**PAVEMENTS
PERFORMANCE MEASURES**

In accordance with 23 CFR 490, FHWA established performance measures for State DOTs to use in managing pavement performance on the NHS. The following is a list of the required performance measures for pavements.

Performance Measures
Percent of Interstate pavements in Good condition
Percent of Interstate pavements in Poor condition
Percent of non-Interstate NHS pavements in Good condition
Percent of non-Interstate NHS pavements in Poor condition

CONDITION BASED PERFORMANCE MEASURES**Data Collection Requirements:**

- Starting January 1, 2018, pavement data collected on the Interstate must include International Roughness Index (IRI), percent cracking, rutting, and faulting. This data must be reported in the Highway Performance Monitoring System (HPMS) by April 15, 2019. This data will be gathered and re-submitted every year on a full extent basis.
- The same requirements become effective for non-Interstate NHS pavement data beginning January 1, 2020 with a HPMS report date of June 15, 2021. This data will be gathered and re-submitted at least every two years on a full extent basis.

Pavement Condition Determination:

Asphalt Pavement	Jointed Concrete Pavement (JCP)	Continuously Reinforced Concrete Pavement (CRCP)
IRI	IRI	IRI
Rutting	Faulting	--
Cracking %	Cracking %	Cracking %

- Good: All measures are in good condition
- Poor: Two or more measures are in poor condition
- Fair: Everything else

Pavement Condition Thresholds:

	Good	Fair	Poor
IRI (inches/mile)	<95	95-170	>170
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15
Cracking (%)	<5	5-20 (asphalt) 5-15 (JCP) 5-10 (CRCP)	>20 (asphalt) >15 (JCP) >10 (CRCP)

TARGET SETTING REQUIREMENTS**State DOTs:**

- Must establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS.
- Must establish statewide 2-year and 4-year targets for the non-Interstate NHS and 4-year targets for the Interstates by May 20, 2018 and report targets by October 1, 2018 in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid-Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant MPOs on the selection of targets to ensure consistency, to the maximum extent practicable.

Other Information:

- State DOT targets should be determined from asset management analyses and procedures. The targets reflect investment strategies that aim to achieve a state of good repair over the life cycle of assets at minimum practicable cost.
- The minimum acceptable condition for interstate pavements is no more than 5% in poor condition. FHWA will make this determination using the data in HPMS by June 15 of each year. Any State DOT that does not meet the minimum condition will be required to obligate a portion of its NHPP and Surface Transportation Program (STP) funds to address interstate pavement conditions. The first assessment will occur in June 2019.

MID-PERFORMANCE PERIOD

In the Department's 2018 Baseline Performance Period Report the condition ratings and targets were based on IRI only. With this Mid-Performance Period Update, the pavement condition ratings and targets are transitioning from IRI Only to Full Distress, as shown in Pavement Condition Determination Table above. The Current Condition, 2-year and 4-Year Pavement Performance Targets for the Interstate and Non-Interstate NHS pavements were developed using Highway Performance Monitoring System (HPMS) datasets for 2017 through 2019. Factors that were taken into consideration as part of this estimation included the calculated Current Condition, projects that are anticipated to be completed by 2021, estimated deterioration rates, and the anticipated level of available funding.

4-YEAR TARGET ADJUSTMENTS

A review of the current performance and targets revealed that the non-Interstate NHS pavements are performing better than anticipated. This is primarily due to an increased emphasis placed on pavement preservation and overall actual investments that exceeded the investment strategy targets due to the following:

- Additional funding provided by Local Public Agencies through Partnering Agreements
- State Surplus funds exceeded estimates
- Multiple Federal Fiscal Year Obligations applied to one or more projects

The 4-year non-Interstate NHS targets are being adjusting to account for the increase in preservation projects on the non-Interstate portion of the NHS and the impact of additional revenue from State of Arkansas Act 416 adopted in March 2019. The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to minimizing deterioration of the existing pavements on the Interstate and non-Interstate NHS in an environment where available resources are improving. The targets represent what is forecasted to be attainable if the strategies and funding estimates in the Transportation Asset Management Plan (TAMP) are implemented.

Performance Targets		
	2-year *	4-year ^
Percent of Interstate pavements in Good condition	N/A	72%
Percent of Interstate pavements in Poor condition	N/A	5%
Percent of non-Interstate NHS pavements in Good condition	36%	40%
Percent of non-Interstate NHS pavements in Poor condition	4%	4%
* Condition rating based on ARDOT’s 2019 HPMS pavement dataset – full distress.		
^ Condition rating based on ARDOT’s Projected 2021 HPMS pavement dataset – full distress.		

Mid-Performance Report**BRIDGE
PERFORMANCE MEASURES**

Per 23 CFR 490, FHWA established performance measures for State DOTs to use in managing bridge performance on the NHS. The following is a list of the required performance measures for bridges.

Performance Measures
Percent of NHS bridges by deck area classified as Good condition
Percent of NHS bridges by deck area classified as Poor condition

CONDITION BASED PERFORMANCE MEASURES

- Measures are based on-deck area.
- The classification is based on the National Bridge Inventory (NBI) condition ratings for deck, superstructure, substructure, and bridge length culverts.
- Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert.
 - If the lowest rating is greater than or equal to 7, the structure is classified as good.
 - If it is less than or equal to 4, the classification is poor.
 - Structures rated below 7 but above 4 will be classified as fair.
- Deck area is computed using structure length and deck width or approach roadway width (for bridge length culverts).

Additional Information:

- State DOT targets should be determined from asset management analyses and procedures. The targets reflect investment strategies that aim to achieve a state of good repair over the life cycle of assets at minimum practicable cost.
- If for three consecutive years more than 10% of a State DOT's NHS bridges total deck area is classified as Poor, the State DOT must obligate and set aside NHPP funds to eligible bridge projects on the NHS.

MID-PERFORMANCE PERIOD

A review of the Mid-Performance Period indicates that the 4-year target for poor bridges is still reasonable with the mid-performance at 3.6%, but that the 4-year target for good bridges is 5.5% lower than the 2-year mid-performance. A review of the individual bridges explained the unexpected drop from good to fair. A few large bridges moved from good to fair in the two year period. One bridge in particular, 07100 – Lake Village Bridge over the Mississippi River, accounted for 3.5% of the change by itself. Mississippi inspects bridge 07100, and this bridge was not included in the model since it is a

unique bridge and relatively new. It turns out there are design and construction issues with bridge 07100 that the model would not have accounted for even if it was in the model.

Another but less affecting issue is the makeup of the NHS itself. There were 248 bridge changes (removed and added) from 2018 to 2020. Replaced bridges accounted for 28% of the changes to the NHS, but the remainder is due to updates and corrections. Before 2019, there was no prescribed procedure to maintain the current NHS in the bridge database, so errors existed. GIS tools are now available to keep the bridge database in sync with the current NHS.

4-YEAR TARGET ADJUSTMENT

While the 4-year target of 6.0% poor is still reasonable, the number of large bridges moving to fair condition earlier than projected necessitates a change to the 4-year good target of 50.0%. While there may be some additional large bridges move from good to fair in the next two years, it is unlikely to drop as much as the previous two years. A target of 42.0% gives a reasonable adjustment with some room for downward movement if the trend continues. The following chart reflects the original targets with the proposed change.

NHS Performance Measures (by Deck Area)	2018 Baseline	2-year Target	Current Condition	Original 4-year Target	Revised 4-year Target
NHS bridges in Good condition	50.3%	50.0%	44.5%	50.0%	42.0%
NHS bridges in Poor condition	3.9%	4.0%	3.6%	6.0%	6.0%

RISK AND MITIGATION

The significant drop in good to fair bridges demonstrates the risk in projecting future conditions based on past performance. Changes in design, construction and maintenance practices, material quality, traffic, and environmental factors all can have a significant effect on the accuracy of the predictive model. The following steps help to mitigate future risks in model performance.

- Risk – A few large bridges changing states between Good and Fair or Fair and Poor can significantly affect the accuracy of the model – as explained previously.
 - Mitigation – Revising the bridge model better to fit the conditions of the last two years.
- Risk – There is a “lag” between the dTIMS (predictive modeling software) investment projections and the delivery of capital investments. In the 2018 model, the existing Statewide Transportation Improvement Program (STIP) was not modeled in the initial dTIMS run.
 - Mitigation – Include the most recent STIP in the dTIMS model.

While it is not possible to eliminate all risk in a predictive model, it is possible to mitigate the risks and increase the reliability of the predictive model. Planned improvements in the model include updates to the deterioration curves and integration of truck traffic and environmental factors. The use of artificial intelligence is also being investigated to help achieve better results. Validation checks along the way ensure that any changes made give improved outcomes. While these actions do not affect the current TAMP, it allows a higher degree of accuracy in the next TAMP.

Mid-Performance Report**TRAVEL TIME RELIABILITY
PERFORMANCE MEASURES**

In accordance with 23 CFR 490, FHWA established performance measures for State DOTs to use in assessing system performance on the Interstate and non-Interstate NHS. The following is a list of the required performance measures for travel time reliability.

Performance Measures
Percent of Person-Miles Traveled on the Interstate that is Reliable
Percent of Person-Miles Traveled on the non-Interstate NHS that is Reliable

CONDITION BASED PERFORMANCE MEASURES

- Measures are based on the Level of Travel Time Reliability (LOTTR) which is defined as the ratio of the longer travel time (80th percentile) to a “normal” travel time (50th percentile) using data from FHWA’s National Performance Management Research Data Set (NPMRDS) or equivalent.
- A LOTTR will be calculated for each of the following periods for each segment of highway, known as a Traffic Message Channel (TMC):
 - 6:00 AM-10:00 AM Weekday
 - 10:00 AM-4:00 PM Weekday
 - 4:00 PM-8:00 PM Weekday
 - 6:00 AM-8:00 PM Weekends
- If any one of the four time periods has a LOTTR above 1.5, the TMC will be considered unreliable.
- All TMCs will have their length multiplied by the average daily traffic and a vehicle occupancy factor of 1.7 (released by FHWA on 4/27/2018) to determine the person-miles traveled on that TMC. Then the reliable TMCs will be summed and divided by the total person-miles traveled.

Additional information:

- State DOTs must establish targets for the Interstate and non-Interstate NHS.
- FHWA began introducing the NPMRDS provided by HERE in August 2013. The data was mainly considered as raw probe data.
- In February 2017, FHWA switched the NPMRDS vendor from HERE to INRIX. Due to different data processing approaches by the vendors, there are inconsistencies in the NPMRDS.

- The data used in the 2018 target setting included three years (2014-2016) of data in HERE standard and one year (2017) of data in INRIX standard. Since that time, INRIX has backfilled 2016 data. Therefore, in the 2020 target setting, only the 2014-2015 data is in the HERE standard. 2016-2019 data is provided using the INRIX standard.
- Population growth and increasing travel will affect travel time reliability, particularly in fast-growing urban areas.
- An extensive construction program on the Interstate system could result in multiple major work zones. This scenario would have an effect on the reliability of the Interstates and non-Interstate NHS routes.
- If FHWA determines that a State DOT has not made significant progress toward achieving the target, the State DOT shall document the actions it will take to achieve the NHS travel time targets. There is no financial penalty for not meeting the proposed targets at this time.

MID-PERFORMANCE PERIOD

In the 2018 Baseline Report, the 2-year target for Percent of Person-Miles Traveled Reliable on Interstate was set to 91%. However, it was set with only one year (2017) of consistent data and four years (2014-2017) of total data. A consistent trend was not established at that time.

The latest data (2019) for Percent of Person-Miles Traveled on Interstate Reliable is 97%, which significantly outperforms the 2-year target of 91%. Considering the relatively flat trend line for this measure from recent years, the original 4-year target of 89% is very conservative.

4-YEAR TARGET ADJUSTMENT

The 4-year target for Percent of Person-Miles Traveled Reliable on Interstate can be adjusted to 93%. This new target is set to be lower than the current trend line. It takes into consideration the estimation of the increase in traffic over the next two years, along with construction impacts that can affect the reliability of the system. A few large construction projects in Central Arkansas are going to start in the near future that will potentially change traffic patterns. Figure 2 shows the data and targets for the Percent of Person-Miles Traveled Reliable on Interstate.

Similarly, the 4-year targets for Non-Interstate NHS will be changed from 90% to 92%. Figure 3 shows the data and targets for the Percent of Person-Miles Traveled Reliable on Non-Interstate NHS.

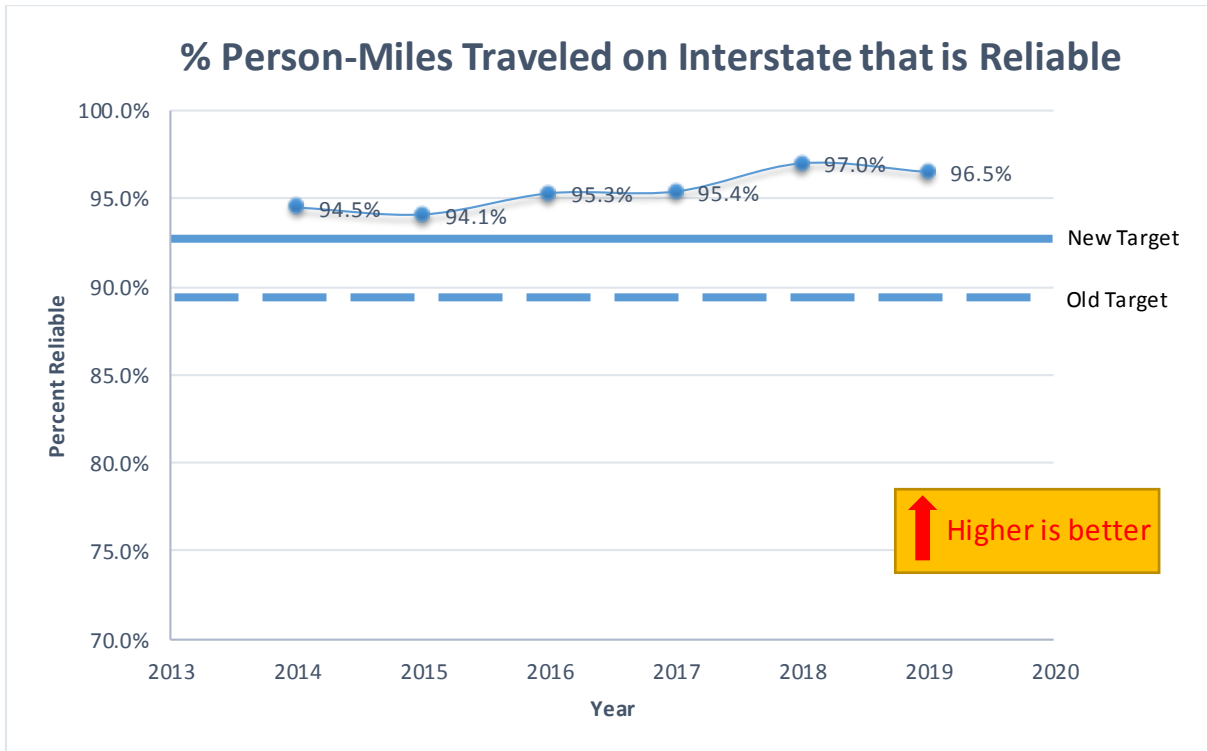


Figure 2. Percent of Person-Miles Traveled on Interstate that is Reliable

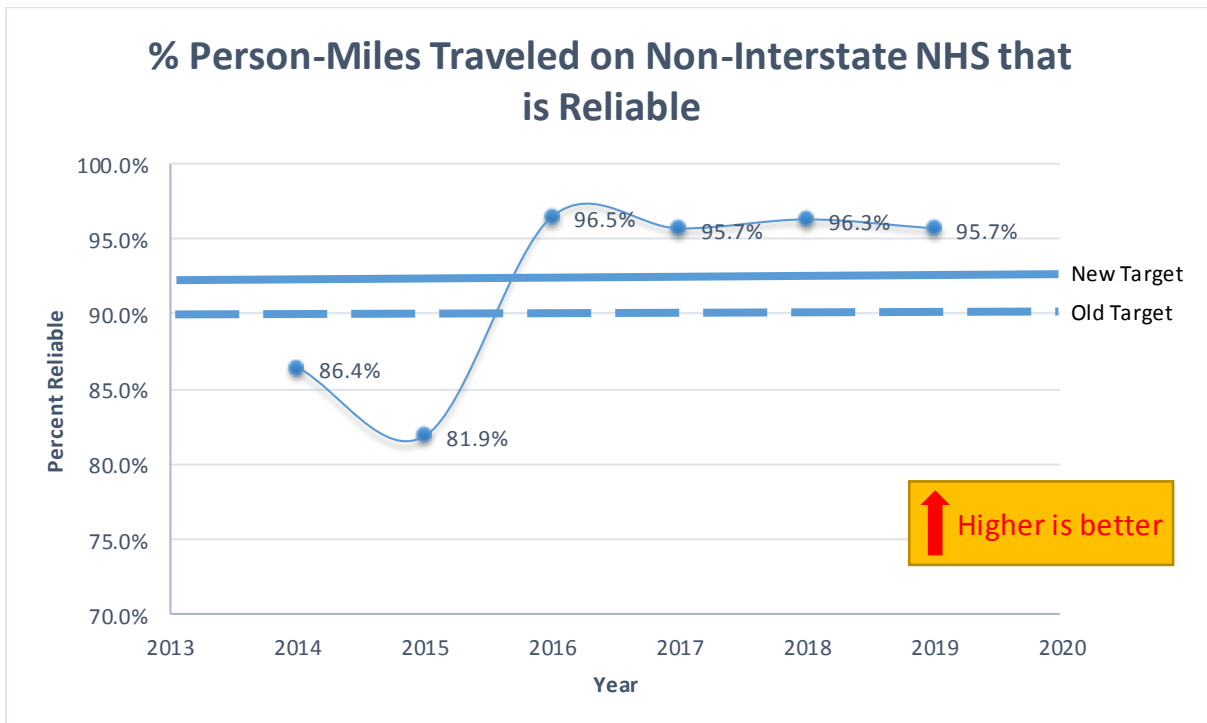


Figure 3. Percent of Person-Miles Traveled on Non-Interstate NHS that is Reliable

Mid-Performance Report**FREIGHT RELIABILITY
PERFORMANCE MEASURE**

In accordance with 23 CFR 490, FHWA established performance measures for State DOTs to use in assessing freight movement on the Interstate System. The following is the required performance measure for freight reliability.

Performance Measure
Truck Travel Time Reliability on the Interstate System

CONDITION BASED PERFORMANCE MEASURES

- The measure is based on the Truck Travel Time Reliability (TTTR) Index.
- The TTTR is defined as the 95th percentile truck travel time divided by the 50th percentile truck travel time using data from FHWA's NPMRDS or equivalent.
- The TTTR will be calculated for each of the following five time periods for each segment of Interstate known as a Traffic Message Channel (TMC):
 - 6:00 AM-10:00 AM Weekday
 - 10:00 AM-4:00 PM Weekday
 - 4:00 PM-8:00 PM Weekday
 - 6:00 AM-8:00 PM Weekends
 - 8:00 PM-6:00 AM All Days
- The maximum TTTR for each TMC will be multiplied by the length of the TMC. Then the sum of all length-weighted segments divided by the total length of Interstate will generate the TTTR Index.

Additional Information:

- Must establish targets for all Interstates.
- FHWA began introducing the NPMRDS provided by HERE in August 2013. The data was mainly considered as raw probe data.
- In February 2017, FHWA switched the NPMRDS vendor from HERE to INRIX. The change in vendor resulted in inconsistencies due to the different approaches in the data processing.
- The data used in the 2018 target setting include three years (2014-2016) of data in HERE standard and one year (2017) of data in INRIX standard. Since that time, INRIX has backfilled 2016 data. Therefore, in the 2020 target setting, only the 2014-2015 data is in the HERE standard. 2016-2019 data is provided using the INRIX standard.

- Population growth and increasing travel will affect travel time reliability, particularly in fast-growing urban areas.
- Urban congestion often affects freight reliability. For example, 20 of the highest 40 TTTR segments in Arkansas are located on urban Interstates, where very little truck traffic exists.
- If FHWA determines that a state DOT has not made significant progress toward achieving the target, the State DOT shall include as part of the next performance target report identification of significant freight trends, needs, and issues within the State as well as a description of the freight policies and strategies and an inventory of truck freight bottlenecks. There is no financial penalty for not meeting the proposed targets at this time.

MID-PERFORMANCE PERIOD

In the 2018 Baseline Report, a 2-year target for TTTR on the Interstate System was set to 1.45. However, it was set with only one year (2017) of consistent data and four years (2014-2017) of total data. A consistent trend was not established at that time.

4-YEAR TARGET ADJUSTMENT

The latest data (2019) for TTTR on the Interstate System is 1.21, which significantly outperforms the 2-year target of 1.45. Considering the relatively flat trend line for this measure in recent years, the original 4-year target of 1.52 is very conservative. Therefore, the 4-year target for TTTR on Interstates can be adjusted to 1.40. Figure 4 shows the data and targets for the TTTR on Interstates.

The proposed target is slightly higher than the trend line. This considers the estimation of the increase in traffic over the next two years along with construction impacts that can affect the reliability of the system. A few large construction projects in Central Arkansas are going to start in the near future that will potentially change traffic patterns.

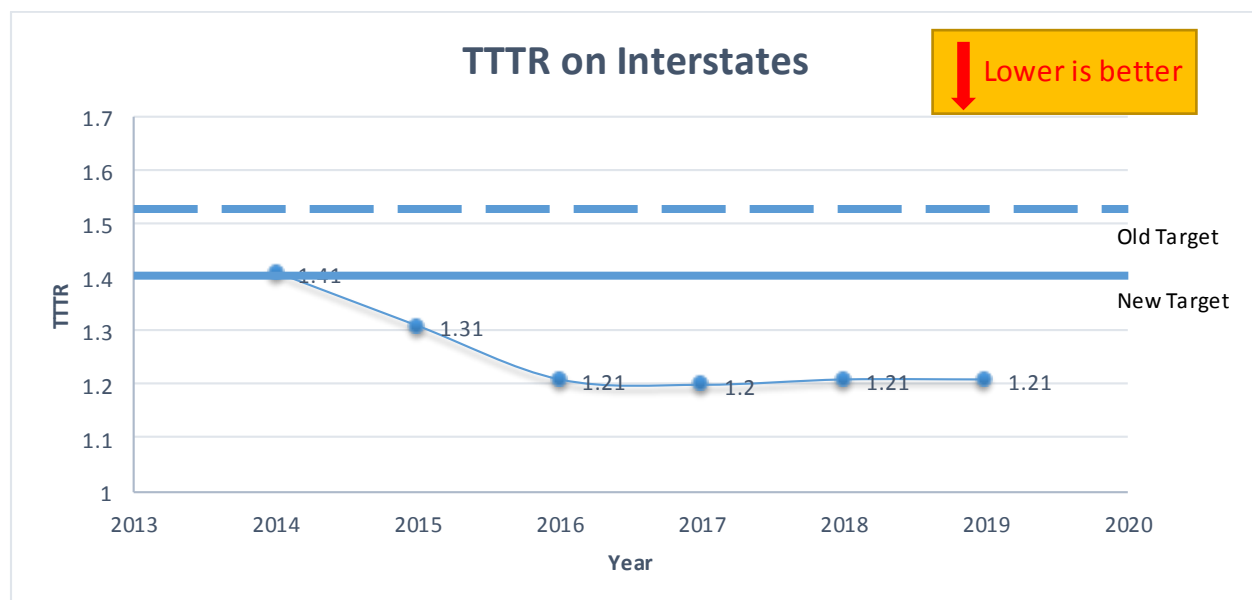


Figure 4. Truck Travel Time Reliability on Interstates

Mid-Performance Report**CMAQ****PERFORMANCE MEASURES**

In accordance with 23 CFR 490, FHWA established performance measures for the State DOTs to use in assessing the CMAQ Improvement Program for traffic congestion on the NHS. The following is a list of the required performance measures for the CMAQ program.

Performance Measures
Annual Hours of Peak Hour Excessive Delay per Capita (known as the PHED measure)
Percent of Non-Single Occupancy Vehicle (non-SOV) Travel

CONDITION BASED PERFORMANCE MEASURES

- The PHED is used to determine traffic congestion levels on the NHS in urbanized areas.
- The annual excessive delay is based on the difference between the actual travel time and the threshold travel time for a roadway segment.
- The threshold for excessive delay is based on the travel time at 20 miles per hour (mph) or 60 percent of the posted speed limit for both of the following periods:
 - 6:00 AM-10:00 AM Weekdays
 - 3:00 PM-7:00 PM or 4:00 PM – 8:00 PM Weekdays
- The annual excessive delay is then multiplied by the hourly traffic volume and occupancy factor for passenger cars, buses, and combination vehicles. Then the sum of annual excessive delay for all segments is divided by the latest urbanized area population estimates to determine the PHED.
- The Non-SOV measure is directly obtained from the Commuting data in the American Community Survey from the U.S. Census.

Additional Information:

- These measures only apply to urbanized areas of more than one million people that are also in nonattainment or maintenance areas for ozone, carbon monoxide, or particular matter for the first performance period (January 1, 2018 – December 31, 2021). Therefore, these measures only apply for Memphis-West Memphis-Marion Urbanized Area.
- In the second performance period beginning on January 1, 2022, the population threshold changes to greater than 200,000.
- The PHED and Percent of Non-SOV travel measures will be a single target for the Memphis-West Memphis-Marion Urbanized Area.
- Population growth and increasing travel will affect traffic congestion in urban areas.

- These measures will not be subject to significant progress determination.

MID-PERFORMANCE PERIOD

The targets were set in coordination with the Memphis MPO, West Memphis MPO, Tennessee DOT, and Mississippi DOT through a Tri-State PM3 measures working group. The working group also included members of the Arkansas, Mississippi, and Tennessee FHWA Division Offices as well as the University of Tennessee.

The 2-year condition of the PHED and percent Non-SOV Travel were reviewed and compared with the 2-year targets established in the 2018 Baseline Report. Adjustments have been made for 4-year targets to reflect the latest trend.

4-YEAR TARGET ADJUSTMENT

The current midpoint of PHED is 6.70 hours, which is significantly lower than the current 4-year target of 18.80 hours. The working group agreed to update the 4-year target for PHED to 8.00 hours considering low construction activity in the Greater Memphis Area and the possible increase of telecommuting after COVID-19. Figure 5 shows the data and new target for PHED in the Greater Memphis Area.

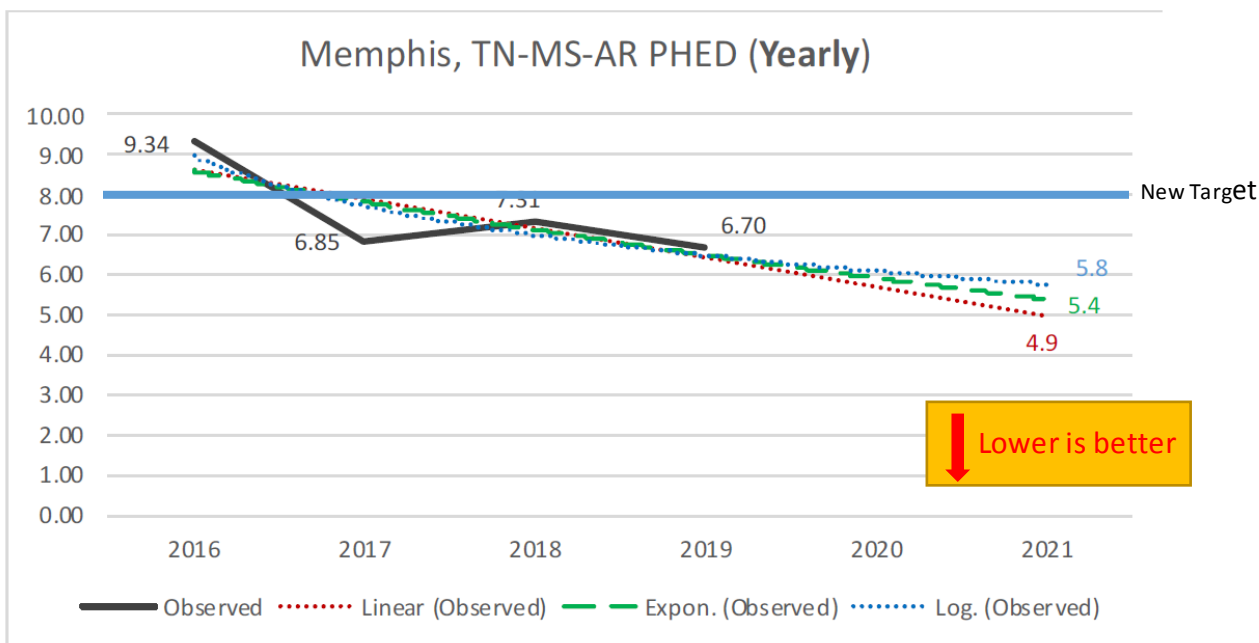


Figure 5. PHED Trend Analysis for Greater Memphis Area

(Source: Memphis MPO CMAQ Performance Plan 2020)

For Non-SOV, 2017 and 2018 American Community Survey (ACS) data for the Memphis TN-MS-AR Urbanized Area shows that the percentage has declined from 16.5% to 16.0% in 2017 and 15.9% in 2018. The Tri-State working group reviewed trend analysis and discussed other factors that could impact the 4-year target, including the change in the number of people commuting to work due to COVID-19. It was noted that those traveling to work are essential employees and less likely to have the opportunity to carpool. Understanding that these factors may cause the future percentage to be lower than the trend, the group decided to build in a buffer that was slightly lower than the linear trend analysis. The working group agreed to update the 4-year target for Percent of Non-SOV Travel to 14.5%. Figure 6 shows the data and new target for Non-SOV in the Greater Memphis Area.

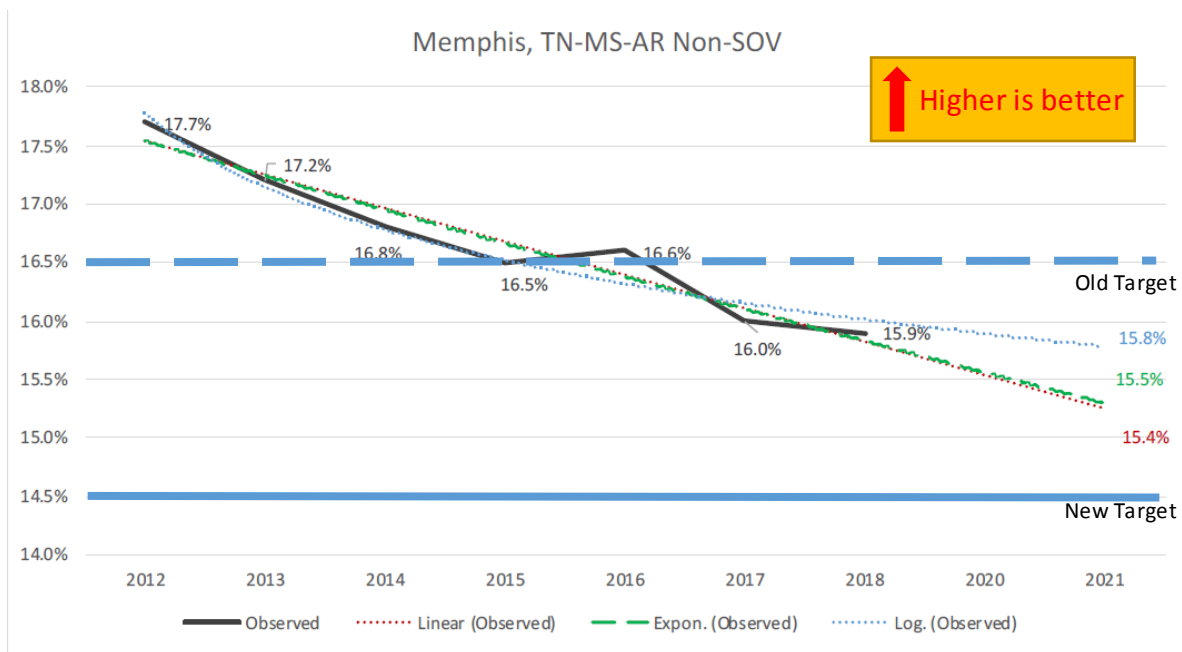


Figure 6. Non-SOV Trend Analysis for Greater Memphis Area

(Source: Memphis MPO CMAQ Performance Plan 2020)

Appendix M

Attachment A

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Concur: _____

Date: SEP 28 2020

Mid-Performance Report

OVERVIEW

PERFORMANCE MEASURES



In July 2012, Congress passed the Moving Ahead for Progress in the 21st Century Act (MAP-21) and created a performance-based surface transportation program. The Fixing America's Surface Transportation Act (FAST Act), signed into law in December 2015, continued and refined those efforts. MAP-21 and FAST Act integrated performance into many Federal surface transportation programs.

In January 2017, The Federal Highway Administration (FHWA) published in the Federal Register (82 FR 5970) two final rules, Performance Measure Rules No. 2 and No. 3 (PM2 & PM3). PM2 established performance measures to assess the condition of bridges and pavements on the National Highway System (NHS). PM3 set performance measures for State Departments of Transportation (DOTs) to use to report on the performance of the Interstate and non-Interstate NHS to carry out the National Highway Performance Program (NHPP); freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP); and traffic congestion and on-road mobile source emissions to carry out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. PM2 and PM3 became effective on May 20, 2017.

PERFORMANCE MANAGEMENT FORM (PMF)

The federal rules require recurring four-year performance periods (Figure 1) for which two and four-year targets need to be established. The PMF is how these targets and supporting documentation are reported to meet the reporting requirements of 23 U.S.C. 150 and 23 CFR part 490. This Mid-Performance Report will provide the bases of filling out the PMF.

The first performance period takes place from January 1, 2018 to December 31, 2022. There are a total of three progress reports due for each performance period:

- Baseline Performance Report (submitted October 1, 2018)
- Mid-Performance Period Progress Report (October 1, 2020)
- Full Performance Period Progress Report (October 1, 2022)

FHWA is charged with determining the headway on each Progress Report. Significant progress is defined as achieving a condition that is equal to or better than the target, or better than the baseline condition. If significant progress is not attained, ARDOT must document how it plans to achieve it for the next report or explain the need to adjust the target.

In the 2018 Baseline Performance Report, 2-year and 4-year targets were set for all PM2 and PM3 measures. Now, in 2020, the current conditions are compared with the 2-year targets set in 2018. Four-year targets may be adjusted to address any gap between the predicted and the current state.

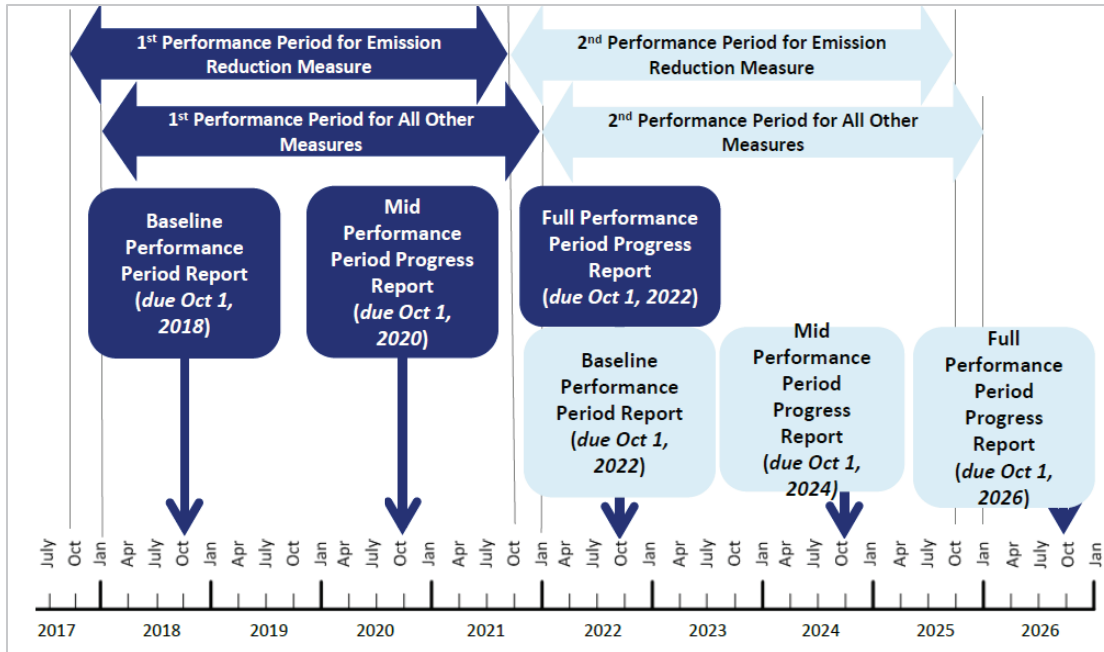


Figure 1. Performance Period and State DOT Biennial Performance Reporting (FHWA)

TARGET SETTING REQUIREMENTS

State DOTs:

- Must establish statewide 2-year and 4-year targets by May 20, 2018, and report targets by October 1, 2018, in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid-Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant Metropolitan Planning Organizations (MPOs) on the selection of targets to ensure consistency, to the maximum extent practicable.

Metropolitan Planning Organizations (MPOs):

- Shall support the relevant State DOT 4-year target or establish their own targets within 180 days after the State DOT targets are set.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

Following is a summary of the measures with adjusted 4-year targets shown in red text. More information about the target setting and adjustments are provided later in this document.

SUMMARY

PAVEMENTS

2018 Baseline Performance Report (IRI Only)			
	Baseline (2018) *	2-year (2020)	4-year (2022)
Percent of Interstate pavements in Good condition	77%	N/A	79%
Percent of Interstate pavements in Poor condition	4%	N/A	5%
Percent of non-Interstate NHS pavements in Good condition	52%	48%	44%
Percent of non-Interstate NHS pavements in Poor condition	8%	10%	12%
2020 Mid-Performance Report (IRI Only)			
		Current (2020) ^	4-year (2022) #
Percent of Interstate pavements in Good condition		78%	79%
Percent of Interstate pavements in Poor condition		4%	5%
Percent of non-Interstate NHS pavements in Good condition		56%	
Percent of non-Interstate NHS pavements in Poor condition		8%	7%
* Condition rating based on ARDOT's 2017 HPMS pavement dataset – IRI Only			
^ Condition rating based on ARDOT's 2019 HPMS pavement dataset – IRI Only			
# Condition rating based on ARDOT's 2021 Projected pavement dataset – IRI Only			

2018 Baseline Performance Report (Full Distress)			
	Baseline (2018) *	2-year (2020)	4-year (2022)
Percent of Interstate pavements in Good condition	70%	N/A	72%
Percent of Interstate pavements in Poor condition	2%	N/A	5%
Percent of non-Interstate NHS pavements in Good condition	28%	36%	40%
Percent of non-Interstate NHS pavements in Poor condition	4%	4%	4%
2020 Mid-Performance Report (Full Distress)			
		Current^ (2020)	4-year# (2022)
Percent of Interstate pavements in Good condition		71%	72%
Percent of Interstate pavements in Poor condition		2%	5%
Percent of non-Interstate NHS pavements in Good condition		36%	40%
Percent of non-Interstate NHS pavements in Poor condition		4%	4%
* Condition rating based on ARDOT's 2017 HPMS pavement dataset – Full Distress			
^ Condition rating based on ARDOT's 2019 HPMS pavement dataset – Full Distress			
# Condition rating based on ARDOT's 2021 Projected pavement dataset – Full Distress			

BRIDGES

2018 Baseline Performance Report			
	Baseline (2018)	2-year (2020)	4-year (2022)
Percent of NHS bridges by deck area classified as Good condition	50.3%	50.0%	50.0%
Percent of NHS bridges by deck area classified as Poor condition	3.9%	4.0%	6.0%
2020 Mid-Performance Report			
		Current (2020)	4-year (2022)
Percent of NHS bridges by deck area classified as Good condition		44.5%	42.0%
Percent of NHS bridges by deck area classified as Poor condition		3.6%	6.0%

TRAVEL TIME RELIABILITY

2018 Baseline Performance Report			
	Baseline (2018)	2-year (2020)	4-year (2022)
Percent of Person-Miles Traveled on the Interstate that are Reliable	95%	91%	89%
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable	96%	N/A	90%
2020 Mid-Performance Report			
		Current (2020)	4-year (2022)
Percent of Person-Miles Traveled on the Interstate that are Reliable		97%	93%
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable		96%	92%

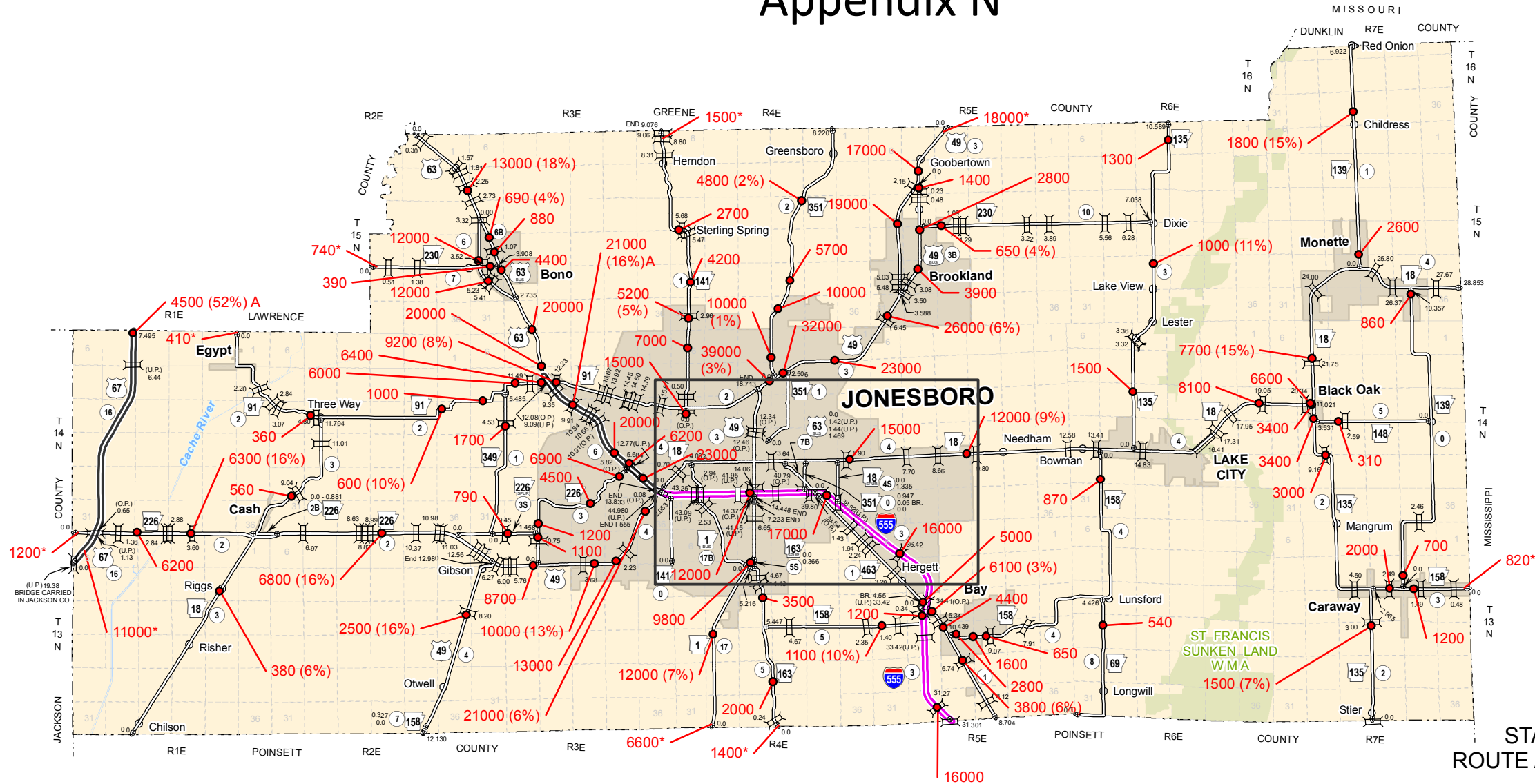
FREIGHT RELIABILITY

2018 Baseline Performance Report			
	Baseline (2018)	2-year (2020)	4-year (2022)
Truck Travel Time Reliability on the Interstate System	1.21	1.45	1.52
2020 Mid-Performance Report			
		Current (2020)	4-year (2022)
Truck Travel Time Reliability on the Interstate System		1.21	1.40

CONGESTION MITIGATION AND AIR QUALITY (CMAQ)

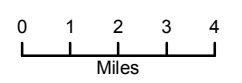
2018 Baseline Performance Report			
	Baseline (2018)	2-year (2020)	4-year (2022)
Annual Hours of Peak Hour Excessive Delay per Capita	8.42	N/A	18.81
Percent Non-Single Occupancy Vehicle Travel	17.0%	16.5%	16.5%
2020 Mid-Performance Report			
		Current (2020)	4-year (2022)
Annual Hours of Peak Hour Excessive Delay per Capita		6.70	8.00
Percent Non-Single Occupancy Vehicle Travel		15.9%	14.5%

Appendix N



STATE HIGHWAY
ROUTE AND SECTION MAP
CRAIGHEAD COUNTY

DISTRICT 10



SHOWING
BRIDGE LOG NUMBERS

Prepared By: TP&P: GIS: 5/8/2019



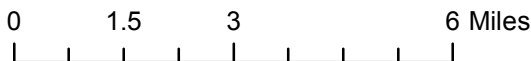
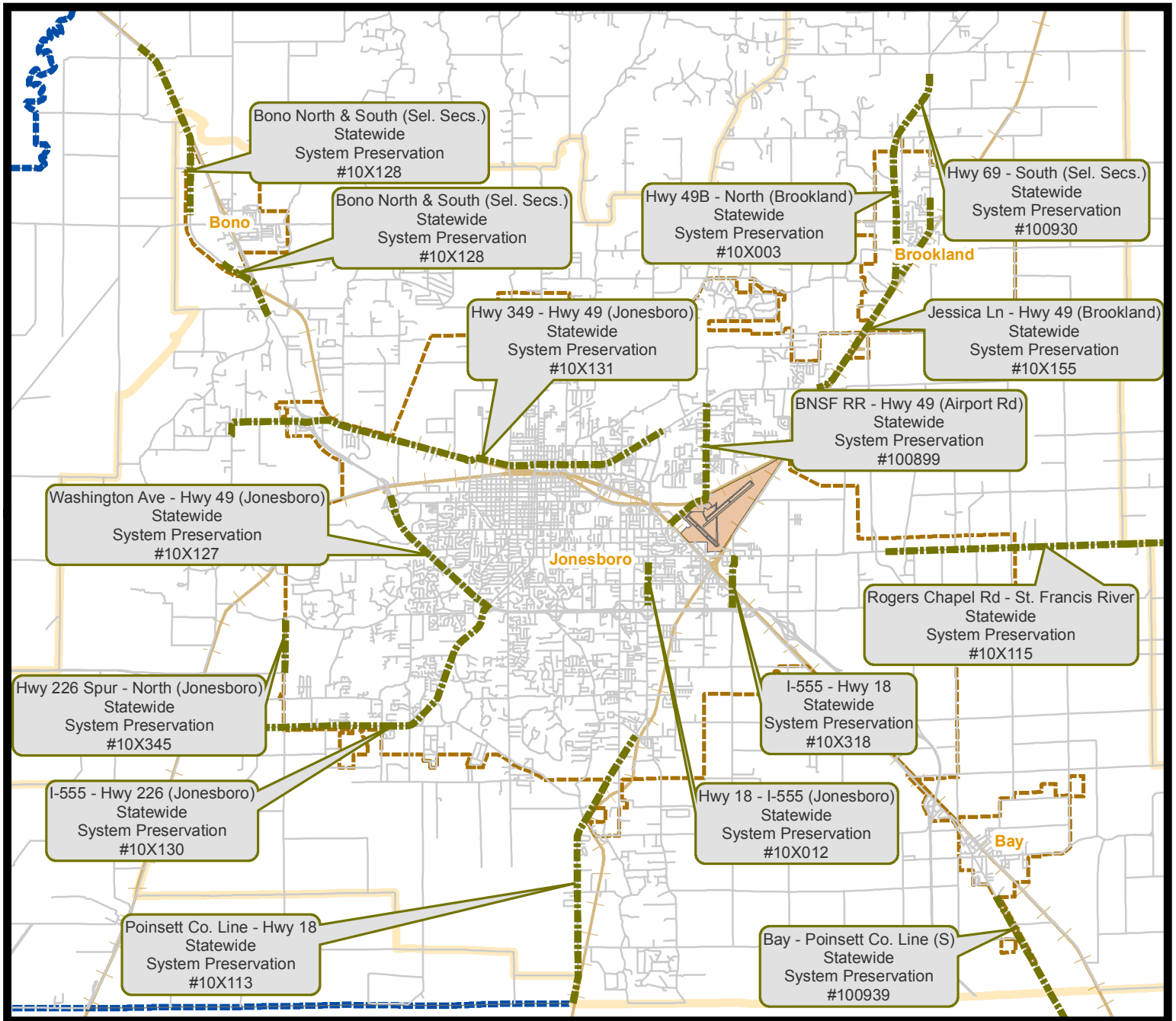
2018 ANNUAL AVERAGE (TRUCK %)
2017 ANNUAL AVERAGE (TRUCK %)
DAILY TRAFFIC ESTIMATES

LEGEND

* = COUNT MADE IN ADJOINING COUNTY
A = AUTOMATIC (PERMANENT) TRAFFIC RECORDER LOCATION








2019-2022 Statewide System Preservation Projects



This map displays the statewide pavement preservation projects designated for the N.A.R.T.P.C. area. Pavement preservation projects are shown for informational purposes. Actual locations are subject to change as schedules & priorities warrant.

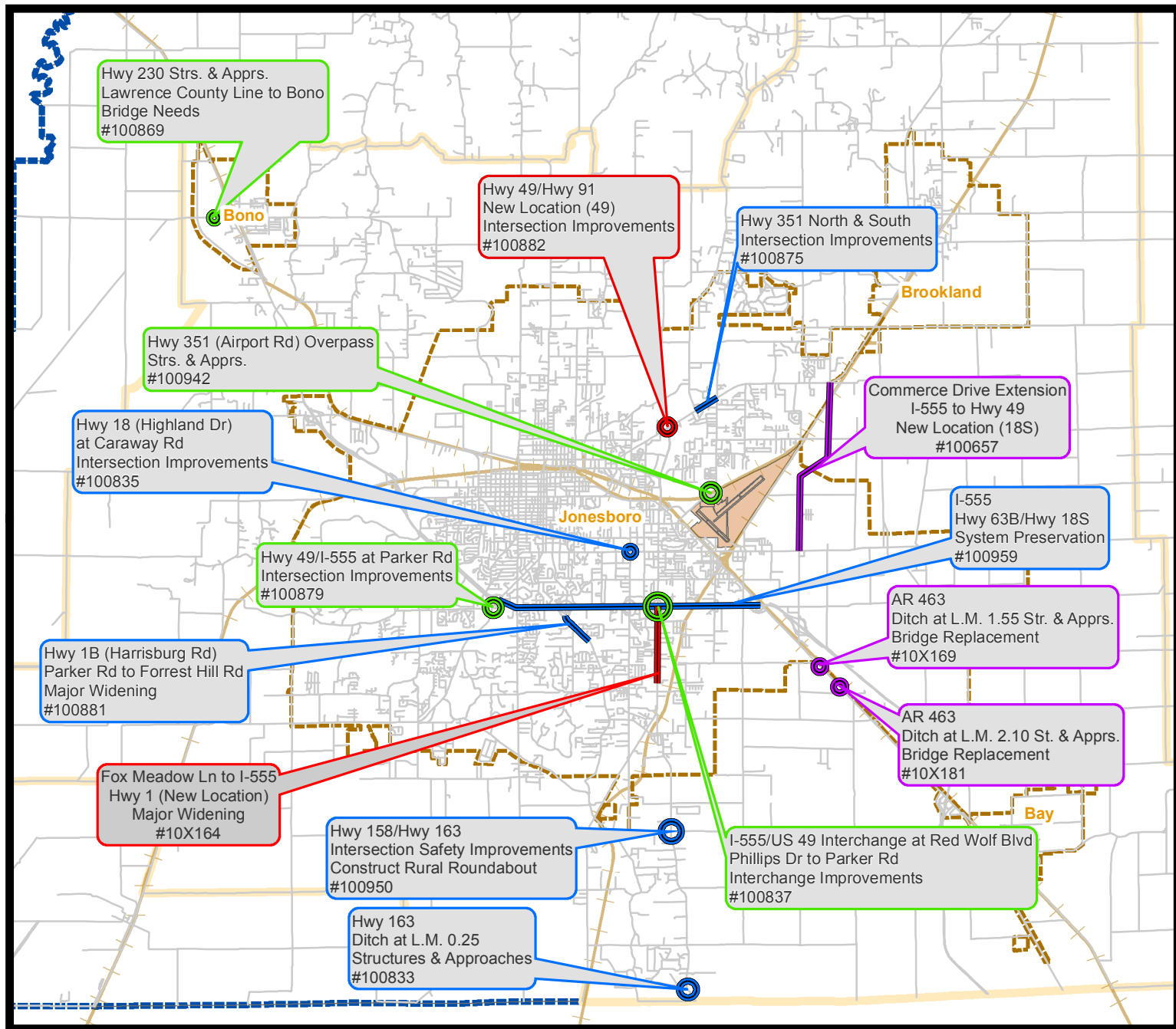
Legend

-  Pavement Preservation Project
-  Roads
-  Railroad
-  Jonesboro Airport
-  MPO Boundary

Northeast Arkansas Regional
Transportation Planning Commission

300 S. Church St.
Jonesboro, AR 72401
Telephone: (870) 933-4623
Facsimile: (870) 336-7171
E-mail: mpo@jonesboro.org
Web: [www.jonesboro.org/191/
Metropolitan-Planning-Organization](http://www.jonesboro.org/191/Metropolitan-Planning-Organization)

Appendix O 2019-2022 TIP Projects



This map displays the Transportation Improvement Program (TIP) project list for the N.A.R.T.P.C. Transit projects are not included in this map. For more details and a complete list of TIP projects, please contact the MPO.

Legend

- 2019 TIP Projects
- 2020 TIP Projects
- 2021 TIP Projects
- 2022 TIP Projects
- Bridge or Intersection Project
- Roads
- Railroad
- Jonesboro Airport
- MPO Boundary

Northeast Arkansas Regional
Transportation Planning Commission
300 S. Church St.
Jonesboro, AR 72401
Telephone: (870) 933-4623
Facsimile: (870) 336-7171
E-mail: mpo@jonesboro.org
Web: www.jonesboro.org/191/
Metropolitan-Planning-Organization

TIP 2016 - 2020

This map displays the Transportation Improvement Program (TIP) Project List for the Jonesboro MPO. Numbers correspond with the TIP job number; colors correspond with the TIP Fiscal Year (FY). Transit related projects are not included in this map. For a complete list of TIP projects, please contact the MPO.

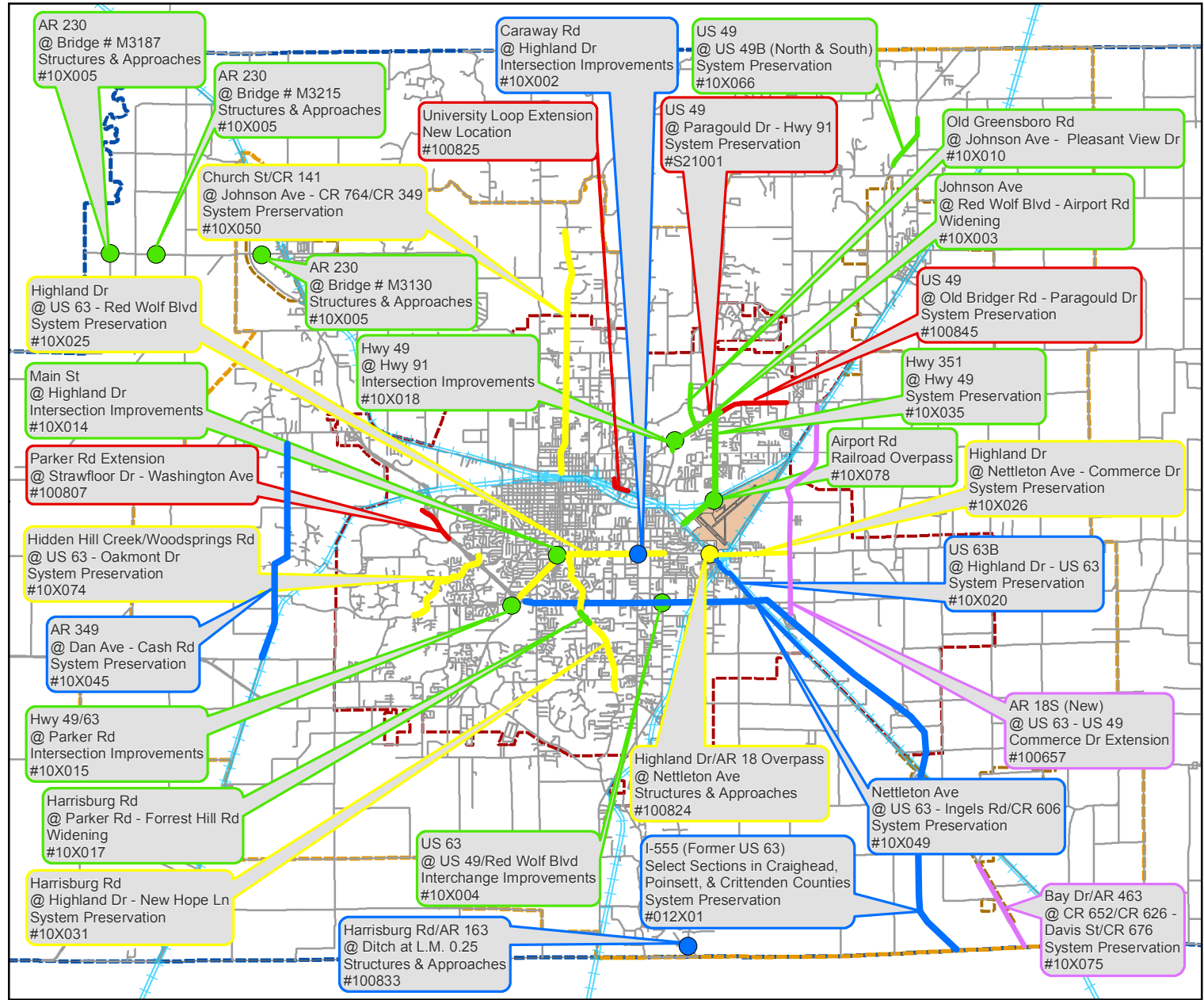
STIP	FY
—	2016
—	2017
—	2018
—	2019
—	2020

- Roads
- Railroad
- Bridge or Intersection
- MPO Area
- County Boundary
- Jonesboro Airport

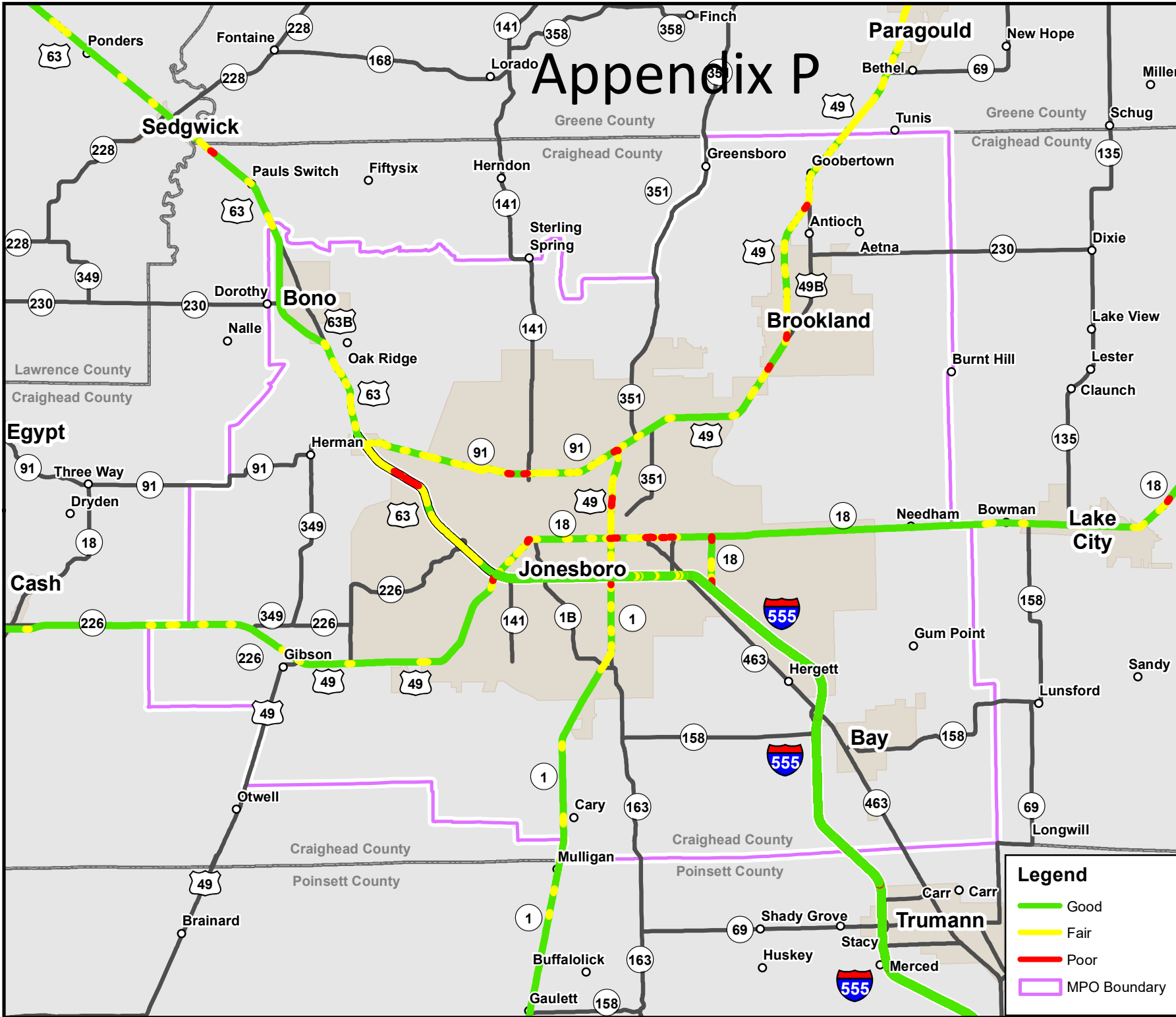


Jonesboro Metropolitan
Planning Organization (MPO)

300 S. Church St.
Jonesboro, AR 72401
Telephone: (870) 933-4623
Facsimile: (870) 336-7171
E-mail: mpo@jonesboro.org
Web: www.jonesboro.org/191/
Metropolitan-Planning-Organization



Appendix P



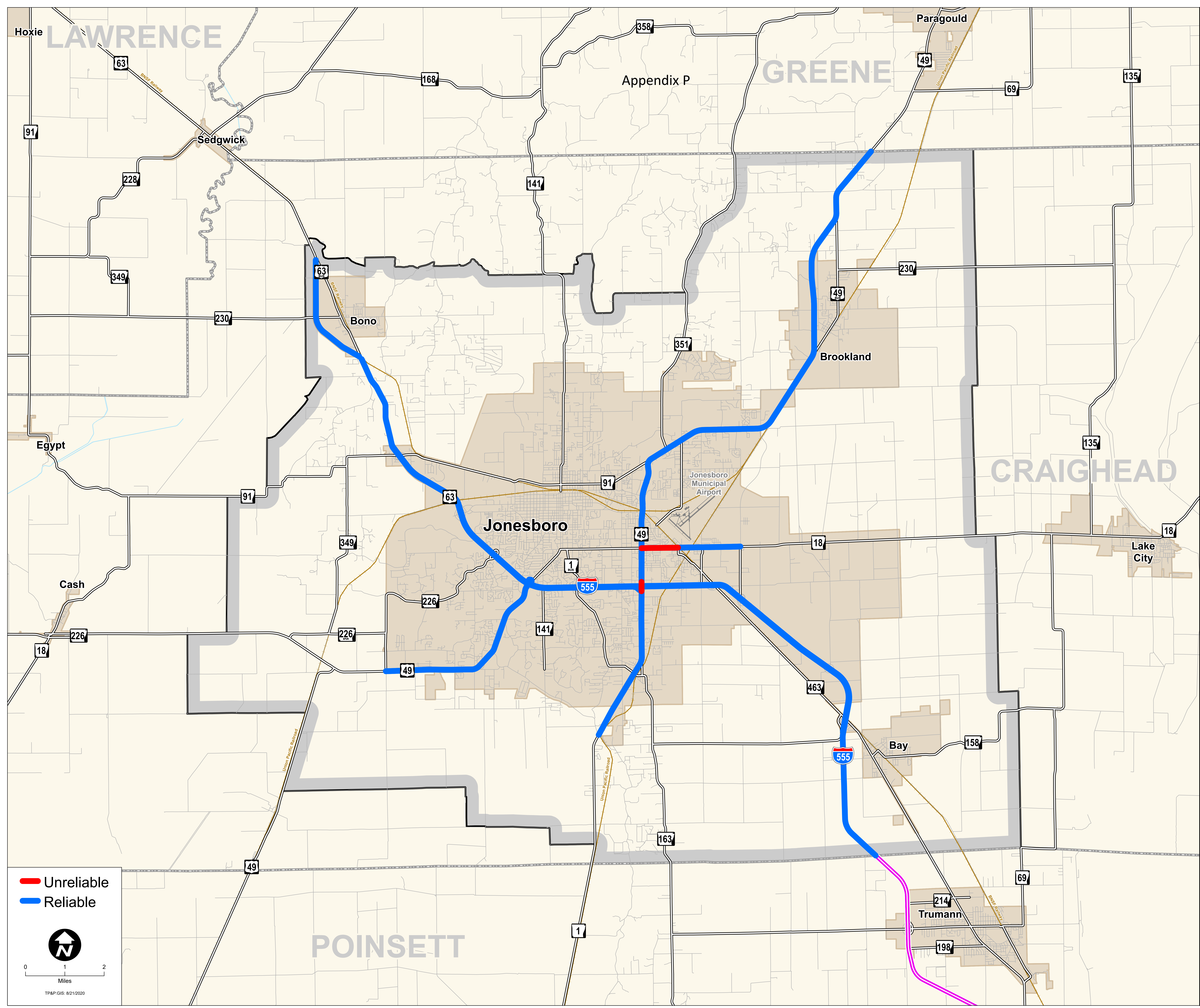
Legend

- Good
- Fair
- Poor
- MPO Boundary

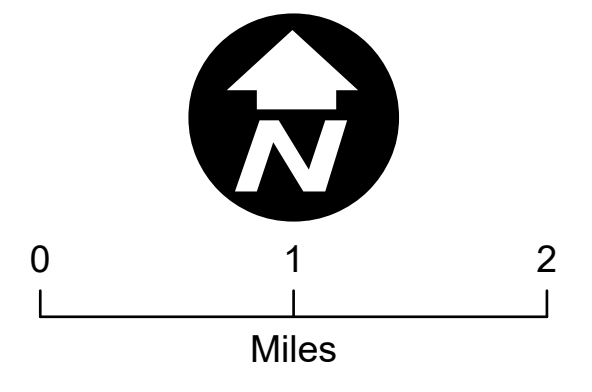


JATS MPO

Reliability



— Unreliable
— Reliable



TP&P-GIS: 8/21/2020



Appendix Q

acknowledgement that SMS implementation will produce new information that will be needed to accurately set meaningful SPTs. We will set our targets at the current NTD reported five-year average as we begin the process of fully implementing our SMS and developing our targeted safety improvements. This will ensure that we do no worse than our baseline performance over the last five years.

Table 6: Fixed Route (Bus) Safety Performance Targets

Measures	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	1	1
Rate of Injuries*	0.00008%	0.00008%
Safety Events	2	2
Rate of Safety Events*	0.00015%	0.00015%
Mean Distance Between Major Mechanical Failure	312,196	312,196

*rate = total number for the year/total revenue vehicle miles traveled

Table 7: Demand Response Safety Performance Targets

Measures	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	0	0
Rate of Injuries*	0	0
Safety Events	0	0
Rate of Safety Events*	0	0
Mean Distance Between Major Mechanical Failure	69,595	69,595
Other	0	0

*rate = total number for the year/total revenue vehicle miles traveled

As part of the annual review of the ASP, JET will reevaluate our SPTs and determine whether the SPTs need to be refined. As more data is collected as part of the SRM process discussed later in this plan, JET may begin developing safety performance indicators to help inform management on safety related investments.

G. Safety Performance Target Coordination 673.15(a)(b)

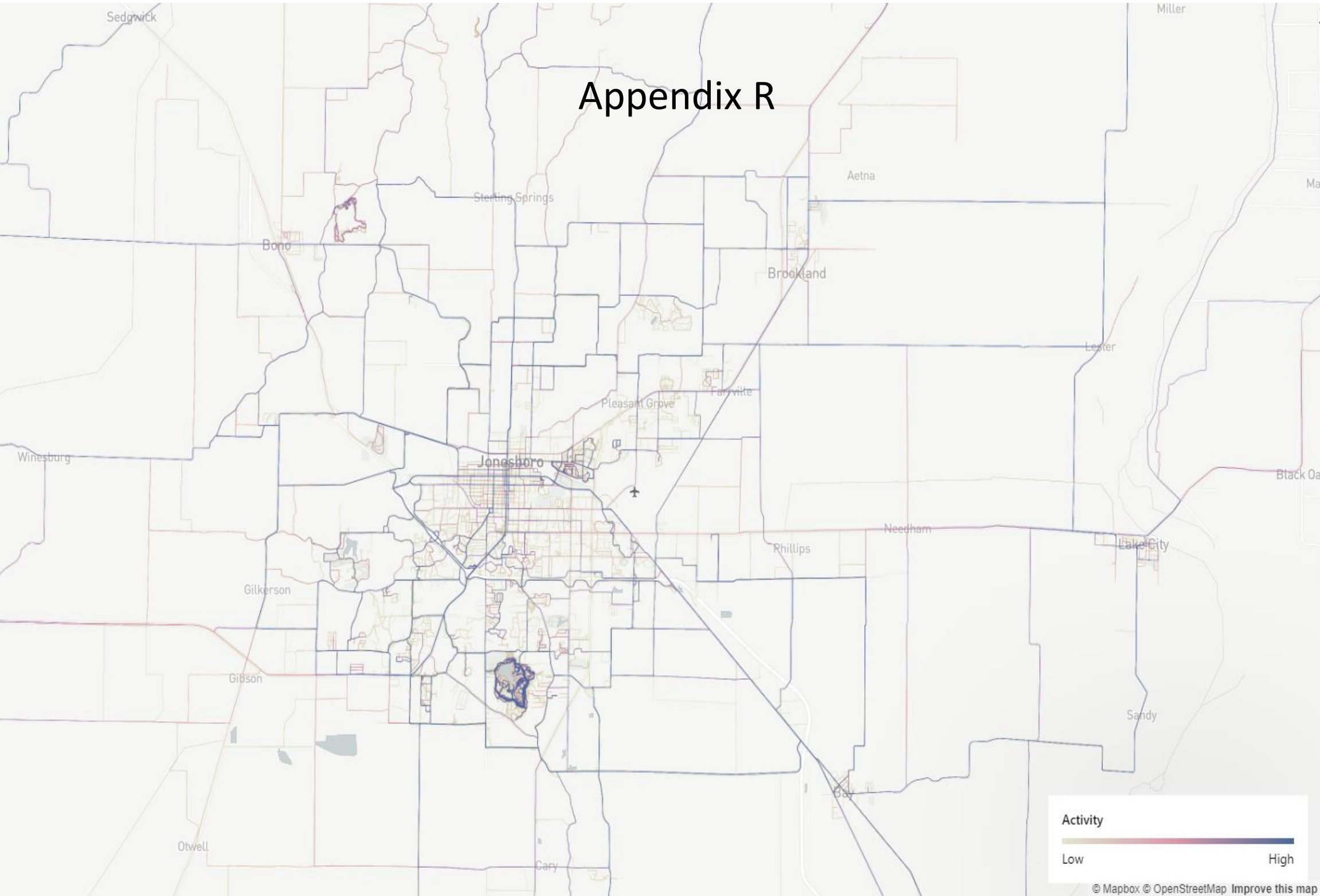
JET will make our SPTs available to ARDOT and the NARTPC to aid in those agencies' respective regional and long-range planning processes. To the maximum extent practicable, JET will coordinate with ARDOT and the NARTPC in the selection of State and NARTPC SPTs as documented in the Interagency Memorandum of Understanding (MOU).

Appendix Q

Asset Category		FY2019	FY2020	FY2021	FY2022	FY2023
Revenue Vehicles						
Age - % of revenue vehicles within a particular asset class that have exceeded their age ULB	<i>MV - Minivan</i>	20%	20%	20%	20%	20%
	<i>CU - Cutaway Bus</i>	20%	20%	20%	20%	20%
Mileage - % of revenue vehicles within a particular asset class that have exceeded their mileage ULB	<i>MV - Minivan</i>	20%	20%	20%	20%	20%
	<i>CU - Cutaway Bus</i>	20%	20%	20%	20%	20%
Cumulative Condition Score - % of revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale	<i>MV - Minivan</i>	20%	20%	20%	20%	20%
	<i>CU - Cutaway Bus</i>	20%	20%	20%	20%	20%
Equipment						
Cumulative Condition Score - % of non-revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale	<i>Non-Revenue/Service Vehicle</i>	20%	20%	20%	20%	20%
Facilities						
Condition Score - % of Facilities that score below 2.0 on the TERM Scale	<i>Administration</i>	20%	20%	20%	20%	20%
	<i>Passenger Facilities</i>	20%	20%	20%	20%	20%

Appendix R

STRAVA
METRO

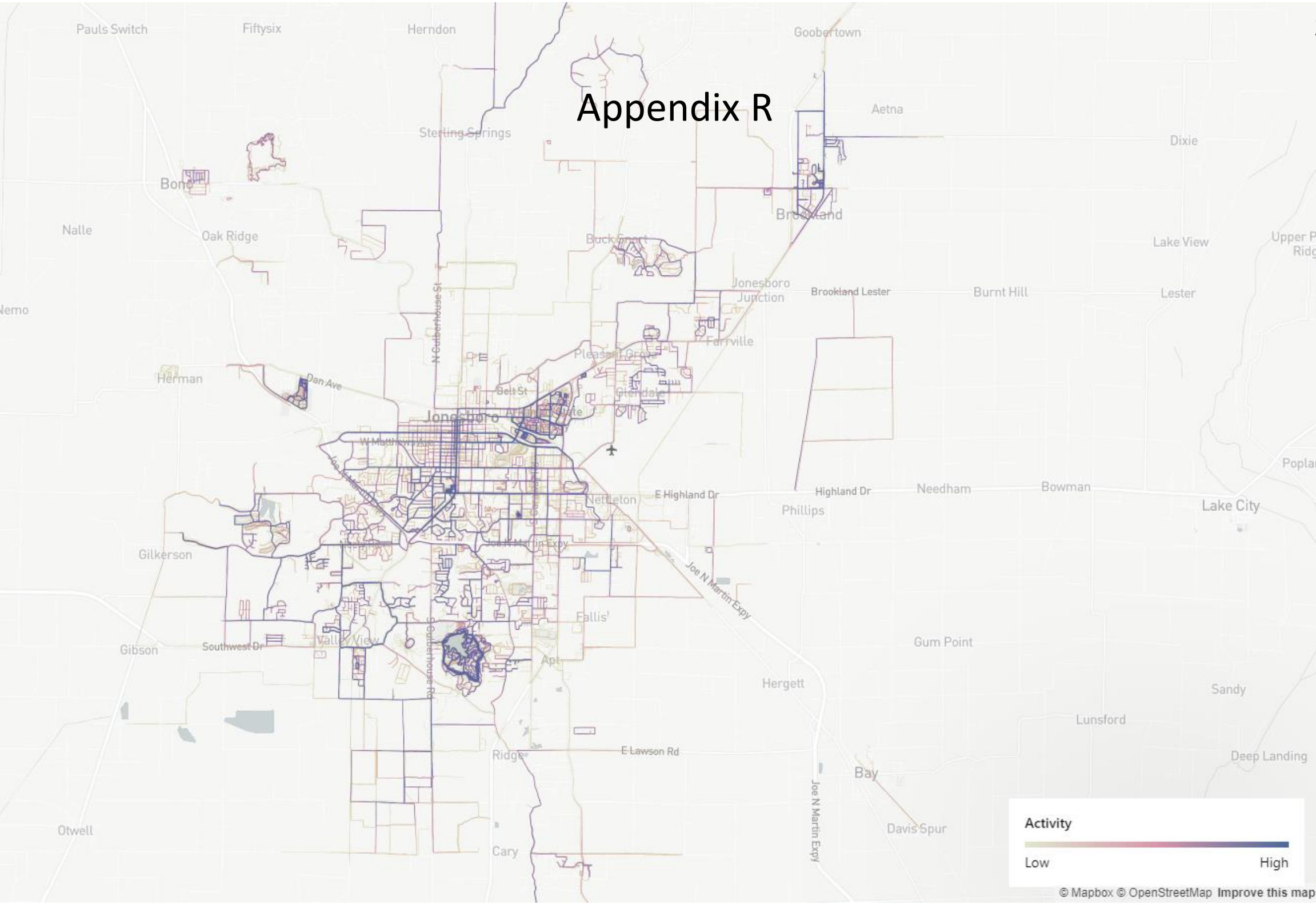


Bicycle Activity in N.A.R.T.P.C. Jurisdiction

June 2018 to June 2020

**This map along with displayed activity heat data was provided by Strava Metro*

Appendix R



**Pedestrian
Activity
in
N.A.R.T.P.C.
Jurisdiction**

June 2018
to
June 2020

**This map along
with displayed
activity heat data
was provided by
Strava Metro*



ESTIMATED COSTS PER MILE

(REVISED JULY 2016)

THIS SHEET IS INTENDED TO AID PLANNERS IN OBTAINING A ROUGH ESTIMATE FOR PROJECTS IN EARLY PLANNING PHASES. THE FIGURES ARE AVERAGES FOR THE PAST 2 YEARS AND SHOULD BE ADJUSTED IF YOUR JOB IS OUTSIDE THE ORDINARY SCHEME OF WORK. CALL AMY MARTINOUS AT 2325 FOR ASSISTANCE.

NOTE: CHECK THE LABEL ON THE FIGURE YOU ARE USING. SOME ARE "PER LANE MILE."

NEW ROADS (TURNKEY PROJECTS ON NEW LOCATION WITH "AVERAGE" DRAINAGE WITHOUT BRIDGE QUANTITIES) PER MILE

<u>ROAD TYPE</u>	<u>URBAN AREAS</u>	<u>RURAL-MOUNTAINS</u>	<u>RURAL-OTHER</u>
6 LANE FREEWAY		N/A	N/A
4 LANE FREEWAY	\$ 8,800,000	\$ 10,400,000	\$ 6,750,000
5 LANE	\$ 6,600,000	\$ 6,050,000	\$ 5,000,000
4 LANE	\$ 5,525,000	N/A	N/A
4 LANE DIVIDED	\$ 6,500,000	\$ 6,800,000	\$ 5,225,000
4 LANE ARTERIAL*	N/A	N/A	\$ 11,000,000
2 LANE ARTERIAL	\$ 3,375,000	\$ 3,150,000	\$ 2,925,000
2 LANE COLLECTOR	\$ 2,225,000	\$ 2,100,000	\$ 2,000,000

* IN A FLOODPLAIN WITH BORROW DITCHES

BRIDGES AND BOX CULVERTS (DOES NOT INCLUDE APPROACH ROADS. USE SQ. FT. OF FINAL STRUCTURE.)

NEW BRIDGE	\$ 130 PER SQ. FT. DECK AREA (CONTACT BRIDGE DIVISION IN SEISMIC AREAS)
WIDEN EXISTING BRIDGE	\$ 115 PER SQ. FT. DECK AREA (OLD DECK REMOVED & REPLACED)
WIDEN EXISTING BRIDGE	\$ 57 PER SQ. FT. DECK AREA (OLD DECK RETAINED)
REPLACE EXIST. DECK	\$ 67 PER SQ. FT. DECK AREA (NO NEW SUBSTRUCTURE)
REMOVAL OF BRIDGE	\$ 15 PER SQ. FT. DECK AREA
BOX CULVERT	\$ 75 PER SQ. FT. BOX TOP AREA
DETOUR BRIDGES	\$ 75 PER SQ. FT. (MORE IN SEISMIC AREAS)
HYDRODEMOLITION	\$ 35 PER SQ. FT. DECK AREA

WIDENING EXISTING ROADWAY

	<u>URBAN</u>	<u>RURAL</u>
2 LANES TO 3 LANES (PASSING LANES-RURAL)	\$ 3,000,000 PER MILE	\$ 2,250,000 PER MILE
2 LANES TO 4 LANES	\$ 4,450,000 PER MILE	\$ 3,375,000 PER MILE
2 LANES TO 4 LANES DIVIDED*	\$ 4,560,000 PER MILE	\$ 4,125,000 PER MILE
2 LANES TO 5 LANES	\$ 4,725,000 PER MILE	\$ 3,500,000 PER MILE
2 LANES TO 5 LANES**	N/A PER MILE	\$ 8,600,000 PER MILE
3 LANES TO 5 LANES	\$ 4,675,000 PER MILE	\$ 3,000,000 PER MILE
4 LANES TO 5 LANES	\$ 3,150,000 PER MILE	N/A
3R WIDENING (2 LANES)	\$ 1,600,000 PER MILE	\$ 1,125,000 PER MILE

* 4 LANE DIVIDED HWY. USING EXISTING LANES AS TWO OF THE LANES ** IN A FLOODPLAIN WITH BORROW DITCHES EXISTING

RECONSTRUCTION (NEW DRAINAGE, BASE, SURFACING, MINOR WIDENING)

NON-FREEWAY	\$ 1,650,000 PER LANE MILE	\$ 1,500,000 PER LANE MILE
FREEWAY (BOND ISSUE JOBS)	\$ 1,600,000 PER LANE MILE (RUBBLIZE & OVERLAY - NO BRIDGES)	\$ 150,000 PER LANE MILE (COLD MILL & INLAY - NO BRIDGES)
	\$ 1,200,000 PER LANE MILE (CONCRETE OVERLAY - NO BRIDGES)	

FREEWAY PATCHING & REHABILITATION (FULL DEPTH PATCHING, MINOR DRAINAGE & BASE REPAIRS, SHOULDER REPAIR, CLEAN & FILL JOINTS, ETC.)

	\$ 200,000 PER LANE MILE
--	--------------------------

PAVEMENT FRICTION PROJECTS

	\$ 130,000 PER LANE MILE
--	--------------------------

OVERLAYS (11 - 12 FOOT LANES, AVERAGE ACHM DEPTH = 2")

PERFORMANCE GRADE ACHM	<u>PG 64-22</u> \$ 88,000 PER LANE MILE	<u>PG 70-22 & PG 76-22</u> \$ 98,000 PER LANE MILE
ASPHALT SURFACE TREATMENT	<u>SINGLE</u> \$ 14,500 PER LANE MILE	<u>DOUBLE</u> \$ 17,000 PER LANE MILE

PHASE WORK BREAKOUTS (USE WHEN PROJECTS WILL BE DONE IN PHASES OR PARTS OF A PROJECT ARE COMPLETE AND ADDITIONAL WORK IS BEING PROGRAMMED: PAVE GRAVEL ROAD, PLACE BASE & SURFACING, ETC.)

	<u>MOUNTAINOUS AREAS</u>	<u>OTHER AREAS</u>
FREEWAY & PRIMARY	\$ 1,500,000 PER LANE MILE	\$ 1,100,000 PER LANE MILE
OTHER ROADS	\$ 1,000,000 PER LANE MILE	\$ 875,000 PER LANE MILE

SURFACING (INCLUDES BASE & SHOULDERS ON NEW LOCATION. INCLUDES BASE PREPARATION, DRAINAGE & MINOR WIDENING ON EXISTING GRAVEL ROADS)

FREEWAY & PRIMARY	<u>PG 64-22</u> \$ 750,000 PER LANE MILE	<u>PG 70-22 & PG 76-22 & CONCRETE LANES</u> \$ 1,065,000 PER LANE MILE
OTHER ROADS	<u>PG 64-22</u> \$ 610,000 PER LANE MILE	<u>DOUBLE A.S.T.</u> \$ 480,000 PER LANE MILE

<u>INTERCHANGES</u> (TRUMPET OR DIAMOND LAYOUT)	<u>SIGNALS</u>
ADDED TO EXISTING	\$ 180,000 PER INTERSECTION
NEW ROUTE	

CABLE BARRIER PROJECTS - \$210,000 PER MILE (\$40) PER FT.

	<u>SIGNALS WITH RADIUS IMPROVEMENTS</u> \$ 285,000 PER INTERSECTION (FOR ADDL. CAPACITY, USE WIDENING SECTION)
--	--

BICYCLE LANES (4' ON BOTH SIDES) - \$265,000 PER MILE



Appendix T

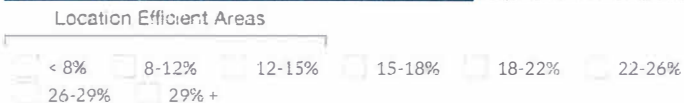


Craighead County, Arkansas

Traditional measures of housing affordability ignore transportation costs. Typically a household's second-largest expenditure, transportation costs are largely a function of the characteristics of the neighborhood in which a household chooses to live. **Location Matters.** Compact and dynamic neighborhoods with walkable streets and high access to jobs, transit, and a wide variety of businesses are more efficient, affordable, and sustainable.

The statistics below are modeled for the Regional Typical Household. Income: \$40,827 Commuters: 1.04 Household Size: 2.53 (Jonesboro, AR)

Map of Transportation Costs % Income



Location Efficiency Metrics

Places that are compact, close to jobs and services, with a variety of transportation choices, allow people to spend less time, energy, and money on transportation.

0%

Percent of location efficient neighborhoods

Neighborhood Characteristic Scores (1-10)

As compared to neighborhoods in all 955 U.S. regions in the Index

Job Access

1.9

Very low access to jobs

AllTransit Performance Score

1.4

Car-dependent with very limited or no access to public transportation

Compact Neighborhood

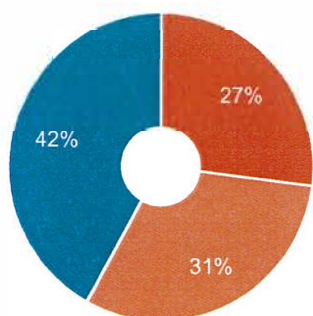
1.7

Very low density and limited walkability

Average Housing + Transportation Costs % Income

Factoring in both housing and transportation costs provides a more comprehensive way of thinking about the cost of housing and true affordability.

- Housing
- Transportation
- Remaining Income



1%

Transit Ridership % of Workers

4

Annual Transit Trips

9.51 Tonnes

Annual Greenhouse Gas per Household

Transportation Costs

In dispersed areas, people need to own more vehicles and rely upon driving them farther distances which also drives up the cost of living.



\$12,818

Annual Transportation Costs



1.81

Autos Per Household



22,557

Average Household VMT



H+T Fact Sheet
TRUE AFFORDABILITY AND LOCATION EFFICIENCY

Appendix T



H+T Metrics

Affordability

Housing + Transportation Costs % Income:	59%
Housing Costs % Income:	27%
Transportation Costs % Income:	31%

Demographics

Block Groups:	60
Households:	38,724
Population:	101,409

Household Transportation Model Outputs

Autos per Household:	1.81
Annual Vehicle Miles Traveled per Household :	22,557
Transit Ridership % of Workers:	1%
Annual Transportation Cost:	\$12,818
Annual Auto Ownership Cost:	\$9,860
Annual VMT Cost:	\$2,954
Annual Transit Cost:	\$3
Annual Transit Trips:	4

Environmental Characteristics

Residential Density 2010:	0.55 HHs/Res. Acre
Gross Household Density:	0.09 HH/Acre
Regional Household Intensity:	5,040 HH/mile ²
Percent Single Family Detached Households:	70%
Employment Access Index:	7,349 Jobs/mi ²
Employment Mix Index (0-100):	86
Transit Connectivity Index (0-100):	1
Transit Access Shed:	8 km ²
Jobs Accessible in 30 Minute Transit Ride:	8,291
Available Transit Trips per Week:	106
Average Block Perimeter:	3,775 Meters
Average Block Size :	78 Acres
Intersection Density:	10/mi ²

Housing Costs

Average Monthly Housing Cost:	\$924
Median Selected Monthly Owner Costs:	\$932
Median Gross Monthly Rent:	\$656
Percent Owner Occupied Housing Units:	59%
Percent Renter Occupied Housing Unit:	41%

Greenhouse Gas from Household Auto Use

Annual GHG per Household:	9.51 Tonnes
Annual GHG per Acre:	7.61 Tonnes



Appendix T

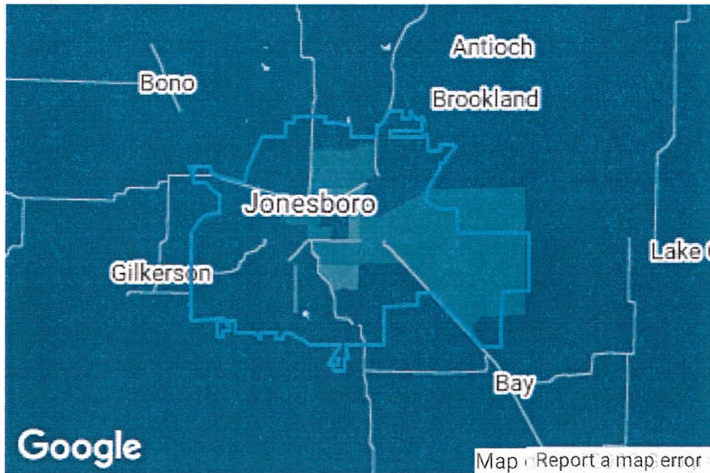


Municipality: Jonesboro, Arkansas

Traditional measures of housing affordability ignore transportation costs. Typically a household's second-largest expenditure, transportation costs are largely a function of the characteristics of the neighborhood in which a household chooses to live. **Location Matters.** Compact and dynamic neighborhoods with walkable streets and high access to jobs, transit, and a wide variety of businesses are more efficient, affordable, and sustainable.

The statistics below are modeled for the Regional Typical Household. Income: \$40,827 Commuters: 1.04 Household Size: 2.53 (Jonesboro, AR)

Map of Transportation Costs % Income



Location Efficiency Metrics

Places that are compact, close to jobs and services, with a variety of transportation choices, allow people to spend less time, energy, and money on transportation.

0%

Percent of location efficient neighborhoods

Neighborhood Characteristic Scores (1-10)

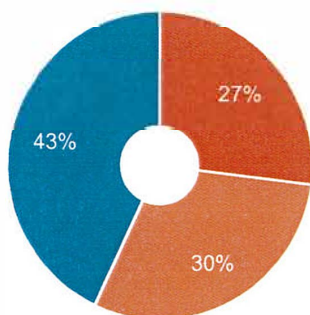
As compared to neighborhoods in all 955 U.S. regions in the Index

Job Access	AllTransit Performance Score	Compact Neighborhood
2.6	2.1	3.8
Low access to jobs	Car-dependent with limited access to public transportation	Low density and limited walkability

Average Housing + Transportation Costs % Income

Factoring in both housing and transportation costs provides a more comprehensive way of thinking about the cost of housing and true affordability.

- Housing
- Transportation
- Remaining Income



Transportation Costs

In dispersed areas, people need to own more vehicles and rely upon driving them farther distances which also drives up the cost of living.

\$12,046
Annual Transportation Costs

1.70
Autos Per Household

21,378
Average Household VMT

1%

Transit Ridership % of Workers

6

Annual Transit Trips

8.83 Tonnes

Annual Greenhouse Gas per Household



Appendix T



H+T Metrics

Affordability

Housing + Transportation Costs % Income:	56%
Housing Costs % Income:	27%
Transportation Costs % Income:	30%

Demographics

Block Groups:	38
Households:	24,245
Population:	62,544

Household Transportation Model Outputs

Autos per Household:	1.70
Annual Vehicle Miles Traveled per Household :	21,378
Transit Ridership % of Workers:	1%
Annual Transportation Cost:	\$12,046
Annual Auto Ownership Cost:	\$9,242
Annual VMT Cost:	\$2,799
Annual Transit Cost:	\$5
Annual Transit Trips:	6

Environmental Characteristics

Residential Density 2010:	1.43 HHs/Res. Acre
Gross Household Density:	0.47 HH/Acre
Regional Household Intensity:	6,858 HH/mile ²
Percent Single Family Detached Households:	65%
Employment Access Index:	10,589 Jobs/mi ²
Employment Mix Index (0-100):	87
Transit Connectivity Index (0-100):	1
Transit Access Shed:	12 km ²
Jobs Accessible in 30 Minute Transit Ride:	11,413
Available Transit Trips per Week:	157
Average Block Perimeter:	2,008 Meters
Average Block Size :	34 Acres
Intersection Density:	47 /mi ²

Housing Costs

Average Monthly Housing Cost:	\$907
Median Selected Monthly Owner Costs:	\$902
Median Gross Monthly Rent:	\$678
Percent Owner Occupied Housing Units:	50%
Percent Renter Occupied Housing Unit:	50%

Greenhouse Gas from Household Auto Use

Annual GHG per Household:	8.83 Tonnes
Annual GHG per Acre:	11.47 Tonnes



Appendix T

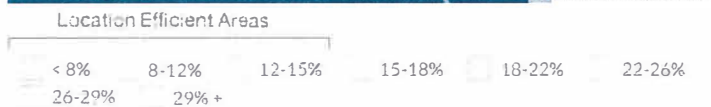
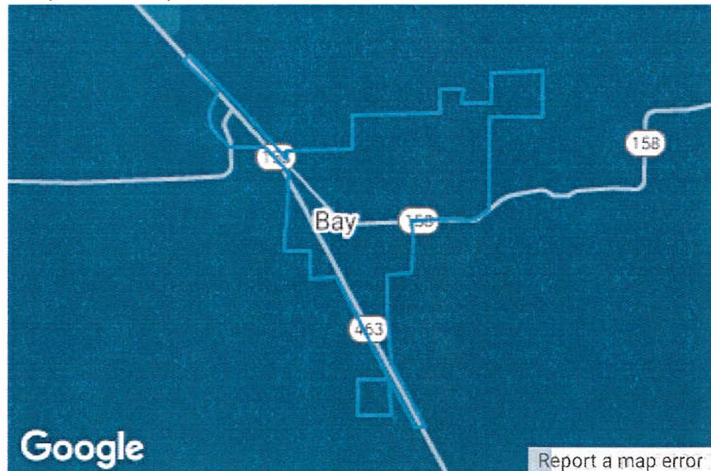


Municipality: Bay, Arkansas

Traditional measures of housing affordability ignore transportation costs. Typically a household's second-largest expenditure, transportation costs are largely a function of the characteristics of the neighborhood in which a household chooses to live. **Location Matters.** Compact and dynamic neighborhoods with walkable streets and high access to jobs, transit, and a wide variety of businesses are more efficient, affordable, and sustainable.

The statistics below are modeled for the Regional Typical Household. Income: \$40,827 Commuters: 1.04 Household Size: 2.53 (Jonesboro, AR)

Map of Transportation Costs % Income



Location Efficiency Metrics

Places that are compact, close to jobs and services, with a variety of transportation choices, allow people to spend less time, energy, and money on transportation.

0%

Percent of location efficient neighborhoods

Neighborhood Characteristic Scores (1-10)

As compared to neighborhoods in all 955 U.S. regions in the Index

Job Access

0.5

Very low access to jobs

AllTransit Performance Score

0

Car-dependent with very limited or no access to public transportation

Compact Neighborhood

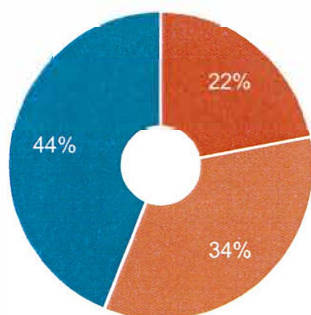
2.5

Low density and limited walkability

Average Housing + Transportation Costs % Income

Factoring in both housing *and* transportation costs provides a more comprehensive way of thinking about the cost of housing and true affordability.

- Housing
- Transportation
- Remaining Income



Transportation Costs

In dispersed areas, people need to own more vehicles and rely upon driving them farther distances which also drives up the cost of living.



\$13,896

Annual Transportation Costs



1.97

Autos Per Household



24,434

Average Household VMT

0%

Transit Ridership % of Workers

2

Annual Transit Trips

10.26 Tonnes

Annual Greenhouse Gas per Household



Appendix T



H+T Metrics

Affordability

Housing + Transportation Costs % Income:	56%
Housing Costs % Income:	22%
Transportation Costs % Income:	34%

Demographics

Block Groups:	0
Households:	100
Population:	250

Household Transportation Model Outputs

Autos per Household:	1.97
Annual Vehicle Miles Traveled per Household :	24,434
Transit Ridership % of Workers:	0%
Annual Transportation Cost:	\$13,896
Annual Auto Ownership Cost:	\$10,695
Annual VMT Cost:	\$3,200
Annual Transit Cost:	\$2
Annual Transit Trips:	2

Environmental Characteristics

Residential Density 2010:	1.46 HHs/Res. Acre
Gross Household Density:	0.05 HH/Acre
Regional Household Intensity:	1,357 HH/mile ²
Percent Single Family Detached Households:	76%
Employment Access Index:	1.305 Jobs/mi ²
Employment Mix Index (0-100):	81
Transit Connectivity Index (0-100):	0
Transit Access Shed:	0 km ²
Jobs Accessible in 30 Minute Transit Ride:	0
Available Transit Trips per Week:	0
Average Block Perimeter:	2,990 Meters
Average Block Size :	159 Acres
Intersection Density:	7 /mi ²

Housing Costs

Average Monthly Housing Cost:	\$746
Median Selected Monthly Owner Costs:	\$796
Median Gross Monthly Rent:	\$662
Percent Owner Occupied Housing Units:	63%
Percent Renter Occupied Housing Unit:	37%

Greenhouse Gas from Household Auto Use

Annual GHG per Household:	10.26 Tonnes
Annual GHG per Acre:	0.49 Tonnes

Appendix T

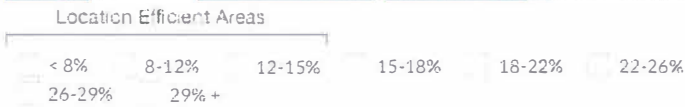
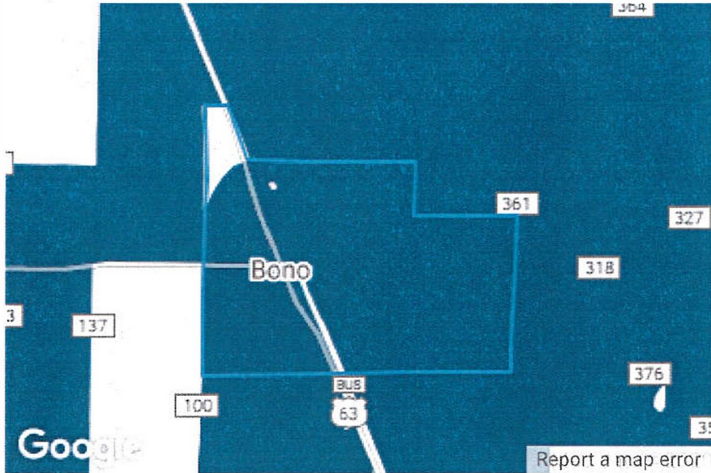


Municipality: Bono, Arkansas

Traditional measures of housing affordability ignore transportation costs. Typically a household's second-largest expenditure, transportation costs are largely a function of the characteristics of the neighborhood in which a household chooses to live. **Location Matters.** Compact and dynamic neighborhoods with walkable streets and high access to jobs, transit, and a wide variety of businesses are more efficient, affordable, and sustainable.

The statistics below are modeled for the Regional Typical Household. Income: \$40,827 Commuters: 1.04 Household Size: 2.53 (Jonesboro, AR)

Map of Transportation Costs % Income



Location Efficiency Metrics

Places that are compact, close to jobs and services, with a variety of transportation choices, allow people to spend less time, energy, and money on transportation.

0%

Percent of location efficient neighborhoods

Neighborhood Characteristic Scores (1-10)

As compared to neighborhoods in all 955 U.S. regions in the Index

Job Access

0.4

Very low access to jobs

AllTransit Performance Score

0

Car-dependent with very limited or no access to public transportation

Compact Neighborhood

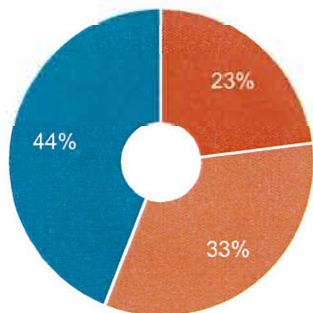
3.3

Low density and limited walkability

Average Housing + Transportation Costs % Income

Factoring in both housing *and* transportation costs provides a more comprehensive way of thinking about the cost of housing and true affordability.

- Housing
- Transportation
- Remaining Income



0%

Transit Ridership % of Workers

1

Annual Transit Trips

10.47 Tonnes

Annual Greenhouse Gas per Household

Transportation Costs

In dispersed areas, people need to own more vehicles and rely upon driving them farther distances which also drives up the cost of living.



\$13,481

Annual Transportation Costs



1.90

Autos Per Household



24,003

Average Household VMT



Appendix T



H+T Metrics

Affordability

Housing + Transportation Costs % Income:	56%
Housing Costs % Income:	23%
Transportation Costs % Income:	33%

Demographics

Block Groups:	0
Households:	167
Population:	454

Household Transportation Model Outputs

Autos per Household:	1.90
Annual Vehicle Miles Traveled per Household :	24,003
Transit Ridership % of Workers:	0%
Annual Transportation Cost:	\$13,481
Annual Auto Ownership Cost:	\$10,337
Annual VMT Cost:	\$3,143
Annual Transit Cost:	\$1
Annual Transit Trips:	1

Environmental Characteristics

Residential Density 2010:	1.57 HHs/Res. Acre
Gross Household Density:	0.18 HH/Acre
Regional Household Intensity:	2.346 HH/mile ²
Percent Single Family Detached Households:	73%
Employment Access Index:	1.574 Jobs/mi ²
Employment Mix Index (0-100):	82
Transit Connectivity Index (0-100):	0
Transit Access Shed:	0 km ²
Jobs Accessible in 30 Minute Transit Ride:	0
Available Transit Trips per Week:	0
Average Block Perimeter:	2,154 Meters
Average Block Size :	94 Acres
Intersection Density:	19 /mi ²

Housing Costs

Average Monthly Housing Cost:	\$773
Median Selected Monthly Owner Costs:	\$842
Median Gross Monthly Rent:	\$663
Percent Owner Occupied Housing Units:	62%
Percent Renter Occupied Housing Unit:	38%

Greenhouse Gas from Household Auto Use

Annual GHG per Household:	10.47 Tonnes
Annual GHG per Acre:	1.92 Tonnes



Appendix T

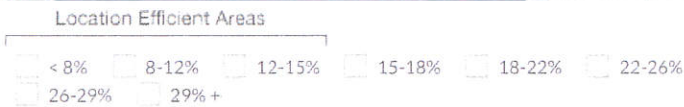
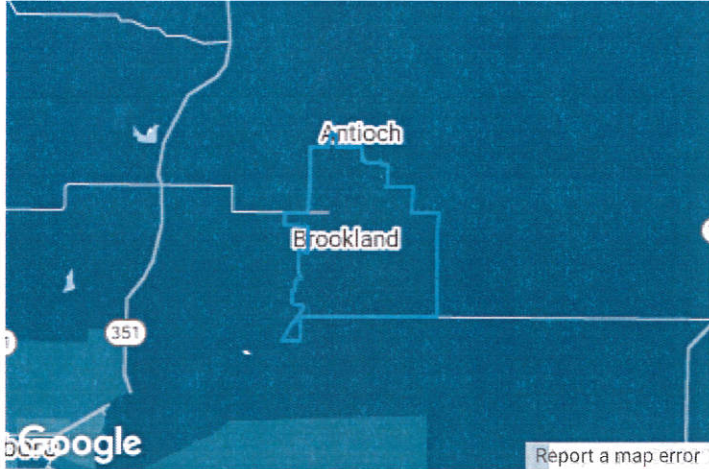


Municipality: Brookland, Arkansas, AR

Traditional measures of housing affordability ignore transportation costs. Typically a household's second-largest expenditure, transportation costs are largely a function of the characteristics of the neighborhood in which a household chooses to live. [Location Matters](#). Compact and dynamic neighborhoods with walkable streets and high access to jobs, transit, and a wide variety of businesses are more efficient, affordable, and sustainable.

The statistics below are modeled for the Regional Typical Household. Income: \$40,827 Commuters: 1.04 Household Size: 2.53 (Jonesboro, AR)

Map of Transportation Costs % Income



Location Efficiency Metrics

Places that are compact, close to jobs and services, with a variety of transportation choices, allow people to spend less time, energy, and money on transportation.

0%

Percent of location efficient neighborhoods

Neighborhood Characteristic Scores (1-10)

As compared to neighborhoods in all 955 U.S. regions in the Index

Job Access

1

Very low access to jobs

AllTransit Performance Score

0

Car-dependent with very limited or no access to public transportation

Compact Neighborhood

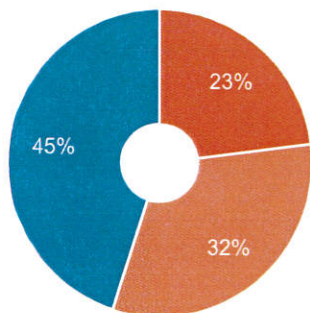
3.8

Low density and limited walkability

Average Housing + Transportation Costs % Income

Factoring in both housing and transportation costs provides a more comprehensive way of thinking about the cost of housing and true affordability.

- Housing
- Transportation
- Remaining Income



0%

Transit Ridership % of Workers

Transportation Costs

In dispersed areas, people need to own more vehicles and rely upon driving them farther distances which also drives up the cost of living.



\$13,136

Annual Transportation Costs



1.84

Autos Per Household



23,696

Average Household VMT

2

Annual Transit Trips

10.40 Tonnes

Annual Greenhouse Gas per Household



Appendix T



H+T Metrics

Affordability

Housing + Transportation Costs % Income:	55%
Housing Costs % Income:	23%
Transportation Costs % Income:	32%

Demographics

Block Groups:	1
Households:	716
Population:	2,002

Household Transportation Model Outputs

Autos per Household:	1.84
Annual Vehicle Miles Traveled per Household :	23,696
Transit Ridership % of Workers:	0%
Annual Transportation Cost:	\$13,136
Annual Auto Ownership Cost:	\$10,032
Annual VMT Cost:	\$3,103
Annual Transit Cost:	\$1
Annual Transit Trips:	2

Environmental Characteristics

Residential Density 2010:	0.85 HHs/Res. Acre
Gross Household Density:	0.15 HH/Acre
Regional Household Intensity:	2,407 HH/mile ²
Percent Single Family Detached Households:	70%
Employment Access Index:	1.902 Jobs/mj ²
Employment Mix Index (0-100):	82
Transit Connectivity Index (0-100):	0
Transit Access Shed:	0 km ²
Jobs Accessible in 30 Minute Transit Ride:	227
Available Transit Trips per Week:	1
Average Block Perimeter:	2,134 Meters
Average Block Size :	95 Acres
Intersection Density:	16 /mj ²

Housing Costs

Average Monthly Housing Cost:	\$789
Median Selected Monthly Owner Costs:	\$787
Median Gross Monthly Rent:	\$788
Percent Owner Occupied Housing Units:	55%
Percent Renter Occupied Housing Unit:	45%

Greenhouse Gas from Household Auto Use

Annual GHG per Household:	10.40 Tonnes
Annual GHG per Acre:	1.55 Tonnes

Appendix U

STEP Study Summary – Hwy 141



In 2017, the Northeast Arkansas Regional Transportation Planning Commission (N.A.R.T.P.C.) received federal funding through the Statewide Transportation Innovation Council (STIC) to conduct a STEP (Safe Transportation for Every Pedestrian) study to help identify safety countermeasures for dangerous mid-block crossings at pre-selected locations within the region. The study encompassed the following locations: **(1)** the intersection of Highway 91/E. Johnson Ave. and State Street and **(2) Highway 141/N. Church St. (corridor between Allen Ave. to Alpine St.)**. These locations were identified during a previous Pedestrian/Bicycle Safety Study of downtown Jonesboro conducted by Lose Associates Inc. in 2015.

Recommendations

The study of Highway 141 (N. Church Street corridor) was conducted by Garver USA in collaboration with the N.A.R.T.P.C. and the Arkansas Department of Transportation, and concluded in December 2019. The main identified recommendations include:

- ❖ **Installation of continuous ADA compliant sidewalks**
 - With ADA compliant wheelchair ramps along the entirety of the study corridor
- ❖ **Addition of an unsignalized crosswalk at Alpine St.**
 - With ADA compliant wheelchair ramps, high-visibility crosswalk markings, stop bars, advance “Yield Here” signs, and in-street pedestrian crossing signs
- ❖ **Update of existing Novak St. crossing**
 - With ADA compliant wheelchair ramps, high-visibility crosswalk markings, stop bars, in-street pedestrian crossing signs
 - Replace current “pedestrian crossing” signs with “yield here to pedestrian” signs
 - Ensure that the crosswalk is directly aligned to connect to the wheelchair ramps and sidewalk rather than leading into Novak St. or a driveway
- ❖ **Addition of a crosswalk and Pedestrian Hybrid Beacon 100 feet north of Bradley St.**
 - With ADA compliant wheelchair ramps, advance warning signs to the north and south of the horizontal curves within the area, high-visibility crosswalk markings, stop bars, and in-street pedestrian crossing signs
 - Removal of trees limiting sight distance
- ❖ **Installation of bench/refuge area at the JET transit stop located between Woodrow & Forrest St.**
- ❖ **Addition/Improvement of area lighting at and/or near crosswalk locations**

Cost

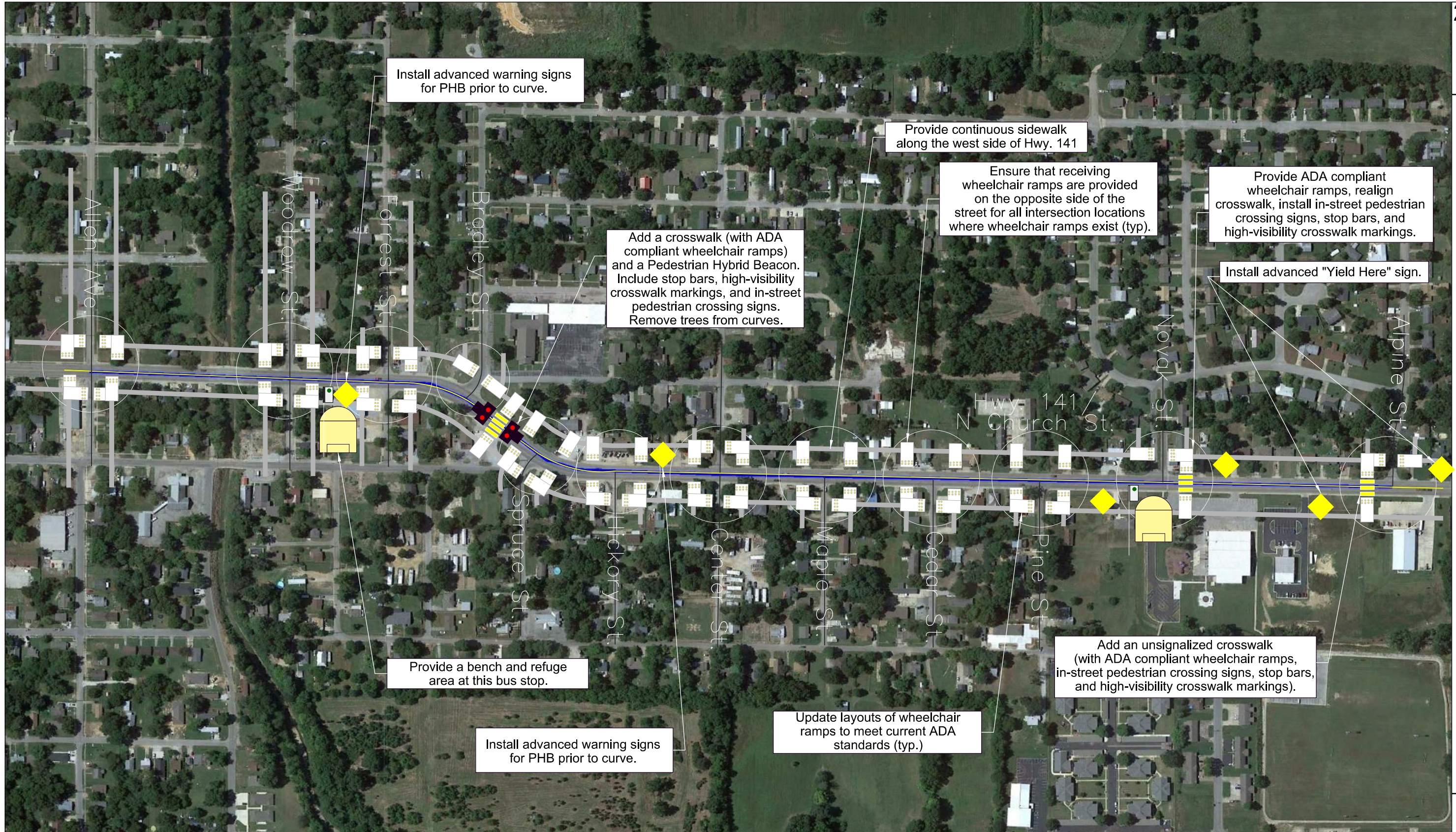
The estimated construction cost for the recommended improvements is approximately \$772,000. Additionally, the proposed installation of a Pedestrian Hybrid Beacon is projected to add an average of 2.8 seconds of delay for each vehicle travelling within the study corridor.

Moving Forward

It is the hope of the N.A.R.T.P.C. to continue to collaborate with the city of Jonesboro and ARDOT to explore funding alternatives to implement proposed improvements to Highway 141/N. Church Street in order to promote public safety in that area.

**A map of the given recommendations has been provided on the next page*

**To access the full Highway 141 corridor report, click: https://www.jonesboro.org/DocumentCenter/View/6360/Hwy-141-STEP-Report_FinalCombined-122019*

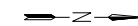


LEGEND:

Sidewalk	Wheelchair Ramp	Bus Stop	Intersection
Hwy. 141	Crosswalk	Pedestrian Hybrid Beacon	Advanced Warning Sign
Cross Street	Bench and Shelter		

Appendix U

- Additional Improvements:
- Maintain adequate widths, slopes, and quality of pavement for all sidewalks and wheelchair ramps.
 - Provide additional/improved lighting at all crosswalk locations.





Appendix U

Summary – HWY 91/State Street STEP Crossing

STEP Study Overview

In 2017, the Northeast Arkansas Regional Transportation Planning Commission (N.A.R.T.P.C.) received federal funding through the Statewide Transportation Innovation Council (STIC) to conduct a STEP (Safe Transportation for Every Pedestrian) study to help identify safety countermeasures for dangerous mid-block crossings at pre-selected locations within the region. The study encompassed the following locations: **(1) the intersection of Highway 91/E. Johnson Ave. and State Street** and **(2) Highway 141/N. Church St. (corridor between Allen Ave. to Alpine St.)**. This study was conducted by Garver USA in collaboration with the N.A.R.T.P.C. and the Arkansas Department of Transportation, and concluded in July 2020.

Critical Safety Issues Observed at HWY 91/State Street Temporary Crossing

The following critical issues for the location were identified:

- ❖ **Conflicts at Crossing Location**
- ❖ **Excessive Vehicle Speeds**
- ❖ **Inadequate Conspicuity/Visibility**
- ❖ **Drivers Not Yielding to Pedestrians Crossing (Even While Within Crosswalk with Lights Activated)**

Recommendations

- ❖ **Speed Reduction of Vehicles in the Area**
 - Utilize raised medians, landscaping, and speed-monitoring trailers
- ❖ **Enforcement of Existing Traffic Laws** (ref: aggressive driver behavior towards non-motorists)
- ❖ **Install Pedestrian Hybrid Beacon (PHB) - (Option 1)**
 - With ADA compliant wheelchair ramps, high-visibility crosswalk markings, stop bars, in-street pedestrian crossing signs
 - Challenges: Inadequate required spacing from driveways and cross streets, Disregard of vehicular traffic with the temporary crossing, and Potential inconvenience to pedestrians
- ❖ **Install Full Traffic Signal with Pedestrian Signal Heads - (Option 2)**
 - With ADA compliant wheelchair ramps, advance warning signs and high-visibility crosswalk markings
 - Challenges: Expected increase in traffic delay
 - FHWA Justification: Meets MUTCD Guideline Warrant 7 due to crash experience in the area

Estimated Cost & Delay

The estimated construction cost for the recommended improvements is approximately \$60,000 for the PHB and \$190,000 for the full traffic signal. The PHB is projected to add an average of 3.8 seconds of delay for each vehicle traveling within the area (**only when signal activated**). The full traffic signal would add as much as 8.7 seconds of delay per vehicle.

**Maps of the given recommendation options (1&2) have been provided on the next page*

**To access the full Highway 91 corridor report, click: https://www.jonesboro.org/DocumentCenter/View/6989/Hwy-91-STEP-Study-Report_Official-712020*



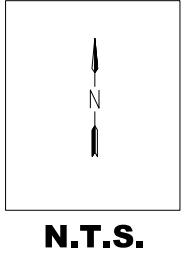
Add a crosswalk (with ADA compliant wheelchair ramps)

Install a Pedestrian Hybrid Beacon

LEGEND:

- Stop Line
- ▤ Wheelchair Ramp
- ▨ Crosswalk
- ⬢ Pedestrian Hybrid Beacon

Appendix U

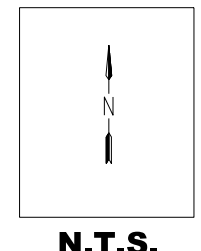




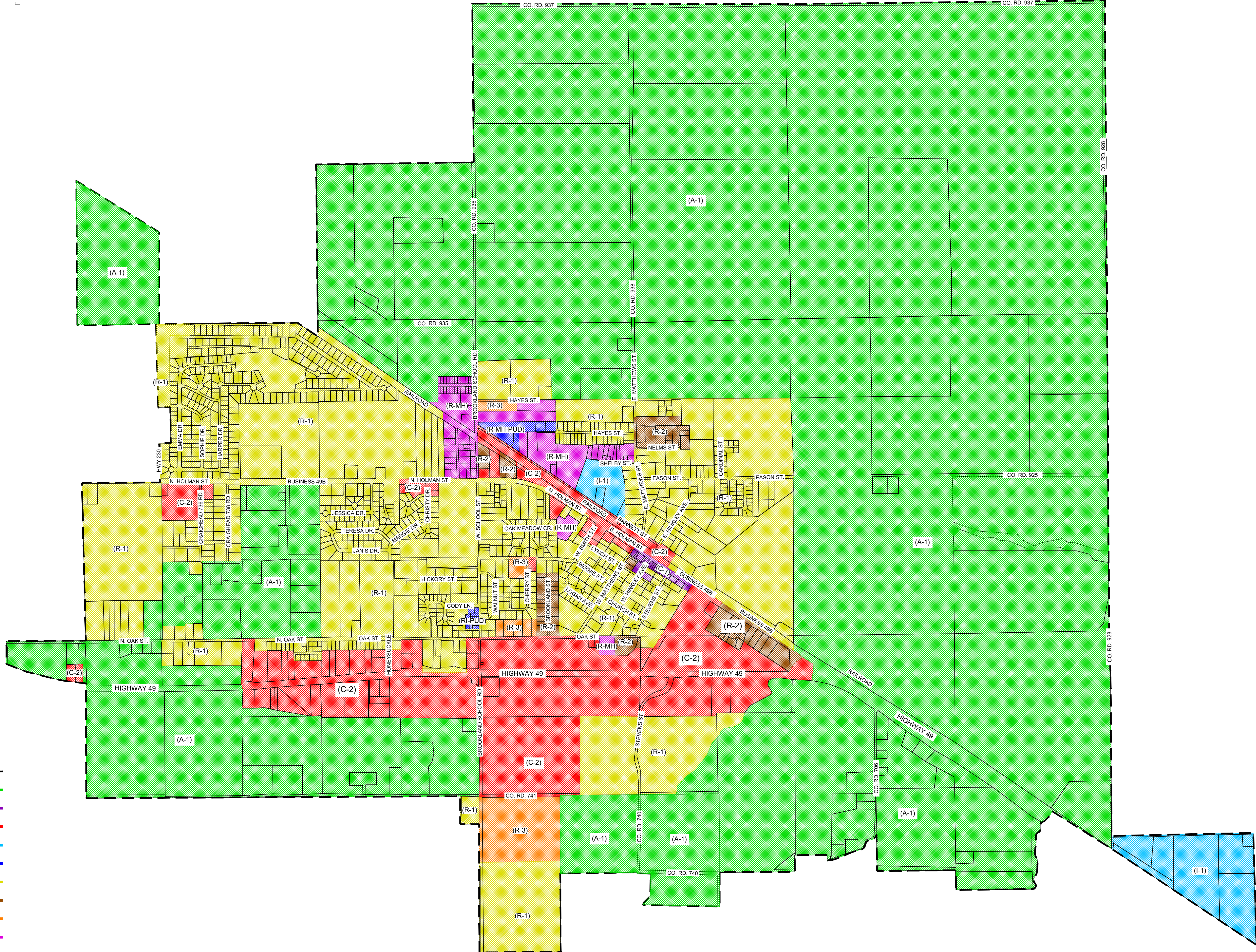
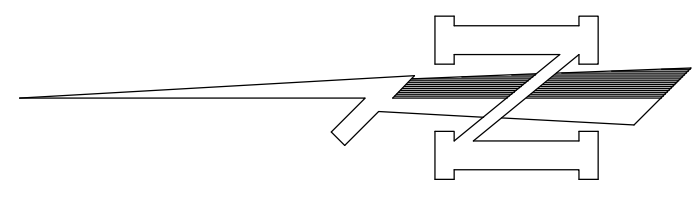
LEGEND:

- Stop Line
- ||| Crosswalk
- Traffic Signal

Appendix U

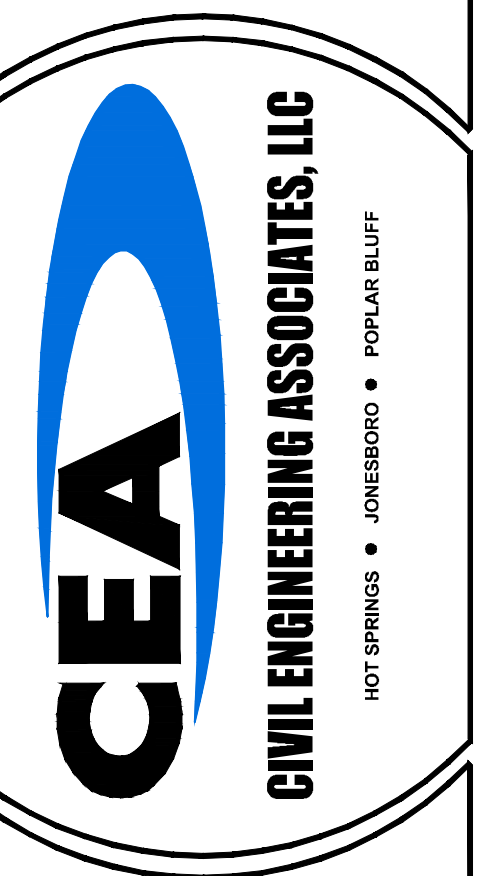


Appendix V



LEGEND

- CITY LIMIT LINE
- ZONE A-1
- ZONE C-1
- ZONE C-2
- ZONE I-1
- ZONE PUD
- ZONE R-1
- ZONE R-2
- ZONE R-3
- ZONE R-MH



CITY OF BROOKLAND CITY MAP BROOKLAND, ARKANSAS

ZONING MAP

Designed RLP
 Checked JAM
 Drawn ALA
 Approved JSS

SCALE: 1" = 800'	JOB NO:
DATE: SEPT. 2019	SHEET: 1

Appendix V

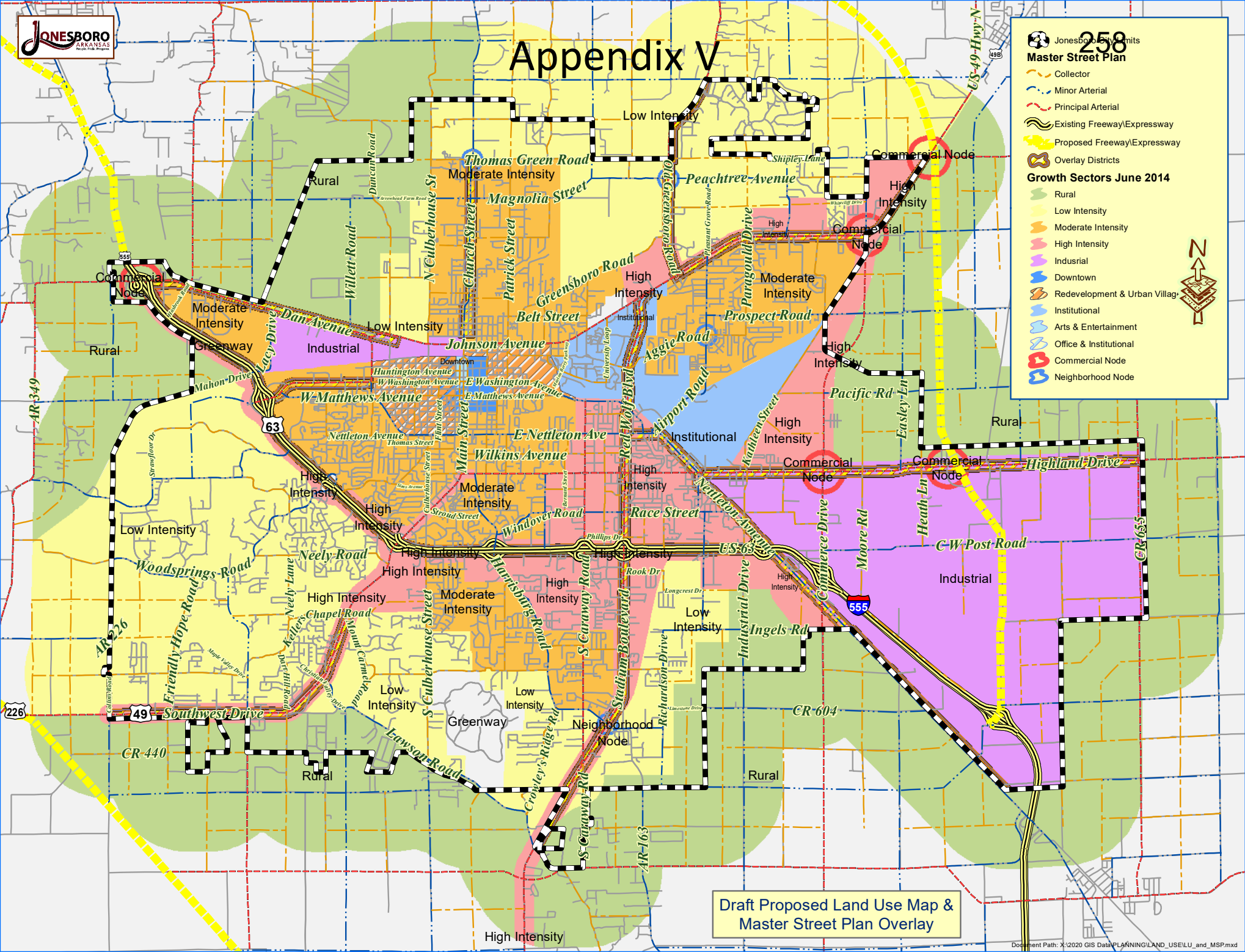
258
Jonesboro Units

Master Street Plan

- Collector
- Minor Arterial
- Principal Arterial
- Existing Freeway/Expressway
- Proposed Freeway/Expressway
- Overlay Districts

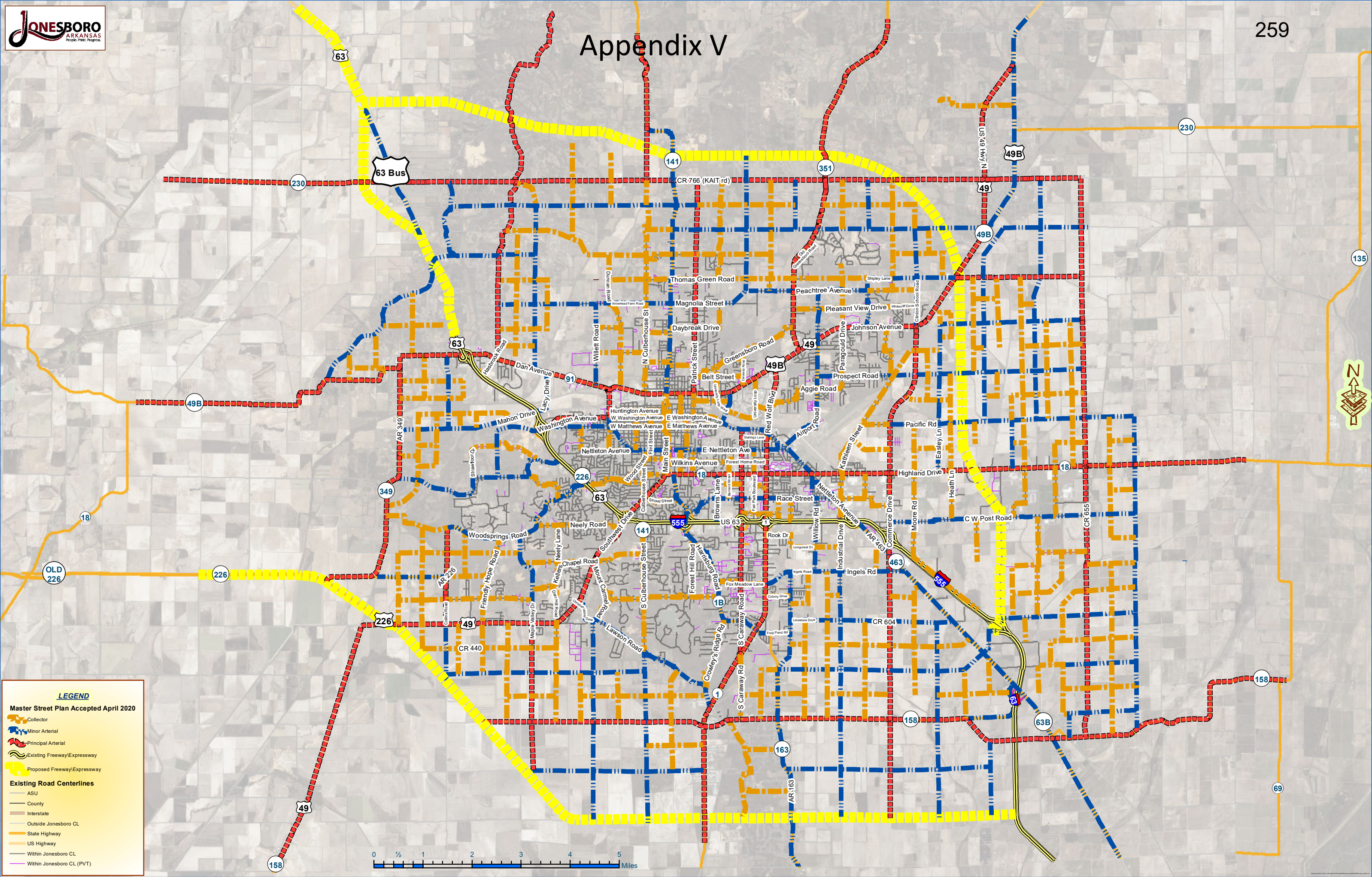
Growth Sectors June 2014

- Rural
- Low Intensity
- Moderate Intensity
- High Intensity
- Industrial
- Downtown
- Redevelopment & Urban Village
- Arts & Entertainment
- Office & Institutional
- Commercial Node
- Neighborhood Node



Draft Proposed Land Use Map & Master Street Plan Overlay

Appendix V



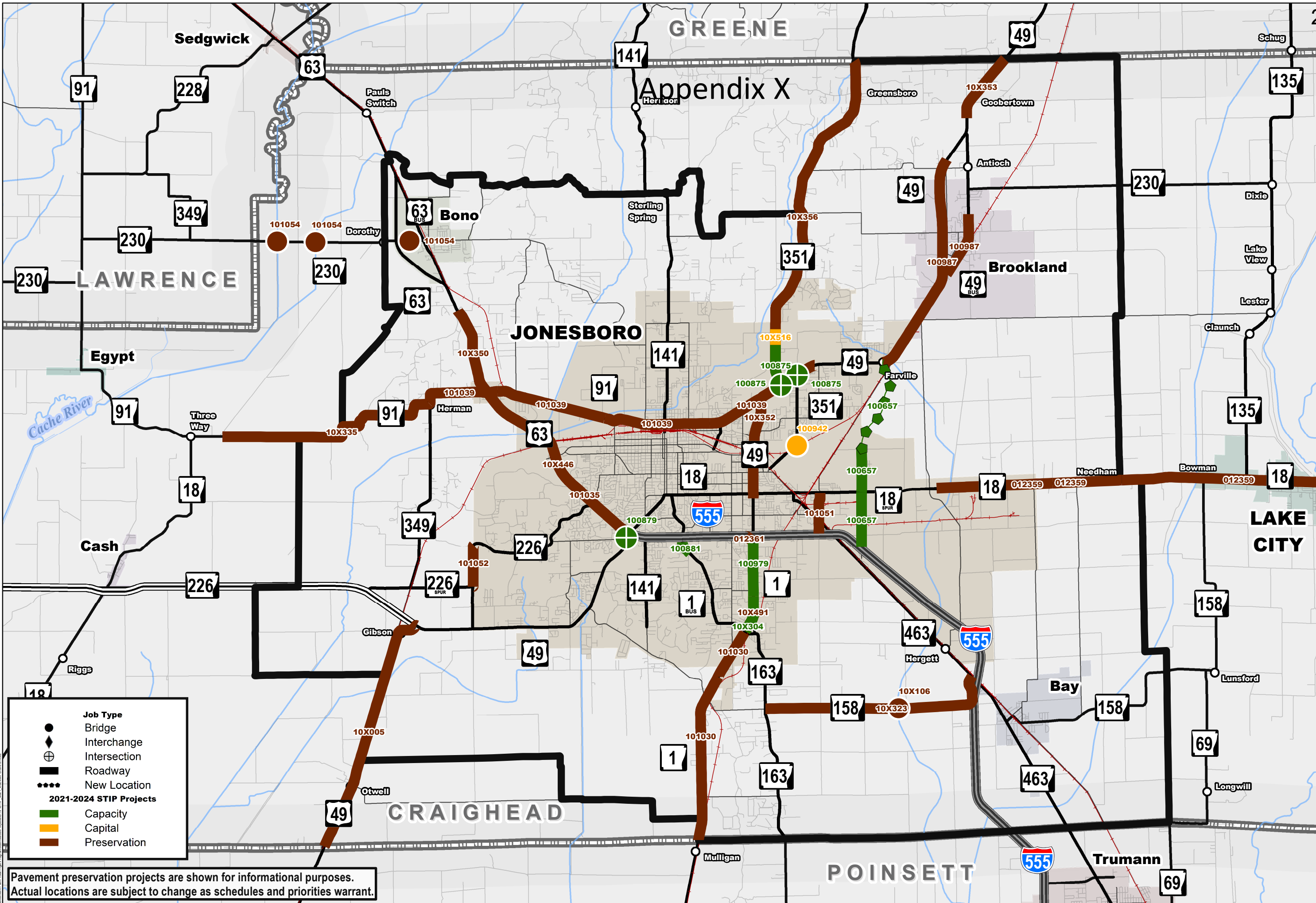
LEGEND
Master Street Plan Accepted April 2020

- Collector
- Minor Arterial
- Principal Arterial
- Existing Freeway/Expressway
- Proposed Freeway/Expressway

Existing Road Centerlines

- ASU
- County
- Interstate
- Outside Jonesboro CL
- State Highway
- US Highway
- Within Jonesboro CL
- Within Jonesboro CL (PVT)





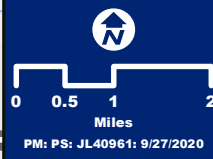
Job Type

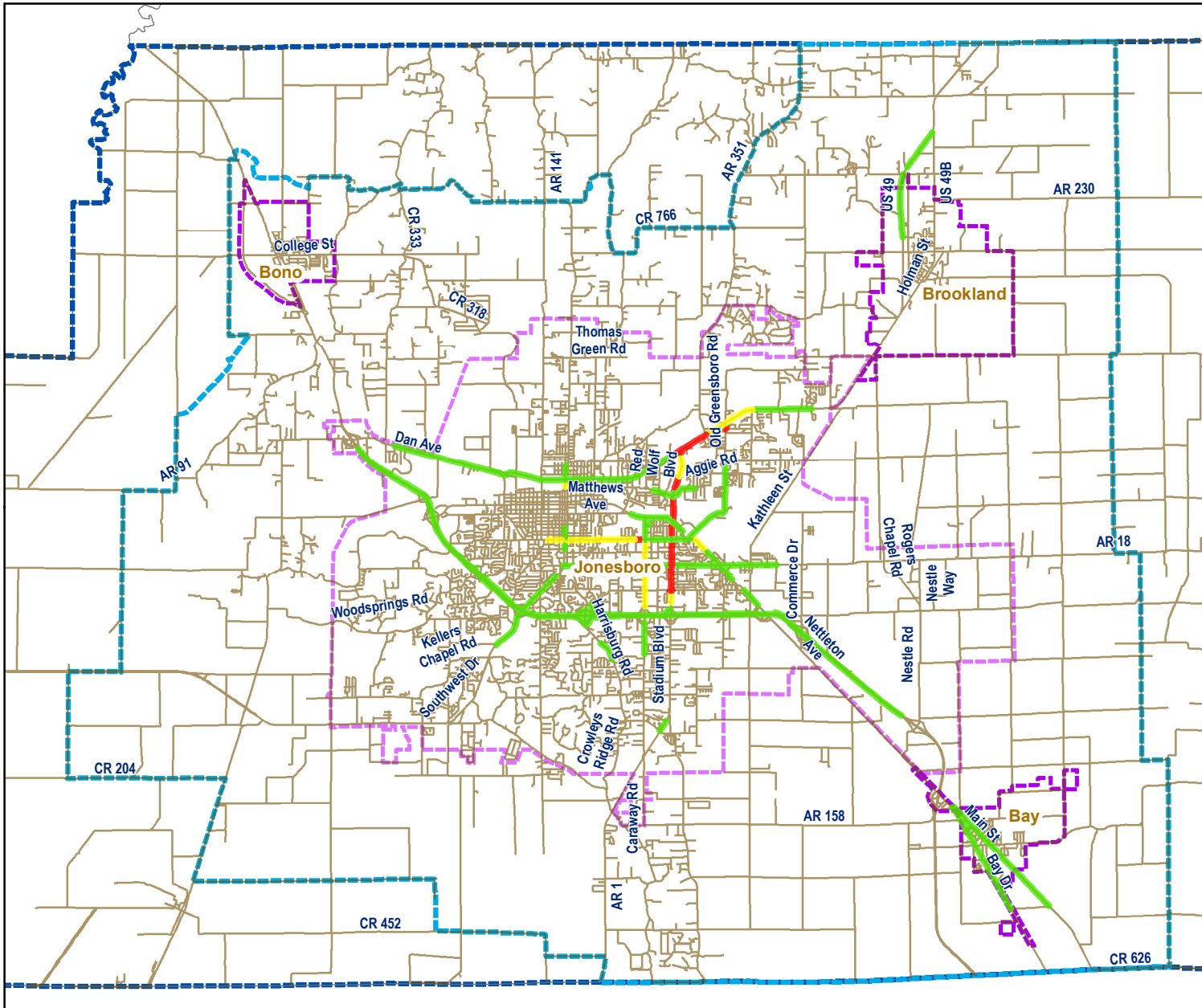
- Bridge
- ◆ Interchange
- ⊕ Intersection
- ▬ Roadway
- ◆◆◆◆ New Location

2021-2024 STIP Projects

- Capacity
- Capital
- Preservation

Pavement preservation projects are shown for informational purposes.
Actual locations are subject to change as schedules and priorities warrant.




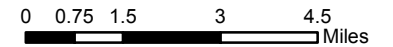


MPO Study Area LOS 2020 Projections

Level of Service (LOS) is a qualitative measure describing operational conditions of a road based on various measures such as speed, travel time, number of lanes, traffic volumes, and roadway functional classification. The MPO Functional Classification of roadways was used to determine the LOS for the select roads shown on this map.

Level of Service 2020

- AB
- CD
- EF
- MPO Boundary

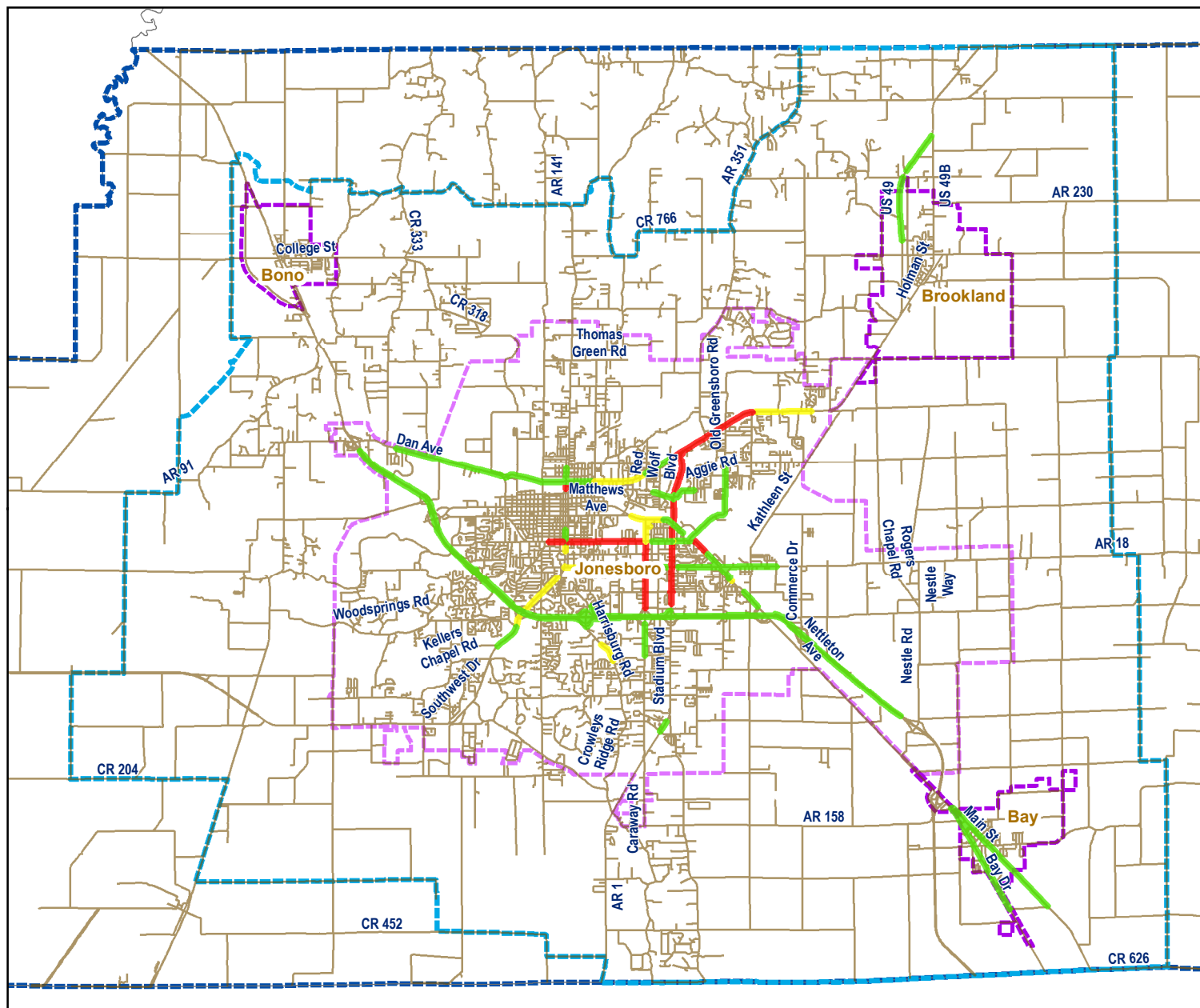



**Northeast Arkansas Regional
Transportation Planning Commission**

300 S. Church St.
Jonesboro, AR 72401
Telephone: (870) 933-4623
Facsimile: (870) 336-7171
E-mail: mpo@jonesboro.org



Web: www.jonesboro.org/191/
Metropolitan-Planning-Organization




MPO Study Area LOS 2030 Projections

Level of Service (LOS) is a qualitative measure describing operational conditions of a road based on various measures such as speed, travel time, number of lanes, traffic volumes, and roadway functional classification. The MPO Functional Classification of roadways was used to determine the LOS for the select roads shown on this map.

Level of Service 2030

- AB
- CD
- EF
- MPO Boundary

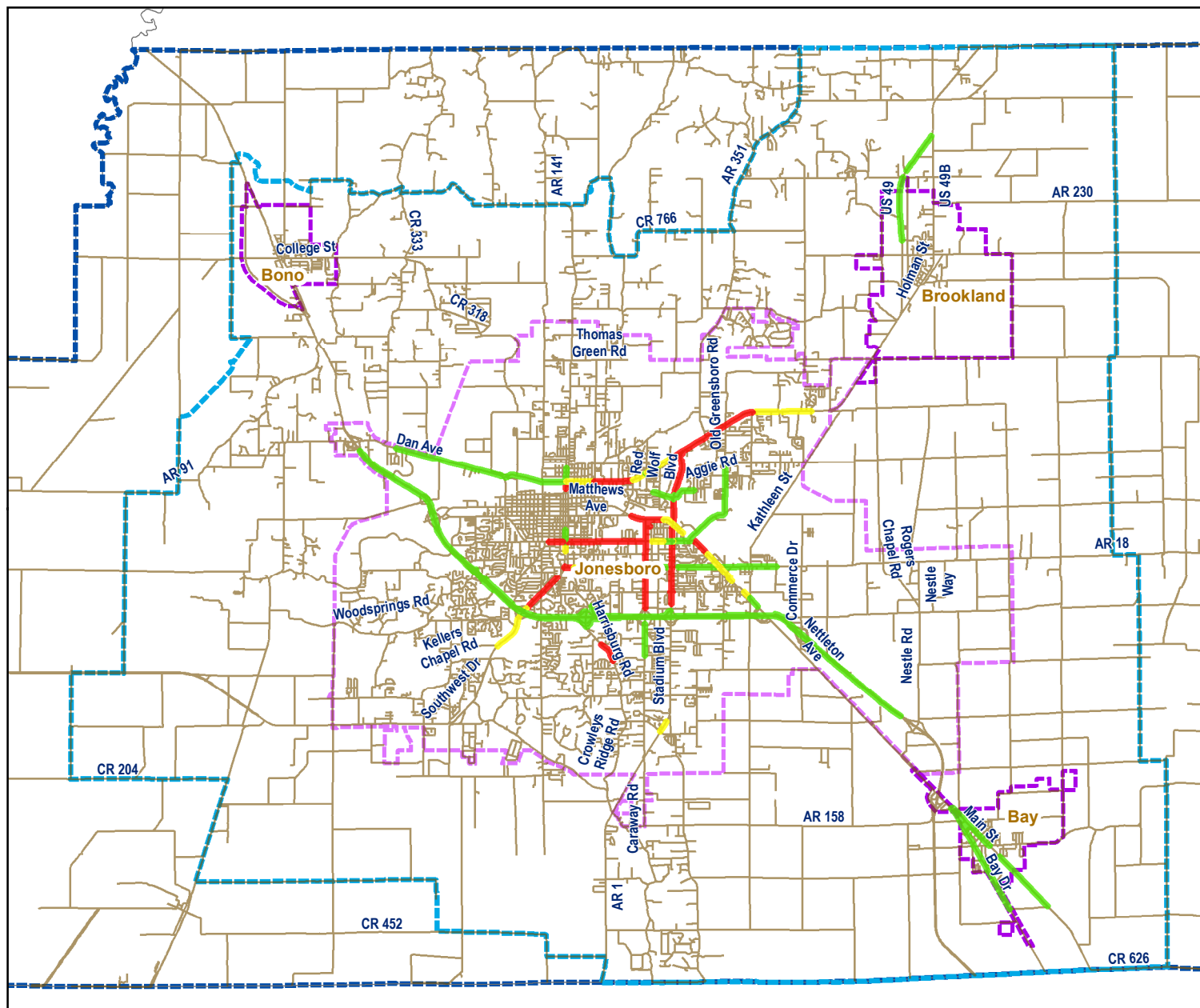



Northeast Arkansas Regional Transportation Planning Commission

300 S. Church St.
Jonesboro, AR 72401
Telephone: (870) 933-4623
Facsimile: (870) 336-7171
E-mail: mpo@jonesboro.org

Web: www.jonesboro.org/191/
Metropolitan-Planning-Organization





MPO Study Area LOS 2040 Projections

Level of Service (LOS) is a qualitative measure describing operational conditions of a road based on various measures such as speed, travel time, number of lanes, traffic volumes, and roadway functional classification. The MPO Functional Classification of roadways was used to determine the LOS for the select roads shown on this map.

Level of Service 2040

- AB
- CD
- EF



 MPO Boundary



Northeast Arkansas Regional Transportation Planning Commission

300 S. Church St.
Jonesboro, AR 72401
Telephone: (870) 933-4623
Facsimile: (870) 336-7171
E-mail: mpo@jonesboro.org



Web: www.jonesboro.org/191/
Metropolitan-Planning-Organization