



RAISE GRANT

2023

City of Jonesboro, AR

PARTNERS

CITY OF PARAGOULD, AR
CITY OF BROOKLAND, AR
CRAIGHEAD COUNTY, AR
GREENE COUNTY, AR





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PROJECT DESCRIPTION



The cities of Jonesboro, Paragould and Brookland, Ark., are collaborating with Craighead County and Greene County to develop a 40-mile pedestrian trail system to improve travel access for the region's rural citizens. Jonesboro is the economic hub of Northeast Arkansas (NEA). It is the fifth-largest city in the state, with an annual population growth of 1.4%. Brookland and Paragould have growth rates of 5.32% and 1.13%, respectively (worldpopulationreview). These three cities are the economic drivers of the region.

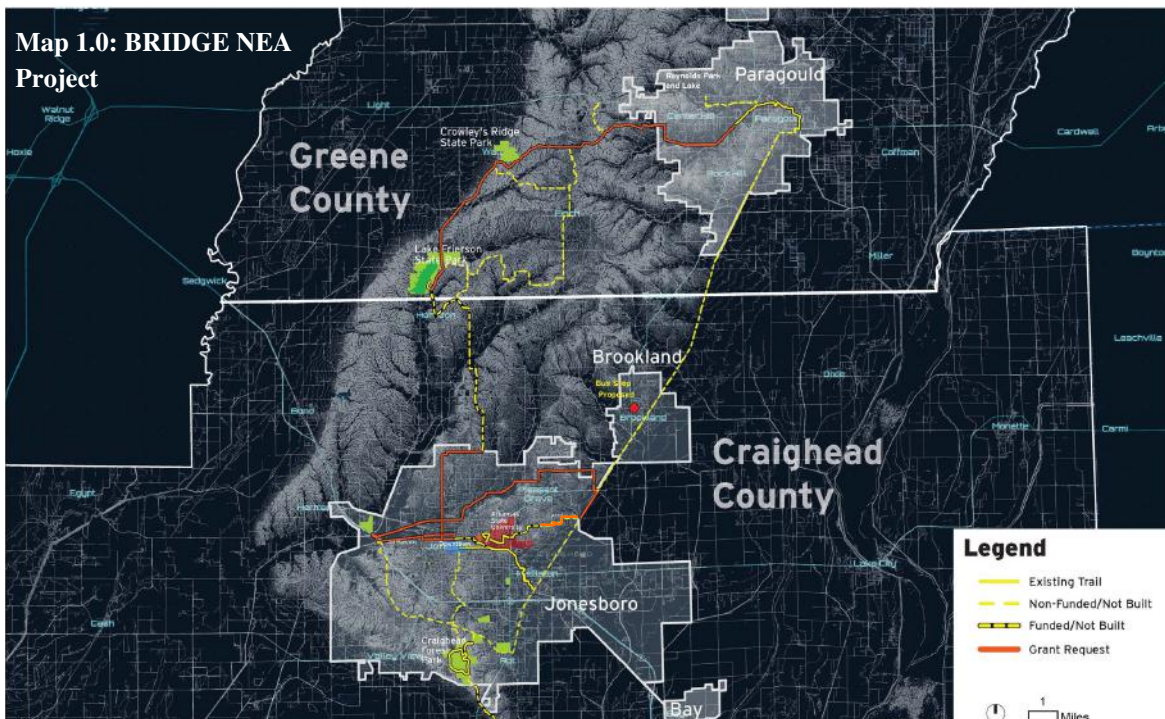
The proposed NEA trail system would connect existing and developing trails in the region. The BRIDGE NEA trail project addresses transportation gaps in nearby rural communities and connects two state parks in Greene County. There are three phases to BRIDGE NEA. This grant application seeks funding for Phase 1. This multi-million-dollar investment would enhance economic development, social equity, environmental sustainability and quality of life.

Paragould is expanding its newly constructed 8-Mile Creek Trail to a proposed trail in Greene County that runs southwest to connect Crowley's Ridge State Park (CRSP). Funding for 3.75 miles

of the 8-Mile Creek Trail was split 50-50 between the City of Paragould and the Arkansas Transportation Alternative Program (TAP) Grant. The Greene County trail continues south, connecting to Lake Frierson State Park. From Lake Frierson, the proposed trail turns into a gravel trail funded by Craighead County that reaches Jonesboro's Red Wolf Way-Northern Section Trail.

A TAP Grant funds the Crowley's Ridge Gravel Trail in Craighead County. The Red Wolf Way-Northern Section Trail loops around northern Jonesboro. Proposed and partially funded trail links from central Jonesboro connect to the Red Wolf Way Northern Section Trail, ASTATE Link (downtown to eastern Jonesboro) and Joe Mack Link (downtown to western Jonesboro).

Arkansas State University (ASTATE) has completed its Pedestrian and Cyclist (PAC) Paths that connect the institution to the ASTATE Link. The City of Brookland will have a bus stop and transit route to Jonesboro for medical services and amenities. The Jonesboro Economical Transit System (JETS) will run this bus route.

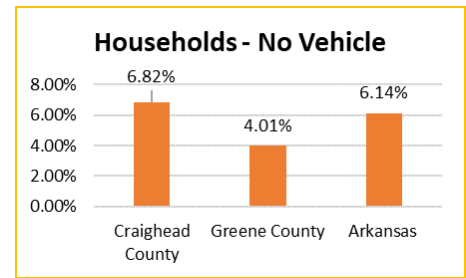


Transportation Challenges



Transportation Gaps

NEA needs new trails largely to address the travel needs of rural citizens who lack personal vehicles. The mostly rural region covers some 1,400 square miles. People without vehicles in isolated communities are hard-pressed to access health and legal services, job opportunities and shopping venues. As communities in the Delta Region, it is essential to incorporate a comprehensive transportation system that connects people to resources. Some census tracts in central Jonesboro and downtown Paragould are deemed as walkable areas by the EPA Walkability Index, but the remainder of Greene and Craighead counties are classified as below average or least walkable. The NEA Partners understand that the lack of active transportation infrastructure is a barrier for its most vulnerable communities, leaving them with no transportation options.



Source: [Community Commons](#)

Limited Transportation Options

Public transportation is limited in NEA. The Jonesboro Economical Transit System (JETs) provides paratransit and public transportation solely to the city. JETs conducted a 2019 study to identify improvements to better serve its rising ridership. The Northeast Arkansas Transit (NEAT) services NEA's rural communities but cannot cover nine counties. Also, the costs and logistics can be burdensome. E.g., NEAT charges \$165 to ride to Little Rock, the state capital, and requires seats to be reserved 48 hours in advance. In addition, there are few existing trails in these jurisdictions and most roadways do not prioritize non-motorist travel.

Dangerous Corridors and Roadways

(1) JOHNSON AVENUE, a north-central roadway of Jonesboro, known as HWY 91 and HWY 49 (eastbound), has a daily traffic volume of 18,000-40,000 vehicles (ARDOT Average Daily Traffic, 2021). Neighborhoods in northern and central Jonesboro, near the highway, are populated by low-income with a high walking population. ASTATE is a few miles east of downtown. Many students who walk to class live north of Johnson Ave., which runs along the campus' northern edge. This roadway has a high non-motorist/motorist crash and fatality rate. Pedestrians are in particular danger. One died and two were gravely injured in recent weeks. ARDOT and Jonesboro's MPO have conducted Johnson studies concerning its pedestrian crossing due to vehicles routinely exceeding the posted speed limit.

(2) HIGHWAY 49 runs east of Jonesboro from south to north, traveling through Brookland and Paragould, at speed limits of 45-65 mph. The highway sees 20,000-40,000 daily vehicle traffic from Jonesboro to Paragould (ARDOT Daily Traffic Count, 2021). No sidewalks exist along HWY 49, making safe foot traffic virtually impossible. Students attending Paragould elementary schools must cross HWY 49 to access school facilities and summer resources such as meals and reading programs.

BRIDGE NEA: Investments

| Entity | Project Name | Funding Source | Amount |
|-------------------|--|--|-----------------|
| Paragould, AR | 8 Mile Creek Trail | AR TAP Grant; City Funds | \$2,335,988.10 |
| Craighead County | Crowley's Ridge Gravel Trail | AR TAP Grant; County Funds | \$197,500 |
| Jonesboro, AR | Red Wolf Blvd to University Heights Trail (ASTATE Link: Phase 2) | AR TAP Grant; City Funds | \$1,294,736.81 |
| Jonesboro, AR | BNSE & UPRR Pedestrian Overpass (ASTATE Link: Phase 3) | City & ASTATE Funds | \$9,000,000 |
| Jonesboro, AR | Downtown to ASTATE Connection Trail (ASTATE Link: Phase 1) | AR TAP Grant; City Funds | \$499,770 |
| Jonesboro, AR | Sidewalks Repair and Build | City | \$3,426,847.00 |
| Jonesboro, AR | Pedestrian Crossing/Sidewalks Race St. | AR TAP Grant / City | \$99,931.70 |
| Jonesboro, AR | Greenway Bridge Turtle Creek | AR REC Trails Grant/ City | \$99,995.00 |
| Jonesboro, AR | Craighead Forest Trail | Scenic By-ways - Arkansas Grant | \$377,545.00 |
| Jonesboro, AR | Sidewalks Patrick St. | CDBG | \$200,000 |
| Jonesboro, AR | ATV Park Trail | AR RTP/ City | \$137,064.00 |
| Jonesboro, AR | Sidewalks - Rains St. | TAP/City | \$78,750.00 |
| Jonesboro, AR | Sidewalks - Thorn St. | TAP/City | \$57,500.00 |
| Jonesboro, AR | Johnson St. Pedestrian Study | AR DOT /City | \$15,560.86 |
| Jonesboro, AR | Union St. Park Phase II | AR Heritage, Parks, and Tourism Department/City | \$200,000 |
| Jonesboro, AR | Disciple Park - pending | Outdoor Recreation Legacy Partnership grant/City | \$2,000,000.00 |
| Jonesboro, AR | Craighead Forest Soft Surface Trails | City | \$343,888.00 |
| State of Arkansas | Crowley's Ridge State Park | Arkansas State Parks, Heritage, and Tourism, | \$2,250,000.00 |
| State of Arkansas | Frierson State Park | Arkansas State Parks, Heritage, and Tourism, | \$332,827.00 |
| | Total | | \$22,947,902.77 |

- | | |
|--|--|
| <p>1 Red Wolf Way-North Section (Jonesboro) Multi-Use Trail: 12 Miles Width 12 Ft. Type: Paved</p> <p>2 Joe Mack Link (Jonesboro) Multi-Use Trail: 3 Miles Width: 10 Ft. Type: Paved</p> <p>3 ASTATE Link: University Heights to Red Wolf Way (Jonesboro) Cycle Track: 2 Miles Width: 3 Ft. Type: Paved</p> <p>4 Jonesboro to Craighead Connection Shared Street Trail: 4.5 Miles Width: 3 Ft. Type: Paved</p> | <p>5 Lake Frierson to Crowley's Ridge State Park (Greene County) Multi-Use Trail: 6.5 Miles Width: 10 Ft. Type: Gravel</p> <p>6 Paragould Pathway (CRSP to Paragould) Multi-Use Trail: 11 Miles Width: 10 Ft. Type: Paved & Gravel (Greene County Portion)</p> <p>7 Brookland Bus Stop Brookland to Jonesboro Route provided by JETs</p> <p>*Please see Appendix B for Trail Segment Maps and overall BRUDGE NEA Map.</p> |
|--|--|

THE SOLUTION

EQUITY AND ACCESS

The proposed 40-mile trail network will connect 6 APP and 7 HDC, not including the existing 8 Mile Creeks APP census tract. The communities will reach workforce programs, schools and colleges, medical clinics, government offices, green space, parks and more resources. Providing an affordable and alternative mode of transportation by accessing paved trails in city limits, ADA-compliant access points, and signage for non-motorist and motorists when close to roadways – Wayfinder technology.

SAFETY

Visible markers indicate lane designations. Reduce vehicular dependency that leads to traffic congestion and non-motorist and motorist crashes. The implementation of video surveillance and emergency call centers will monitor and ensure the safety of trail users. Phase 2 of BRIDGE NEA focuses on implementing lighting to trail segments not covered.

ECONOMIC DEVELOPMENT

There are current land banking endeavors from the city partners to revitalize and redevelop deteriorating abandoned homes and empty lots as the trail brings beautification and an incentive to enforce such endeavors. Areas in proximity to trails tend to experience positive economic impacts, as seen in Northwest Arkansas-Fayetteville.

CONNECTIVITY & ACTIVE TRANSPORTATION

Incorporates a bus route for Brookland with no transit system for its citizens to Jonesboro for everyday activities. The construction of the Joe Mack Link and extending the ASTATE Link connects Arkansas State University, Downtown, and the Joe Mack Campbell Sports Complex. The 8 Mile Creek Trail will extend to the Paragould and Greene County Tech School Districts and Paragould's Arkansas Methodist Medical Center, 1st Choice Healthcare, the Greene County Library, and Senior Citizens Center. The Red Wolf Way North Section will connect to Craighead County gravel trails, Lake Frierson State Park trails, and Greene County shared trail to Crowley's Ridge State Park (CRSP), where Paragould's proposed extension of the 8 Mile Creek Trail will reach CRSP.

QUALITY OF LIFE

Decrease obesity, heart disease and other health issues by promoting walking and access to recreational activities: the pathway to Lake Frierson State Park, Crowley's Ridge State Park, and city parks. Plus, more accessibility to medical facilities or services most prone to aid the underserved communities. Small communities like Walcott and Herndon will connect to more robust cities.

History of the Project



Stakeholder, Committee, and Public Input

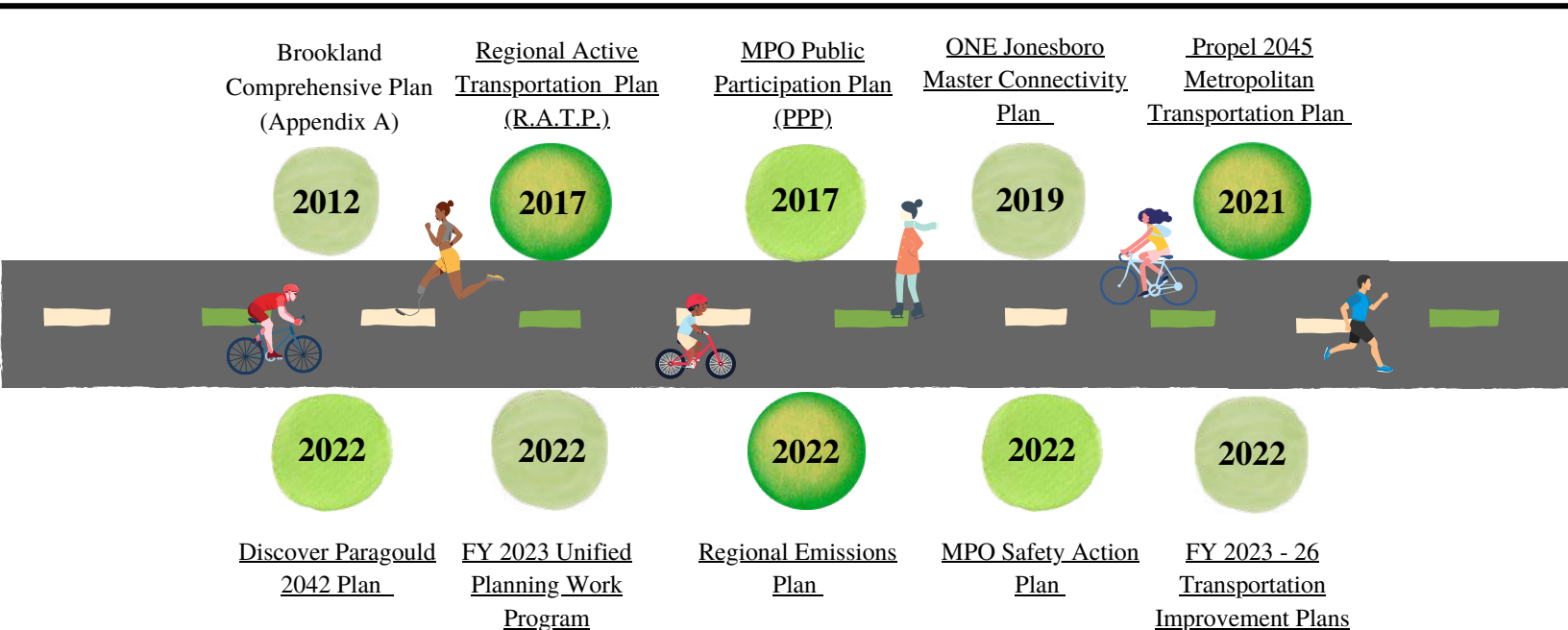
Meetings were held with the partners and stakeholders to collaboratively develop the basis and focus that would guide the plan. A kick-off meeting was held with each group to develop the goals and vision of the plan. Progress was reported to BRIDGE NEA throughout the process to ensure a continuous feedback loop to the design team, keeping the plan aligned with the set goals. In addition, the public was engaged throughout the process and were invited to two meetings, one in the City of Jonesboro and the other in The City of Paragould, to view the presentations and respond with any thoughts and comments. Furthermore, a survey was developed to focus on identifying barriers to walking and cycling safety, walking and cycling frequency, and comfort. Survey data and input provided at the public meetings were used to develop the plan.

In March, a BRIDGE NEA Committee will be formed with three representatives from each partner (15 representatives) to discuss progression of construction, status changes in important processes, public comments, and any new developments relevant to the committee.

Component Status

The project is comprised of 3 different phases. Phase I is the complete construction of the proposed infrastructure. Phase II will be the installment of lights on all of the proposed trails outside of City limits to ensure safe conditions for users. Lastly, Phase III will connect Highway 49 to Red Wolf Way, which will connect to Brookland and then Paragould.

Figure 1: Timeline of Adopted Initiatives



JONESBORO

Land: 80.2 sq. mi.
Population: 79,330
65% White
21% Black
6% Hispanic

PARAGOULD

Land: 31.9 sq. mi.
Population: 29,327
89% White
4% Black
3% Hispanic

BROOKLAND

Land: 7.8 sq. mi.
Population: 3,884
97% White
0 % Black
1% Hispanic

CRAIGHEAD COUNTY

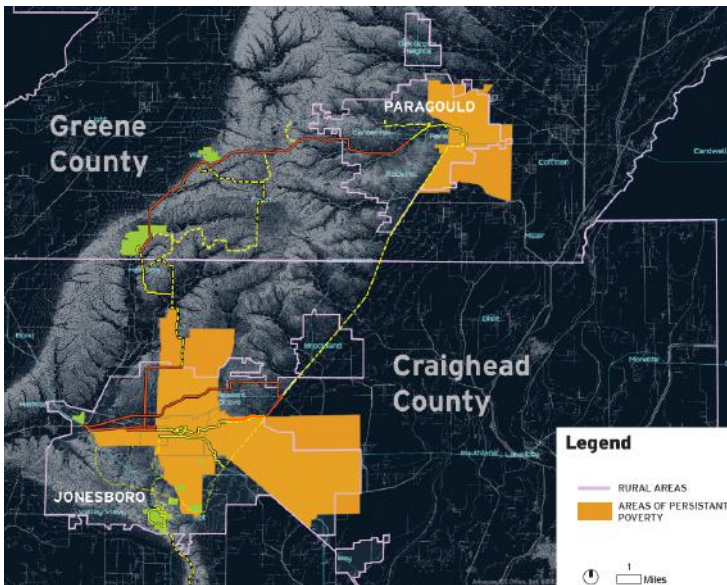
Land: 707.2 sq. mi.
Population: 112,21
72% White
15% Black
6% Hispanic

GREENE COUNTY

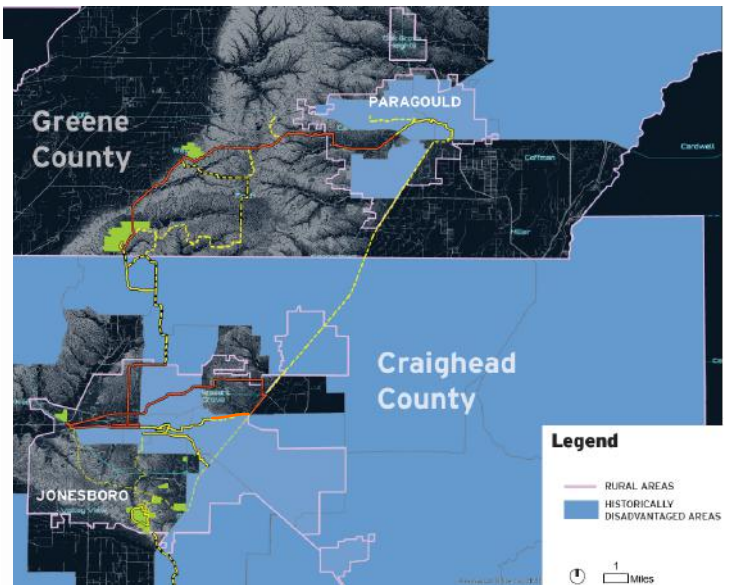
Land: 577.3 sq. mi.
Population: 45,665
91% White
2% Black
3% Hispanic

Areas of Persistent Poverty/ Historically Disadvantaged Communities/ Opportunity Zones

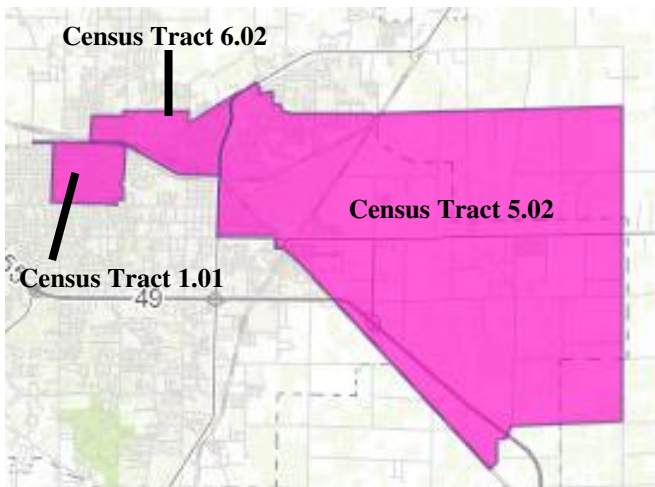
This project includes 8 different census tracts within the proposed project area meeting the definition of "Areas of Persistent Poverty" and 11 census tracts identified as "Historically Disadvantaged Areas" according to the RAISE Grant Project Location Verification mapping tool. Additionally, there are 3 opportunity zones in Jonesboro and 2 in Paragould. Connectivity and safe access to alternative modes of transportation are two of the most essential and fundamental infrastructure needs in the community, especially for those who live in these high-poverty areas. The average poverty rate for the project area is approximately 22.4%



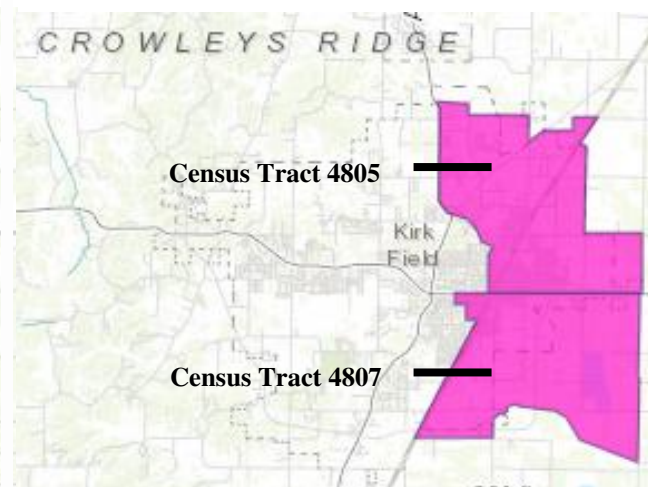
Map 1.1: APP and Rural Designations for BRIDGE NEA



Map 1.2: HDC and Rural Designations for BRIDGE NEA



Map 1.3: Census Tracts deemed as Opportunity Zones in Jonesboro



Map 1.4: Census Tracts deemed as Opportunity Zones in Paragould

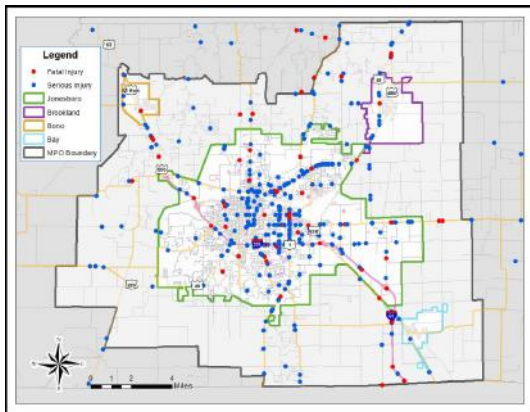
Source: [HUD Mapping Tool for Opportunity Zones](#)

MERIT CRITERIA

A. Safety

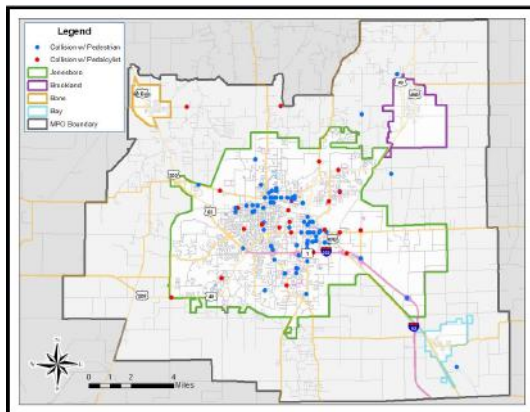
BRIDGE NEA mitigates systemic risks and reduces fatalities and severe injury crashes for motorists and non-motorists by implementing safe active transportation infrastructure, particularly in underserved communities. The State of Arkansas averages 551 traffic fatalities based on 2016-2020 crash statistics, 60 pedestrian-related deaths, and 4 cyclist fatalities. Arkansas had an average of 76,352 crashes in the last 5 years ([AR Crash Analytics Tool](#), 2017-2021). The [National Highway Traffic Safety Administration](#) (NHTSA) reports 127 more crash fatalities, 19 more pedestrian fatalities, and 3 more cyclist fatalities in 2020 for Arkansas compared to the previous year.

NARTPC Fatal & Serious Injury Crashes



Source: Arkansas Crash Analytics Tool (2017-2021)

NARTPC Non-Motorist Crashes

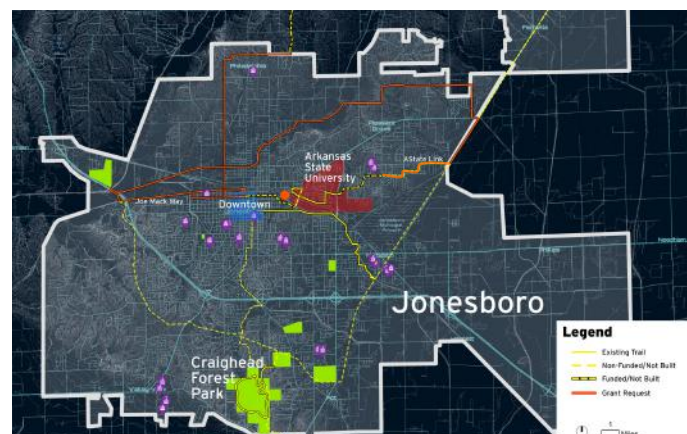


Source: Arkansas Crash Analytics Tool (2017-2021)

Jonesboro and Brookland Crash Analytics

The Northeast Arkansas Regional Transportation Planning Commission ([N.A.R.T.P.C](#)) adopted the [2022 Move Safe Plan](#), a net-zero deaths initiative covering Craighead County. An average of 95.4% of serious injuries are caused by vehicle crashes per year between 2017 to 2021 (p.18). On average, per year, 21 of the motor crashes involved pedestrians, and four were cyclists (p.21). Jonesboro had 15,892 crashes, with 141 non-motorist-related crashes from 2017-2021. Brookland had 437 total crashes during that period as well.

The regional commission has identified several critical crash corridors highly used by pedestrians despite the lack of active transportation infrastructure. The Johnson Avenue (HWY 91 & 49) corridor in Jonesboro is named number one, particularly for non-motorist crashes (p.29). Along the east end of the Johnson corridor, south of its roadway, is ASTATE, with many international students traveling on foot. Brookland experienced multiple crashes along Hwy 49, resulting in one fatal crash, a roadway holding almost 20,000 daily vehicle traffic near the city ([AR Average Daily Traffic](#)).

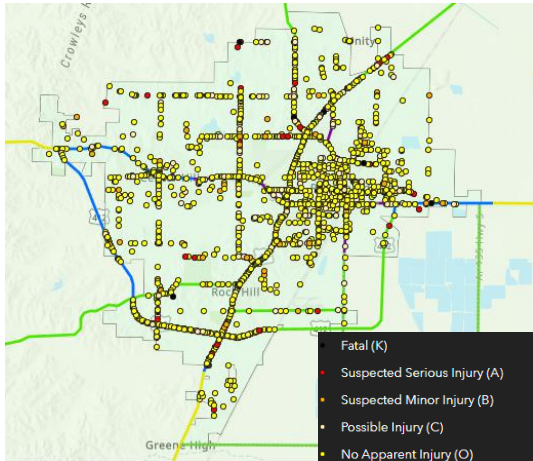


Map 2.0: Jonesboro Segment, BRIDGE NEA

Paragould Crash Analytics

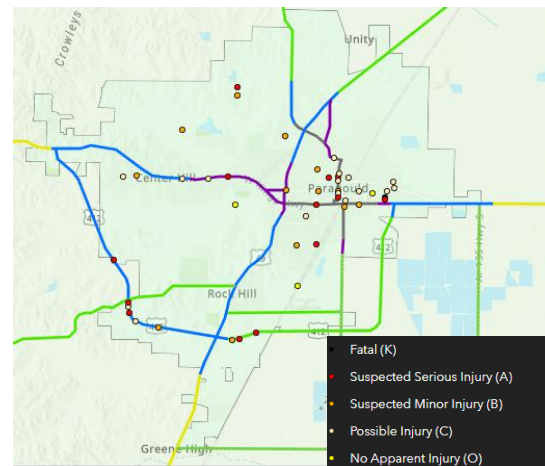
The rural community of Paragould has experienced 4,132 total crashes between 2017-2021. There were 71 suspected severe injuries and 15 fatal crashes. Non-motorist crashes for Paragould from 2017-2021, regardless of severity, were 47 in total crashes; of these total crashes, all suspected severe and fatal pedestrian crashes were 14 in total ([ACAT](#)).

Paragould All Crashes



Source: Arkansas Crash Analytics Tool (2017-2021)

Paragould Non-Motorist Crashes

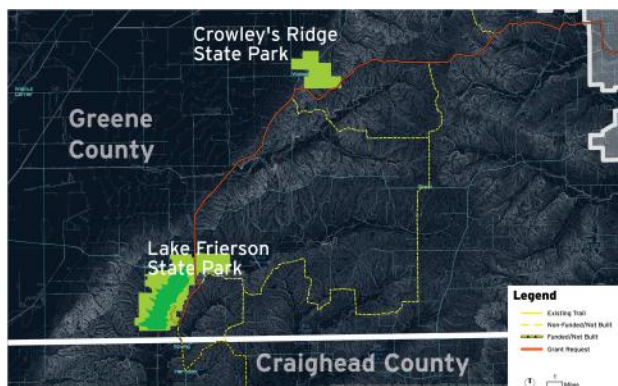


Source: Arkansas Crash Analytics Tool (2017-2021)

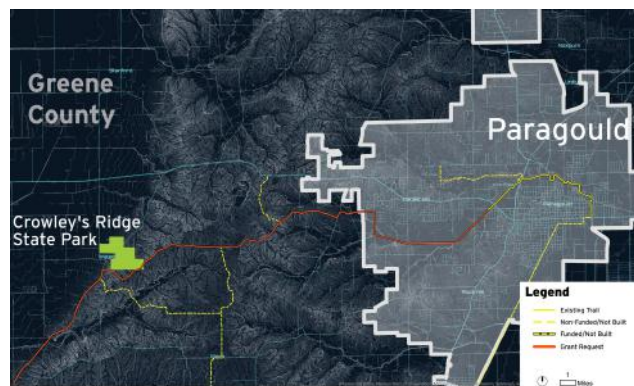
Safety Goals

BRIDGE NEA guarantees safer routes for non-motorist and motorists confined to a vehicle-dependent community with a portion of roadways having sidewalks. The following are targeted safety goals promoted by implementing the BRIDGE NEA trail system.

- Prioritizes non-motorists' safety by providing a trail or pathway designated for almost 7% of Craighead County and 4% of Greene County non-vehicle users.
- Reduce the daily vehicle count by providing opportunities for other modes of transportation that do not force vehicle use. The goal is to lower the 20,000-40,000 daily vehicle volume in Jonesboro, 13,000-17,000 in Paragould, and Brookland's 20,000 daily vehicle volumes along AR HWY 49 that travels through the west side of town ([Arkansas Average Daily Traffic](#)).
- Decrease non-motorist crash rates by providing trail routes to eliminate crossing roadways of concern. For example, low-income residents make illegal pedestrian crossings on Johnson Ave. or use the designated pedestrian crossing with the risk of speeding traffic failing to stop -- similar concern on HWY 49 and Kingshighway (HWY 412) for Paragould. In addition, the trails create a designated place to protect pedestrians and cyclists on a vehicle-prone city and county road.



Map 2.1: Lake Frierson to Crowley's Ridge State Park



Map 2.2: Crowley's Ridge State Park to Paragould

B. Environmental Sustainability



Challenges: Poor Air Quality and Green House Gas Emissions from Transportation

The growing population and number of individuals commuting to and from work in the project areas are going to increase the concentrations of pollutants and greenhouse gas emissions present in the air. According to EPA's Environmental Justice Screening and Mapping Tool ([EJ Screen](#)), several areas of Northern Jonesboro and the East Side of Paragould are experiencing concentrations of ozone, air toxics HI particulates, and particulate matter in the 70th percentile or greater when compared nationally. Currently, the project areas are experiencing higher levels of greenhouse gas emissions when compared to surrounding counties (Figure 1).

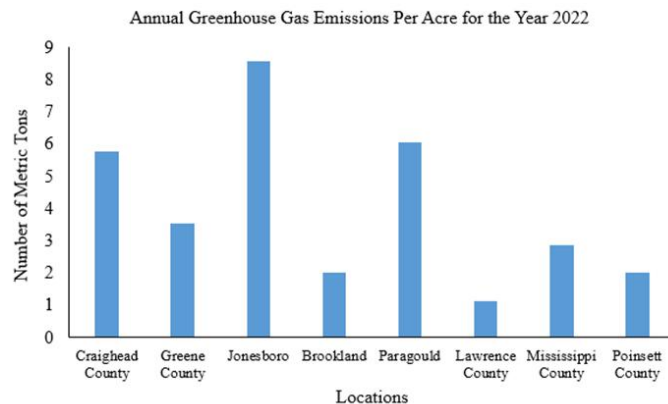


Figure 1.0: Annual Greenhouse Gas Emissions Per Acre of the Project Areas compared to Surrounding Areas.

Climate Resilience

2022: Toward Net-Zero, Regional Emissions Action Plan

With an increasing average annual growth in Brookland (10.26%) and Jonesboro (2.085%), the Toward Net-Zero Regional Emissions Plan was developed by the N.A.R.T.P.C to identify “regional actions and strategies to preserve air quality and reduce greenhouse gas emissions caused by gasoline-powered vehicles” in Craighead County (p. 1). The plan has highlighted four priority categories of regional strategies and recommendations to decrease local air pollution and to mitigate the effects of climate change by preventing greenhouse gas emissions: active transportation, public transportation, adoption of electric vehicles, and continued improvements and monitoring of the region.

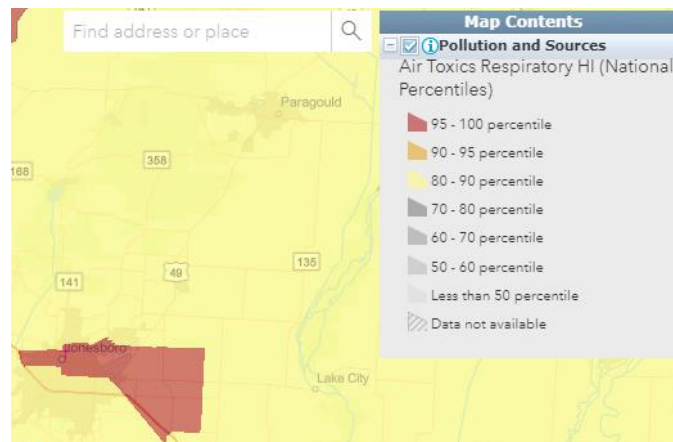


Image: EJ Screen Air Toxics Respiratory HI of Project Area

BRIDGE NEA has made incorporating electrification and zero emission vehicle infrastructure a priority. In Jonesboro, there are 30 electric vehicle (EV) charging stations. Paragould currently has 3 three EV charging stations and has replaced 2 of their gasoline-powered police patrol vehicles with the Tesla Model 3s. In October of 2022, The City of Jonesboro was awarded a low emissions grant. The grant will fund the replacement of 5 diesel buses with hybrid buses. The City of Jonesboro would like to apply for an additional Low Emissions Grant to fund a hybrid bus for the proposed Brookland bus stop.

It is estimated that the proposed infrastructure will reduce 5,070 single occupancy vehicle (SOV) trips and prevent over 23,000 metric tons of greenhouse gases from being released annually. To calculate the metric tons of greenhouse gas emissions being prevented due to the proposed multimodal trail, the census tract populations with segments of the trail present were combined (59,934 people) and divided by 2 (29,967 people), Goldsmith Methodology was used to determine the SOV (Bicycle and Pedestrian Demand Forecasting), and the number of SOVs was multiplied by the length of the trail (40 mi). Then, 5,070 SOV was multiplied by the EPA's estimated metric tons of greenhouse gases emissions produced by the average vehicle yearly (4.640 metric tons CO2E/vehicle /year) which produced **23, 525 metric tons of greenhouse gases prevented annually**.

Challenge: Underserved Communities Experiencing Poorer Environmental Conditions

EJ Screen was employed to help determine which residential areas were experiencing disproportionate negative environmental, health, and economic impacts from a lack of multimodal transportation infrastructure. The neighborhoods primarily affected were areas of low income and areas predominantly with people of color. The communities of Northern Jonesboro and the East side of Paragould are currently exposed to higher concentrations of toxic pollutants. Furthermore, these communities have higher rates of heart disease, asthma and a lower life expectancy (EJ Screen).

Environmental Justice

2021- Propel 2045

BRIDGE NEA has several initiatives utilizing public participation from diverse perspectives to create a more inclusive and safe community. In the Propel 2045 Plan, N.A.R.T.P.C. and the Metropolitan Planning Organization (MPO) staff created a layered map of Craighead County with demographic features such as low income, race, and age (specifically 65+). The input from these marginalized groups are an integral part of the planning process. By directly outreaching to these underserved communities in Northern Jonesboro and Brookland, Propel 2045 could more adequately address the transportation and transit needs of these communities without adding any additional burdens.

The parties involved in the creation of BRIDGE NEA have worked tirelessly and with great intention to include the interests of all their diverse communities. Public forums, surveys, and outreach programs were conducted for the Discover Paragould 2042 and Propel 2045 plans to ensure citizen participation occurred throughout the development of the planning process. The data collected from citizens demonstrated a need and desire from the communities for access to safe, multimodal transportation infrastructure.

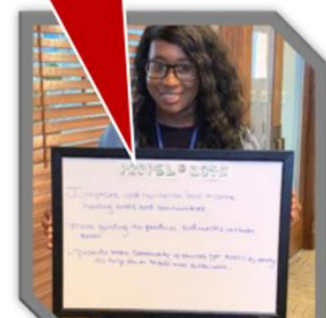


Image1: Propel 2045 Participant

As of now, residents of Craighead County do not feel safe during active transportation due to the lack of infrastructure (i.e. sidewalks and lighting). The proposed project trails Red Wolf Way and Paragould Path would provide safe, non-vehicular transportation options for historically disadvantaged areas and areas with persistent poverty such as Northern Jonesboro and the East Side of Paragould. The proposed multimodal transportation plan would benefit the overburdened areas by promoting active transportation, improving air quality, and increasing access to resources such as hospitals, jobs, and retail centers.

Challenges: Storm Water Management and Compromised Water Quality

The EJ Screen demonstrates that the project area is already vulnerable to flood risks which is due to the topography of the area. Climate change will likely increase the frequency and intensity of flood events. Therefore, green infrastructure is needed to provide relief to residential areas and to preserve water quality.



Image 2: Before and After of Culvert with Proposed Modifications

Storm water management is one of key focuses as Jonesboro lies within watersheds of two impaired waterways—the Cache and the Lower St. Francis (Arkansas’ 303(d) List of Impaired Streams). Storm water parks are planned along the active transit network to improve water quality, prevent flooding, and provide public open space. A 200 acre water storm park is planned for Lost Creek for storm water mitigation of more than 750 linear feet. The existing concrete drainage canals south of Washington Avenue will be transformed into a public park while mitigating 45 acres of storm water. The implementation of the storm water prevention plan will ensure that the project does not negatively impact any water runoff functions nor will it increase the volume or velocity of runoff in the project areas. Jonesboro has had flooding issues throughout major portions of both the residential and commercial areas of the city; new gutters and culverts will ensure that infrastructure in place will aid in proper water runoff. According to the National Recreation and Park Association, “Public Parks, which often contain large swaths of land, are great sites for green infrastructure storm water management because they offer multiple opportunities for slowing and capturing the destructive force of storm water runoff— cleansing it of pollutants with vegetation and infiltrating it back into the ground, thereby preventing flooding, recharging groundwater tables, and protecting watersheds.”

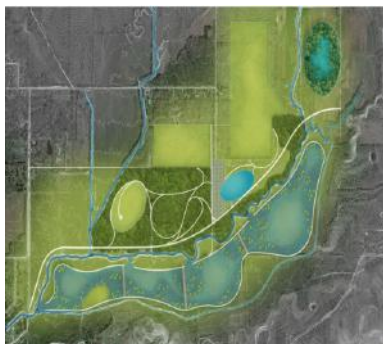


Figure 1.2: Proposed Lost Creek Stormwater Park



Figure 1.3: Proposed Washington Ave. Stormwater Park

C. Quality of Life



BRIDGE NEA is a regional effort to provide a better quality of life for the poor, disabled, low-income, and minority populations -- known to need the most help. People have the right to access opportunities and basic needs of human necessity: jobs, groceries, shelters, education, and more. BRIDGE NEA offers the community a healthier lifestyle and incentivizes recreational activities to build stronger bodies and immune systems by walking or bicycling, providing physical, emotional, and psychological health. The trail system prioritizes connectivity to resources and parks. BRIDGE NEA will provide a direct path to Lake Frierson State Park and Crowley's Ridge State Park for fishing, boating, picnicking and trail walking or riding activities.

Neighborhood Characteristic Scores (NCS)

The Centers for Neighborhood Technology (CNT) collects [housing and transportation data](#). BRIDGE NEA will be remedying the following facts. The scores for Northeast Arkansas over these factors are extremely low. Craighead County has low access to jobs with an NCS of 2.3 for job access; the area is identified as vehicle-dependent with little to no public transportation with an NCS of 1.3 for AllTransit Performance; and a 2.6 for Compact Neighborhoods, which indicates “low density and limited walkability” Jonesboro had 3.2, 1.9, and 4.7 scores, respectively, and Brookland's 1.4, 0, and 3 scores. Brookland has no public transportation and has a 0 score for its AllTransit Performance. Greene County has low access to jobs with an NCS of .6 for job access; the area is identified as vehicle-dependent with little to no public transportation with an NCS of 0 for AllTransit Performance; and a 1.8 for Compact Neighborhoods. Paragould also shares similar low scores as its county. These scores demonstrate a lack of active transportation along the proposed trail.

Health Concerns

Premature Deaths

According to the Community Health Needs Assessment, Craighead County has a rate of 9,015 Years of Potential Life Lost (YPLL) per 100,000 people (2018-2020). Greene county has a rate of 9,091. These rates are higher than the 7,296 per 100,000 population for the United States; therefore, Craighead has experienced 1,515 premature deaths and 804 for Greene County between 2018-2020.

Poverty Rates

Craighead and Greene County are identified as distressed areas in the Arkansas Delta Region. The poverty rate for the counties is .4-1.8 percent higher than Arkansas and 3.4-5.4 percent higher than the national poverty rate for 2021 – 12.4% (2020 US Census). The Arkansas Delta Region is known as an area with transportation challenges. It is prone to low investment that continues a poverty cycle in which families and communities are left deteriorating and poor. This is true for many communities in NEA that rely on larger cities like Jonesboro -- NEA's economic hub -- or Paragould, Greene County's largest thriving city.



Image 3: Jonesboro Mayor at the Salvation Army

Obesity

The National Center for Chronic Disease Prevention and Health Promotion with the Centers for Disease Control (CDC) stated in 2019 that the two counties' obesity rate is higher than the United States for those 20 to older. Craighead County has 38.4% of its population obese with a Body Mass Index (BMI) of 30 or more. Greene County has 28.5% of its population experiencing obesity. The US has a total of 29%.

Poor or Fair Health

The CDC Behavioral Risk Factor Surveillance System has identified Craighead and Greene County as having more of its population in poor or fair health for 2020 by 4-6% than the US. The United States has 14.5% of its population in poor or fair health; Craighead County has over 4% more people in this state (18.1%), and Greene County reaches 20.2% of its population.

Source: <https://www.communitycommons.org/>

I think this is an amazing opportunity for all of NEA. It will allow us to continue growing and offering a higher quality of life.

Jeremy Biggs

Image: Comment left by citizen at public meeting for BRIDGE NEA (Appendix D)

Quality of Life Goals

The statistics paint a concerning picture for Craighead County and Greene County. The community is poverty ridden with associated health concerns from this fact. The Quality of Life needs to improve for the NEA population. The community needs transportation options to reach resources and services. People need the opportunity to have a stable life to prosper and seek to improve their health to reduce premature deaths, obesity, and overall health. The following are goals to improve the Quality of Life for residents.

- Access to state parks, sports complexes, and greenspaces to incentivize exercising the body and mind. Particularly the young generation, to eliminate generational health concerns like obesity in the family due to living in an underserved area with no sidewalks and unsafe traffic volumes.
- Build trails that reach parts of the city with grocery stores for communities experiencing food deserts.
- Pathways that lead to medical facilities.
- Reduce health cost burdens and illnesses.



Image 4: 8 Mile Creek Trail



D. Mobility and Community Connectivity

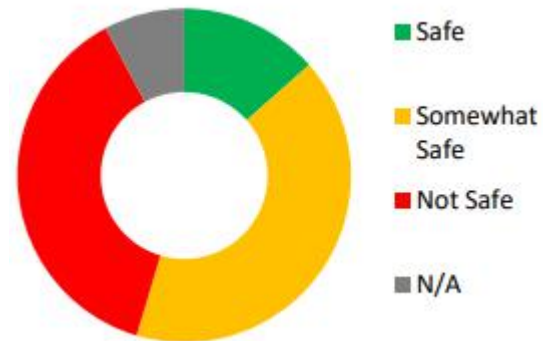


Challenge: Lack of Safe, Accessible Transportation for Non-Motorized Travelers

All three cities, Jonesboro, Brookland, and Paragould are classified as “Car Dependent” by Walk Score, with all the cities scoring 24 or less for walkability and 30 for bikeability. Along the project corridor, many of the destinations are difficult to safely access without a vehicle. The transportation gaps in the project area limits the transportation network and creates dangerous conditions for bicyclists and pedestrians to travel. The lack of safe multimodal infrastructure is felt by the citizens. The data from the public participation for Propel 2045 overwhelmingly indicates that citizens do not feel fully safe while engaging in active transportation in Craighead County (figure 1.4). Unsurprisingly, 35% of the surveyed participants would like Craighead County to implement connectivity projects that will safely allow residents to travel in the community without relying on a vehicle (figure 1.5).

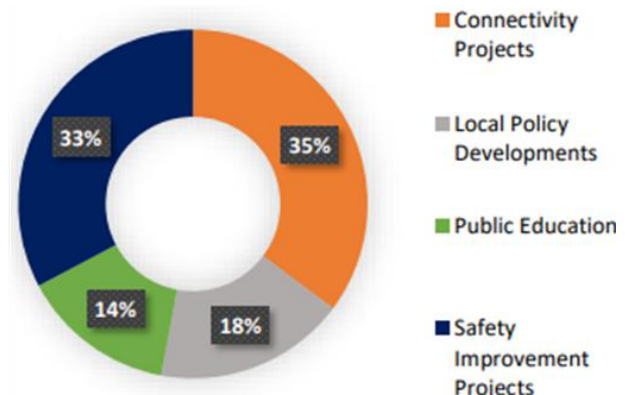
The proposed multi-modal project will enhance the current environment of NEA by implementing infrastructure that will expand the travel choices with safe, accessible pedestrian, bicycle and transit facilities. The new infrastructure will provide approximately 17% (community commons) of the population within the project area without a vehicle an alternative method of travel to reach other neighborhoods, businesses, and essential services.

Figure 1.4: Citizen Input Concerning Safety while Walking/Biking In Craighead County

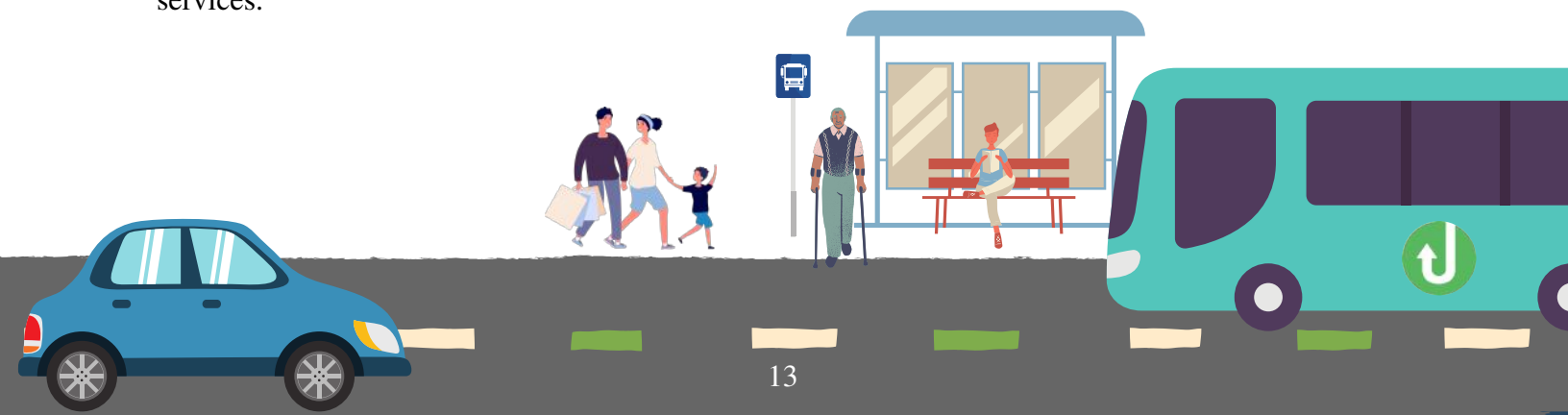


Source: Propel 2045 Plan

Figure 1.5: Participants' Overall Response to Prioritization Exercise



Source: Propel 2045 Plan



Challenge: Limited Transportation Options and Connectivity for Project Area

Transportation inequality limits the options of how and where vulnerable populations along the project corridor can travel. Of the responses collected in Craighead County, over one-third identified lack of sidewalks, poor sidewalk conditions and driver behavior as being primary barriers to active transportation and community connectivity (R. A. T. P.)

Bridge NEA has diligently worked to correct these transportation challenges by utilizing the valuable input and insight of the underserved populations. The responses reflect the desires and needs of the select focus groups and citizens, and have shaped how the county prioritizes its project goals and values.

Examples of how the proposed project will work to rectify limited transportation options and lack of connectivity for project area:

- The extension of the Eight Mile Creek Trail across Paragould connects Areas of Persistent Poverty to grocery stores, jobs, schools, businesses, healthcare, other neighborhoods, and Crowley's Ridge State Park without a vehicle.
- The Brookland bus stop and daily route will pick up and drop off residents from Brookland to different Jonesboro resources. Furthermore, those living with disabilities in Brookland will have the option to be transported by the bus to reach medical facilities and recreational activities in Jonesboro without needing to rely on or coordinate their schedules with family members or medical personnel.
- The Red Wolf Way multi-use trail will safely allow for active transportation for the Jonesboro corridors and will connect existing trails to hospitals, the downtown area, supermarkets, retail centers, schools, and more.



Image 5: Sign-in sheets for Paragould BRIDGE NEA public meeting (2/23/2023) (Appendix E)

Figure 1.6: Past Public Participation for Bridge NEA

| Initiatives | Responses |
|----------------------------|---------------|
| R. A. T. P. | 701 |
| Propel 2045 | 890 |
| Community Values Survey | 141 |
| Discover Paragould 2042 | 15,200 |
| BRIDGE NEA Public Meetings | 159 |
| Total | 17,091 |



Image 6: Paragould Public Meeting for Discover Paragould 2042 Plan

E. Economic Competitiveness Criteria



A high number of commuters travel to Jonesboro as it is the economic hub for Northeast Arkansas. Some of its workforce comes from surrounding rural communities: Brookland, Bay, Paragould, etc.. The City of Paragould provides the most job opportunities, college education, and medical services for Greene County, the largest city in the county. BRIDGE NEA connects small rural towns like Walcott -- near Crowley's Ridge State Park -- and Herndon -- a few miles from Lake Frierson State Park -- that commute to the cities for amenities and opportunities not found in their small towns.

The Rails-to-Trails Conservancy released the "New Research Finds Public Investment in Trails, Walking, and Biking Infrastructure Deliver Potential Economic Benefits of \$138.5 Billion Annually." It shows the impact that active transportation has on the economy of the United States, which also reflects on the local level. The report indicates that overall, the impact of trails, including return on investment, environmental benefits, economic impact, and health cost savings, are in the billions and will most likely continue to grow.

Increases Property Value

"Homes a quarter mile from a paved trail sell for \$6,300 more, on average, than homes 1 mile away from the trail." - *Economic & Health Benefits of Bicycling in Northwest Arkansas*. PeopleforBikes & Walton Family Foundation. 2018.

Sporting Events

The proposed loop will be 40 miles long and will go through the scenic Crowley's Ridge State Park. Due to its incredible length and beauty, endurance based sporting events, such as marathons (26.2 mi), could be hosted in the area and provide economic stimulus to surrounding communities. The planning process of a marathon helps the local economy of the area by employing often hundreds of citizens for necessary services for the race. Before the day of the race, the event requires months of planning to prepare. Event planners have to hire staff from nearby communities for race set-up and take-down, emergency services, and security. The London marathon spent almost \$400,000 for the assistance of local police departments ([investopedia](#)).

As race day approaches, the host area will experience an economic surge. In 2021, for the City of Little Rock, AR, a single marathon event generated approximately \$6 million dollars ([Fox 16 News](#)). With each marathon, Little Rock saw an influx of over 10,000 people from all over the nation in The City. These tourists will spend money at nearby hotels, local restaurants, and other attractions during their stay. Additionally, it is customary to provide complimentary packets to racers with discounts and coupons to use at local businesses in the area which further helps the local economy. Having the opportunity to host such large-scale events in NEA would provide a much needed economic boost to the region.

Local Festivities

Festivals often draw large crowds of locals and tourists to the communities at or surrounding the location of the event. These areas benefit from the increase in visitors, because these crowds spend money that in return supports the community. A recent survey conducted by a local school organization at the annual Get DownTown Festival at The City of Paragould showed that the festival brought in an estimated 7,500 people from Arkansas and 4 neighboring states, who spent an estimated \$220,000 at local businesses.



Image 7: Paragould Get DownTown Festival

In 2022, the Jonesboro Barbeque Festival drew in 30,000 into The City. Restaurants were pleased to have the reemergence of the festival after a two year hiatus due to COVID. Local restaurants described this event as being a reliable form of profit for their businesses because Barbeque Festival makes it the “busiest weekend of the year.” A hotel manager at Fairfield Hotel and Suites agreed with this sentiment and stated the hotel was “sold out both nights” the festival was taking place ([The Sun](#)).



Image 8: Jonesboro BBQ Festival

These local festivals not only attract tourism to the area, but they enhance the economic health of the region. The proposed infrastructure would better allow residents lacking vehicles an alternative method of transportation to attend the festivals and to participate in community events. Tourists can use the trails to explore other local hubs of the towns without needing a vehicle.

— “ —

"Bicycling in Northwest Arkansas provides \$137 mil in benefits to the economy annually."- *Economic & Health Benefits of Bicycling in Northwest Arkansas.* PeopleforBikes & Walton Family Foundation. 2018.

— ” —

F. State of Good Repair



The NEA partners will formulate an annual maintenance budget based on the BRIDGE NEA trail segments within their respective jurisdictions. In addition, trail maintenance schedules will be created to track the trail system's condition. The condition of the trails must be well-maintained for its users, and the NEA partners will ensure maintenance expenses are adopted into their budgets.

Paragould has already adopted a trail maintenance schedule for its 8 Mile Creek Trail, which will cover the proposed trail unless changes need to be made to accommodate. The schedule is available in Appendix C. Currently, the 3.75 miles of the existing 8 Mile Creek Trail has a 22-23 budget allocation of \$13,000 for mowing, blowers, and small equipment; gas and equipment maintenance is budgeted for \$2,000, and labor is estimated for \$37,440. The Craighead County Gravel Trail is formulating a maintenance budget and schedule, which will be shared with ARDOT for approval as a requirement for the TAP grant funding for its gravel trail project. Craighead takes care of 1,300 miles of paved and gravel roads. Greene County commits to accepting the guidance and example of its NEA partners to create its maintenance schedule and budget.

Jonesboro has created a tentative maintenance schedule with yearly routine maintenance, mowing, and trash pickup. There will be 5-year minor repairs and resurfacing every ten years. Jonesboro Parks Department oversees 30 miles of sidewalk and trail and will oversee the maintenance of Jonesboro's future trails. The Jonesboro Councilmembers have accepted a \$1,190,698 contract with Atlas Asphalt to conduct street resurfacing around the city. Demonstrating the importance of street maintenance that will follow the same prioritization in trail maintenance.

BRIDGE NEA will incorporate shared shoulder trails on county roads and city streets. The trail automatically provides the existing infrastructure to be upgraded or prioritizes its maintenance as the construction of the regional trail system is in progress. The NEA partners will assess the infrastructure condition where the proposed trail will be constructed. BRIDGE NEA and its partners have the support of ARDOT and the Arkansas Department of Parks, Heritage and Tourism during the project's pre-construction, construction, and closing. These state agencies will guide and advise the NEA Partners to ensure a seamless project period.



Image 9: 8 Mile Creek Trail

G. Partnership and Collaboration



BRIDGE NEA has the necessary team of partners to fulfill a project of this magnitude for Northeast Arkansas. The city of Jonesboro, the city of Paragould, the city of Brookland and the counties of Craighead and Greene are collaborating to bring forth the expertise to best serve the region. As the direct applicant, Jonesboro has many years of experience with grant funding and project management. As of 2023, the city manages over 20 million dollars in grant funding – \$15 million in Federal funding.

Arkansas Department of Parks, Heritage, and Tourism

The trail system connects Crowley's Ridge State Park (CRSP) and Lake Frierson State Park in Greene County. The Arkansas Parks Department fully supports BRIDGE NEA and is making future investments for both state parks. Crowley's Ridge State Park is investing about \$2,250,000 in improvements and \$332,827 for Lake Frierson. The Arkansas Parks Department reports that Lake Frierson had 94,406 visitors in 2022 and 235,286 for CRSP.



Arkansas Legislative Support

Rep. Jack Ladyman
Rep. John Rye
Senator Blake Johnson
Rep. Jimmy Gazaway
Rep. Frances Cavanaugh
Rep. Jon Milligan
Rep. Dwight Tosh



U.S. Congress Support

Congressman Rick Crawford
Senator John Boozman
Senator Tom Cotton



Public and Private Support

BRIDGE NEA has 17 support letters from various agencies and organizations (Appendix F). These agencies and organizations have expressed their full support. The regional project has piqued the interest of minority groups such as the Hispanic Center and ASTATE student minority organizations.



The First Name In Trailers®



H. Innovations



There have been efforts made in the project region to transition into SMART communities that are more transportation efficient. These innovative endeavors will impact the outcome of emergency responsiveness, transportation mobility, and safety. It is important to implement equipment and systems that best prioritizes non-motorist and active transportation accommodations for their users.

Skycops & Emergency Call Centers

The NEA partners will ensure the placement of Skycops and emergency call centers throughout the trails. These will be installed with the collaboration of law enforcement, IT experts and government officials of these jurisdictions. This video surveillance system allows law enforcement to monitor behavior and activities for crime prevention and safety. Crowley's Ridge State Park, Lake Frierson State Park, City of Jonesboro, City of Paragould and City of Brookland already have their own video surveillance through their jurisdiction; however, any areas lacking thereof, including the county trails, will be provided one either through grants, donations or government funds.

SMART Traffic Signals

The City of Jonesboro has applied for the FY22 Strengthening Mobility and Revolutionizing Transportation (SMART) Grant. The planning grant submitted is to study and test SMART traffic lights for intersections with a high volume of traffic and congestion. One of the four intersections is Aggie Rd. and Red Wolf Avenue (HWY 49), where the ASTATE Link trail will run. This SMART planning phase will prioritize pedestrians and cyclists. Jonesboro hopes to apply for the SMART implementation grant to install a citywide SMART traffic light system.

Wayfinder

BRIDGE NEA proposes implementing a wayfinding system with consistent design and content to allow the public to clearly understand the scope of the trail system in terms of distances, destinations, and managing potential user conflicts. Three primary signage types have been identified: Mile Markers, Decision Signs, and Destination Signs. The signs will include physical properties, such as color-coding to designate trails. The design of the signs will be simple, clear, and flexible to accommodate different information for different placements along the trail. The lights will enhance nighttime visibility.



PROJECT READINESS

The first phase of BRIDGE NEA will be more than an 8-year-long project. The project schedule demonstrated down below is shown per trail segment, and their respective completion dates within the performance period. The anticipated start date is set for April 1, 2024 with a completion date of June 30, 2032. The City of Jonesboro is the main project recipient – with over 13 years of experience managing grant funded projects – spearheading the BRIDGE NEA project.

Project Schedule

| | 2023 | 2024 | | | | 2025 | | | | 2026 | | | | 2027 | | | | 2028 | | | |
|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DESCRIPTION | QTR 4 | QTR 1 | QTR 2 | QTR 3 | QTR 4 | QTR 1 | QTR 2 | QTR 3 | QTR 4 | QTR 1 | QTR 2 | QTR 3 | QTR 4 | QTR 1 | QTR 2 | QTR 3 | QTR 4 | QTR 1 | QTR 2 | QTR 3 | QTR 4 |
| Grant Application | | | | | | | | | | | | | | | | | | | | | |
| RAISE Grant Award Selection | | | | | | | | | | | | | | | | | | | | | |
| ARDOT Notice to Proceed | | | | | | | | | | | | | | | | | | | | | |
| Planning and Environmental | | | | | | | | | | | | | | | | | | | | | |
| NEPA-Environmental Assessment | | | | | | | | | | | | | | | | | | | | | |
| Permitting | | | | | | | | | | | | | | | | | | | | | |
| Preliminary Design | | | | | | | | | | | | | | | | | | | | | |
| Surveys | | | | | | | | | | | | | | | | | | | | | |
| Geotechnical Studies and Report | | | | | | | | | | | | | | | | | | | | | |
| 30% Plans | | | | | | | | | | | | | | | | | | | | | |
| 30% Plans Development | | | | | | | | | | | | | | | | | | | | | |
| ARDOT Review and Approval | | | | | | | | | | | | | | | | | | | | | |
| 60% Plans | | | | | | | | | | | | | | | | | | | | | |
| 60% Plans Development | | | | | | | | | | | | | | | | | | | | | |
| ARDOT Review and Approval | | | | | | | | | | | | | | | | | | | | | |
| Plan Review Public Meetings | | | | | | | | | | | | | | | | | | | | | |
| Right of Way | | | | | | | | | | | | | | | | | | | | | |
| Mapping | | | | | | | | | | | | | | | | | | | | | |
| ARDOT Review and Approval | | | | | | | | | | | | | | | | | | | | | |
| Acquisition Process | | | | | | | | | | | | | | | | | | | | | |
| ARDOT Certification | | | | | | | | | | | | | | | | | | | | | |
| Final Design | | | | | | | | | | | | | | | | | | | | | |
| 90% Plans | | | | | | | | | | | | | | | | | | | | | |
| 90% Plans Development | | | | | | | | | | | | | | | | | | | | | |
| ARDOT Review and Approval | | | | | | | | | | | | | | | | | | | | | |
| 100% Plans | | | | | | | | | | | | | | | | | | | | | |
| 100% Plans Development | | | | | | | | | | | | | | | | | | | | | |
| RAISE Grant Funding Obligation | | | | | | | | | | | | | | | | | | | | | |
| Advertising / Bid Letting | | | | | | | | | | | | | | | | | | | | | |
| Construction | | | | | | | | | | | | | | | | | | | | | |

| | 2029 | | | | 2030 | | | | 2031 | | | | 2032 | |
|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DESCRIPTION | QTR 1 | QTR 2 | QTR 3 | QTR 4 | QTR 1 | QTR 2 | QTR 3 | QTR 4 | QTR 1 | QTR 2 | QTR 3 | QTR 4 | QTR 1 | QTR 2 |
| Grant Application | | | | | | | | | | | | | | |
| RAISE Grant Award Selection | | | | | | | | | | | | | | |
| ARDOT Notice to Proceed | | | | | | | | | | | | | | |
| Planning and Environmental | | | | | | | | | | | | | | |
| NEPA-Environmental Assessment | | | | | | | | | | | | | | |
| Permitting | | | | | | | | | | | | | | |
| Preliminary Design | | | | | | | | | | | | | | |
| Surveys | | | | | | | | | | | | | | |
| Geotechnical Studies and Report | | | | | | | | | | | | | | |
| 30% Plans | | | | | | | | | | | | | | |
| 30% Plans Development | | | | | | | | | | | | | | |
| ARDOT Review and Approval | | | | | | | | | | | | | | |
| 60% Plans | | | | | | | | | | | | | | |
| 60% Plans Development | | | | | | | | | | | | | | |
| ARDOT Review and Approval | | | | | | | | | | | | | | |
| Plan Review Public Meetings | | | | | | | | | | | | | | |
| Right of Way | | | | | | | | | | | | | | |
| Mapping | | | | | | | | | | | | | | |
| ARDOT Review and Approval | | | | | | | | | | | | | | |
| Acquisition Process | | | | | | | | | | | | | | |
| ARDOT Certification | | | | | | | | | | | | | | |
| Final Design | | | | | | | | | | | | | | |
| 90% Plans | | | | | | | | | | | | | | |
| 90% Plans Development | | | | | | | | | | | | | | |
| ARDOT Review and Approval | | | | | | | | | | | | | | |
| 100% Plans | | | | | | | | | | | | | | |
| 100% Plans Development | | | | | | | | | | | | | | |
| RAISE Grant Funding Obligation | | | | | | | | | | | | | | |
| Advertising / Bid Letting | | | | | | | | | | | | | | |
| Construction | | | | | | | | | | | | | | |

Required Approvals

The City of Jonesboro and its regional partners will work closely with the Arkansas Department of Transportation (ARDOT) to fulfill any NEPA requirements. The NEPA documentation for BRIDGE NEA will be a categorical exclusion (CE). The process will start once an award announcement has been made. The project does not disturb habitat zones or wildlife. All significant landmarks will remain untouched to preserve NEA's natural sites. The NEA partners will follow ARDOT's requirements and forms under the Local Public Agency manual for pre-construction and the administration of the transportation projects.

TIP/STIP

The Northeast Arkansas Regional Transportation Planning Commission (NARTPC), Jonesboro Metropolitan Planning Organization (MPO) and ARDOT will provide guidance to record and adopt the project and its funding to the necessary transportation plan as required.

Permits

The partnered cities and counties will be consulting with the appropriate entities affected by the project and provide plans for approval. In accordance with Federal requirements, the Department of Transportation will formally approve all BRIDGE NEA plans and statements of work.

ROW Acquisition

The BRIDGE NEA partners anticipate some right-of-way acquisitions for the trail system. There will be collaboration efforts to acquire ROW for Arkansas state highways and private property. The trail will go along county roads, and city streets where easements are already in the partners' possession. The Jonesboro Red Wolf Way, Northern Section, goes along Lost Creek, where there will be no need for ROW acquisition.

Public Engagement

The City of Jonesboro conducted a RAISE Public Meeting on February 21, 2023, at 3 pm at the Jonesboro Chamber of Commerce Building. The meeting had over 50 people attend, of which neighborhood associations, businesses, and residents responded positively towards the partnership and BRIDGE NEA project. The Jonesboro Mayor announced during the meeting that more public meetings would be held as the project progresses.

Paragould conducted its public meeting on February 23, 2023, at 4 pm at the Paragould Chamber of Commerce. There were 109 people present voicing their approval or concerns. The topic of safety was the sole concern, but the skycop cameras and emergency call centers with panic buttons were well received by the community and approved the project.

Images: BRIDGE NEA Public Meeting



Project Risks and Mitigation

The NEA Partners will work closely together to mitigate any risks identified. BRIDGE NEA will be completed and organized to adjust rapidly to any anticipated or unanticipated elements. The regional partnerships and support demonstrated by the community and state agencies guarantee that guidance and additional resources may come throughout the project period. The identified project risk will be addressed accordingly.

| Project Risk | Mitigation |
|---|--|
|  <i>Supply Chain Shortages</i> | The NEA Partners will notify DOT and justify any timeline delays or changes. In addition, there will be close communication with contractors and manufacturers to ensure timeliness. |
|  <i>Project Costs</i> | If additional construction costs are accrued, increasing the overall project cost, the NEA partners will cover these expenses. There will be meetings and collaboration between the partners to discuss cost management. |
|  <i>Traffic Disruption</i> | The construction of BRIDGE NEA will go along some residential and commercial areas, county roads, and streets that experience mobility. The partners will communicate project construction locations and detour routes to avoid increasing travel time and guarantee safety in construction areas. |



BRIDGE NEA, according to the most recent U.S Census data, over 22% of the population live below the poverty line and lack traditional access to transportation. This Benefit Cost Analysis indicates that the BRIDGE NEA will provide significant positive fiscal impacts to the project area Communities. Across the United States active transportation has proven to be an effective countermeasure for persistent poverty, chronic health conditions, and the relief of congested roadways. The project area suffers from all of the above conditions and the attached Benefit Cost Analysis and subsequent benefit-cost ratio demonstrates the immediate need for the funding of this project.

The comprehensive analysis indicated that the construction of the Project will improve the Quality of Life and Connectivity Trail will provide benefits to the project areas by:

- 1) Improving pedestrian and bicyclist safety through the construction of dedicated active transportation infrastructure.
- 2) Decrease the average trip times through efficient route planning.
- 3) Increase safety for cyclists through the creation of bicycle paths, as opposed to sharing congested roadways with vehicles.
- 4) Increase safety and reduce travel times for vehicles by reducing congestion in roadways.
- 5) Provide a substantial decrease in pedestrian and vehicular accidents, ranging from minor severity to fatal.

In order to fully evaluate and understand the positive impacts of this project we must first examine the existing travel patterns and baseline conditions. Currently, the state of pedestrian infrastructure in the project area is a) either sporadic or non-existent, b) in a state of disrepair, or c) unsafe due to a high frequency of vehicular crossings. In conjunction with the lack of pedestrian infrastructure, continued urbanization continues to push commuter parking further away from core areas along the project area. This requires commuters to walk further to their destination and forces more students to opt for additional modes of transportation outside of a vehicle. Other users who are dependent upon pedestrian infrastructure, the local underserved community, and students at Arkansas State University, are required to walk in the roadways. This unfortunate option puts these users in harm's way as they try to access essential goods and services.

There are no dedicated paths for bicyclists to access the existing network of trails throughout the surrounding communities. BRIDGE NEA continues to construct a robust network of multi-use paths in conjunction with the Project. However, no active transportation infrastructure has been extensively constructed through connecting the underserved areas of the community of BRIDGE NEA. Currently, anyone who opts to commute via bicycle must ride in the roadway which creates hazards for both the bicyclist and the vehicle while also slowing the vehicles travel speed. Upon its completion, the trail will act as the backbone for all multi-modal transportation throughout the community and the region. Once again, as the urbanization overtakes infill developments for new buildings, more commuters are electing for alternative means of transportation that require them to face conflicts with vehicular traffic.

Additionally, based on the provided ADT of the routes to be improved we can easily assume to convert an average of 1% of the existing vehicular trips to walking and biking trips, as is represented in the Health Outcomes Savings and Vehicle Operating Cost Savings. Furthermore, according to the 2020 Census 1.7% of the population of Jonesboro alone has no vehicles available. Therefore, based on the population of just the City of Jonesboro, and the location of this project it is reasonable to expect this project will provide an active transportation option for approximately 319 residents. The provision of active transportation infrastructure will conservatively produce an annual Economic Competitiveness and Health Savings Benefit of \$684,864.86. It can also be safely assumed that this infrastructure will encourage 1% of the neighboring community residents to get out and be more active, further enhancing the Health Outcomes Savings.

A reduction in traffic will have a direct correlation within the reduction of vehicular accidents and injuries. Furthermore, creating dedicated and safe infrastructure for Active Transportation will remove these travelers from the hazard of on-road traffic. According to the Arkansas Department of Transportation (ARDOT), an average of 8,800 vehicles per day travel on the major routes which surround the area, a reduction in 1% of the traffic will enhance vehicular efficiency. It is commonly reported that when traffic is reduced by 10%, accidents are reduced by 3.4%, therefore it is a highly conceivable that this project will exceed both our assumed reduction in traffic and our perceived reduction of accidents per year. Due to a lack of quantitative data we have assumed that due to the ADT reported by ARDOT and the growing congestion through the project area, this project will mitigate an average of 3.9 minor accidents per year and 1 moderate accidents per year.

On January 15th, 2023 a pedestrian was fatally stuck along Johnson Avenue in the City of Jonesboro. This accident and unnecessary loss of life is directly attributed to the lack of pedestrian infrastructure and continues to highlight the demand for the BRIDGE NEA project. Unfortunately, twenty-three days after the fatal accident, there was another collision between a vehicle and pedestrian in the project area. Thankfully, this accident was not fatal however it continues to highlight the frequency these accidents are occurring and the potential for fatalities will persist until this project is constructed. If fatal accidents such as this happen once every 10 years and this project mitigates those accidents, we can easily deduce that this project will have an annual reduction of 0.1 fatal accidents. These values reflect only a miniscule reduction in vehicular accidents however create a tremendous cost benefit when carried over the next twenty years. Additional appendices provide the projects location regarding the existing census tracts, and the population demographics of each tract. Based off the data provided by ARDOT, the Census Bureau, and other relevant publications we understand this infrastructure investment will produce an Annual Safety Savings of \$1,430,365.78. The reduction of both travel times and miles driven in a vehicle will positively impact the environment by reducing the volume of air pollutants typically produced by automobiles. By increasing the efficiency in which vehicles can travel it is fair to assume that there will be less idling time, and faster routes to and from destinations. Upon completion of the Monroe Street Corridor Project commuters will have the ability to safely travel outside a vehicle. Those who choose this option will also reduce emissions by not driving a vehicle at all.

Furthermore, the construction of this new active transportation infrastructure will improve quality of life by increasing the mobility options for all users. People who are forced to travel outside of a vehicle will have safe and efficient access to necessary goods and services. The value of this benefit was not quantified.

Additional non-quantified benefits include:

- This project will bridge a major pedestrian divide, reconnecting historical neighborhoods to one another.
- Property values of the surrounding areas would increase due to the infrastructure investment and the project would create adequate access to property that is either undeveloped or currently under utilized
- Moving traffic away from existing routes will mitigate maintenance needs on those routes
- The completion of these infrastructure initiatives is paramount to recruiting and retaining 21st Century growth companies

The proposed project is expected to relieve the regular gridlock on the surrounding arterial routes, decrease crash frequency, increase safety for all modes of transportation, and improve the quality of life for anyone traveling in or through the project areas. These projects, undertaken by BRIDGE NEA, will have tremendous benefits in the local communities, bridging the pedestrian divide that was created by the railroad and reconnecting and strengthening this proud community, will continue to carry the region into the 21st Century.

This Analysis was performed in accordance with Benefit-Cost Analysis Guidance for Discretionary Grant Programs, Office of the Secretary, U.S. Department of Transportation, March 2022. The results demonstrate a positive Benefit to Cost Ratio of 4.19. Using a twenty-year analysis period to anticipate a return of benefits, this project is forecasted to yield over \$4.19 in net public benefits per every \$1 invested. The results are summarized in the table found in the Appendix of this application.

BRIDGE NEA BUDGET



The City of Jonesboro requests \$25,000,000 in RIASE grant funding to implement the BRIDGE NEA Trail System, including completion of design and permitting, construction, inspection, and right-of-way acquisition. The design plans are being conducted at this time for the trail. Considerable local, state, and federal funds have been extended previously on improvements that will leverage BRIDGE NEA's impact. These demonstrate the region's commitment to the project. No match is proposed for the project, however, the City of Jonesboro has committed \$2,000,000 and the City of Paragould has committed \$1,200,000. BRIDGE NEA is dedicated to continuing to seek project aid from local, state, and federal funding sources such as the Arkansas Department of Transportation, the Arkansas Department of Parks, Heritage, and Tourism, and the Arkansas Department of Health. According to the Department of Transportation definition, the cities of Jonesboro, Paragould, and Brookland, along with Greene and Craighead counties, is designated as rural area and this project is located in Areas of Persistent Poverty and Historically Disadvantaged Communities.

Table 1: BRIDGE NEA Funding Source Budget

| | Red Wolf Way - North Section Trail | ASTATE Link: University Heights to Red Wolf Way | Joe Mack Link | Jonesboro's Craighead Connection |
|-----------------------|---------------------------------------|--|-----------------------|-------------------------------------|
| Funding Source | Funding Amount | Funding Amount | Funding Amount | Funding Amount |
| RAISE Funds | \$10,989,000.00 | \$1,685,600.00 | \$1,926,399.00 | \$1,203,999.00 |
| Other Federal Funds | | | | |
| Non-Federal Funds | \$ 2,556,000.00 | \$ 421,400.00 | \$481,600 | \$ 300,999.60 |
| Total | \$ 13,545,000.00 | \$ 2,107,000.00 | \$ 2,407,999.00 | \$ 1,504,998.60 |

| Crowley's Ridge State Park to Lake Frierson | Paragould Pathway | Brookland Bus Stop | 18% Contingency 2 | TOTAL |
|--|-----------------------|-----------------------|-----------------------|-----------------------|
| Funding Amount | Funding Amount | Funding Amount | Funding Amount | Funding Amount |
| \$4,214,002.00 | \$4,519,000.00 | \$267,258 | \$4,464,946.44 | \$24,805,258.00 |
| | | | \$ - | |
| | \$ 1,200,000.00 | \$ - | \$ 892,799.82 | \$ 5,852,798.82 |
| \$ 4,214,002.00 | \$ 5,719,000.00 | \$ 267,258.00 | \$ 5,309,639.82 | \$35,074,896.82 |

BRIDGE NEA BUDGET



Table 2: BRIDGE NEA Census Tract Budget

| Census Tracts | Projected Cost |
|---------------------------------------|------------------------|
| Greene County Census Tracts | |
| | |
| | |
| 4806 | \$7,549,080.00 |
| 4808.01 | \$2,383,922.00 |
| | |
| | |
| Craighead County Census Tracts | |
| | |
| 1.01 | \$1,457,456.82 |
| 2 | \$2,159,920.00 |
| 5.01 | \$7,077,140.00 |
| 5.02 | \$2,511,150.00 |
| 6.01 | \$5,307,640.00 |
| 7 | \$6,361,330.00 |
| 11 | \$267,258.00 |
| | |
| TOTAL | \$35,074,896.82 |



APPENDIX

RAISE GRANT

2023

City of Jonesboro, AR

PARTNERS

CITY OF PARAGOULD, AR
CITY OF BROOKLAND, AR
CRAIGHEAD COUNTY, AR
GREENE COUNTY, AR



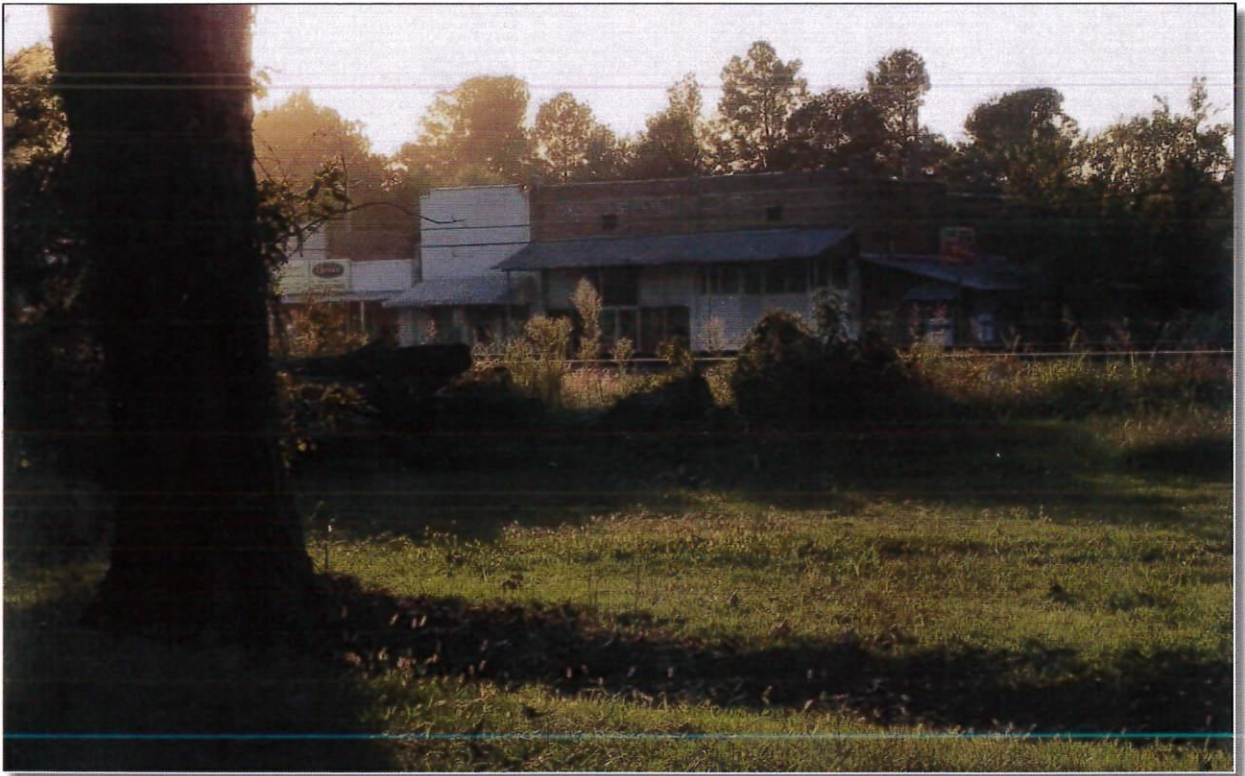


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Brookland Comprehensive Plan

September 2012



Urban Planning Associates, Inc.

Planning | Management | GIS
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Chapter One: Introduction

1.1 The Plan

This document contains the officially adopted Comprehensive Plan for Brookland, Arkansas.

The plan serves as an official policy statement of the City of Brookland for directing orderly growth and development within its city limits and planning area. The Brookland Planning Commission directed the preparation of the plan during a process which included careful study of the area. Areas of analysis include Brookland's history, demographics and projected population, topography, utility capacity, transportation systems, existing infrastructure, and surrounding land use.

The Planning Commission held a number of meetings and hearings during the planning process. The meetings included public participation. Comments by the public helped amend portions of the plan.

The plan will help guide the decisions of both the Planning Commission and City Council during the planning period, estimated to be 20 years. The Comprehensive Plan serves all citizens and property owners within the planning area as well as others having a stake in the future of the city. Specifically, it impacts the following:

- Residents of the area who expect a stable social and economic environment.
- Potential residents who may be contemplating major investments in the community.
- Business owners whose livelihood depends on continued growth and prosperity.
- Potential business owners and investors who may move into the city.
- The Brookland Planning Commission.
- The Brookland City Council.
- Municipal departments and department heads.
- Organizations promoting economic development in the area.
- Professionals in real estate or development.

The Comprehensive Plan provides a broad guideline for orderly growth and development. It is not meant to direct land use arrangement precisely nor is it a zoning ordinance. It should serve as an instrument to blend public and private interests in a manner that will best suit the entire community. Citizens and business interests may look at the plan as a "constitution" for the City of Brookland. Unlike a national constitution, however, it may change more often to meet new challenges and growth issues.

The plan will remain flexible, allowing for necessary modification of land uses. It will plot land usage areas according to long-term community needs, not short-term individual gains. Planning should also be based on sound development principles. The plan seeks to address pertinent community issues as a whole rather than treating isolated problems as they may arise.

1.2 Authority

The purpose of the General Plan is consistent with the provisions of Arkansas Codes, Annotated (A.C.A.), §14-56-403. This section requires that plans of a municipality be "... prepared in order to promote, in accordance with present and future needs, the safety, morals, order, convenience, and general welfare of the citizens." The statutes further state that plans may provide for, among other things, the following:

- Efficiency and economy in the process of development
- The appropriate and best use of land
- Convenience of traffic and circulation of people and goods
- Safety from fire and other dangers
- Adequate light and air in the use and occupancy of buildings
- Healthful and convenient distribution of population
- Good civic design and arrangement
- Adequate public utilities and facilities
- Wise and efficient expenditure of funds

1.3 The Planning Area

The Brookland Planning Area Boundary appears in graphic form on the plan map, planning area boundary map, and other maps used with this document. The Planning Area Map was prepared in accordance with statutes found in the Arkansas Codes, Annotated § 14-56-413. A copy is on file with the City Clerk and the Craighead County Recorder.

The Brookland Planning Area Boundary comprises those areas surrounding the city that may likely grow to become part of Brookland in the future.

The Planning Area Boundary depicted on the general plan map includes those lands within the territorial jurisdiction of Brookland for which it may prepare plans, ordinances, and regulations. This area extends beyond the city limits to include those areas most likely to become a part of the city within a period of twenty years.

The City of Brookland will, in accordance with A.C.A. § 14-56-422, file the plans, ordinances, and regulations as they pertain to the territory beyond the corporate limits with the county recorder of Craighead County.

1.4 Planning Methods

This document contains only the relevant portions of the ideas and data collected and organized during the planning process. During that process, the Planning Commission supervised studies of all pertinent aspects of community growth and development.

The planning team for the plan gathered and used both secondary and primary data during the planning process. One of the most exhaustive of the primary data files collected was used to create the existing land

use map for the planning area. This map identified the various land use areas by polygons. The descriptions generally matched the existing zoning classifications of the City's zoning map. The land use polygons were arrayed in a geographic information system that permitted detailed analysis of the land use relationships that currently exist.

Existing data from various City departments also provided much of the information used in the analysis of existing conditions. Also, information from the State of Arkansas data base compiled in GeoStor supplied information ranging from floodplain polygons to digitally orthorectified aerial photography.

Citizen participation helped form many of the ideas, proposals, and policies outlined in this plan.

Citizens of the city and planning area provided information at various workshops and public hearings. The Brookland Planning Commission shared its collective experience and first-hand

knowledge of development trends in the area. The input and insights from this body and the public helped form a great deal of the plan's goals, provisions, and recommended actions.

The planning team synthesized and analyzed the data during the winter months of 2011 and early 2012. The team then prepared a draft plan outlining initial findings and recommendations. Public hearings provided a venue to fine-tune plan provisions and place them in priority.

1.5 Relationship to the Land Use Regulations

The Arkansas planning statutes, in A.C.A. § 14-56-416 (a)(1) provide:

Following adoption and filing of the land use plan, the commission may prepare for submission to the legislative body a recommended zoning ordinance for the entire area of the municipality.

The statutes further provide in A.C.A. § 14-56-417 (a)(1):

Following adoption and filing of a master street plan, the Planning Commission may prepare and shall administer, after approval of the legislative body, regulations controlling the development of land.

These provisions, along with the modern history of planning since the landmark case of Village of Euclid, Ohio v. Ambler Realty Co., 272 U.S. 365 (1926), signify a strong relationship between the plan and its supporting regulations. In simple terms, a municipality first plans, then regulates. The primary supporting regulations consist of the zoning code and development (subdivision) regulations. As stated in A.C.A. § 14-56-412 (e):

In order to promote, regulate, and control development and to protect the various elements of the plans, the commission, after adoption of appropriate plans as provided, may prepare and transmit to the legislative body such ordinances and regulations as are deemed necessary to carry out the intent of the plans, or of parts thereof.

Planners take these provisions literally and encourage municipalities to base decisions in land use and development upon adopted plans to the greatest extent possible. At the same time, it has been noted in court decisions in Arkansas that plans are not legal documents but rather broad statements of municipal

policy. The legal force arises from the adopted regulations developed to support the plan. In order to reconcile these considerations, the Planning Commission will first determine if a proposal deviates from the spirit and intent of the plan. If it does, the Commission will then consider an amendment to the general plan before considering the proposal.

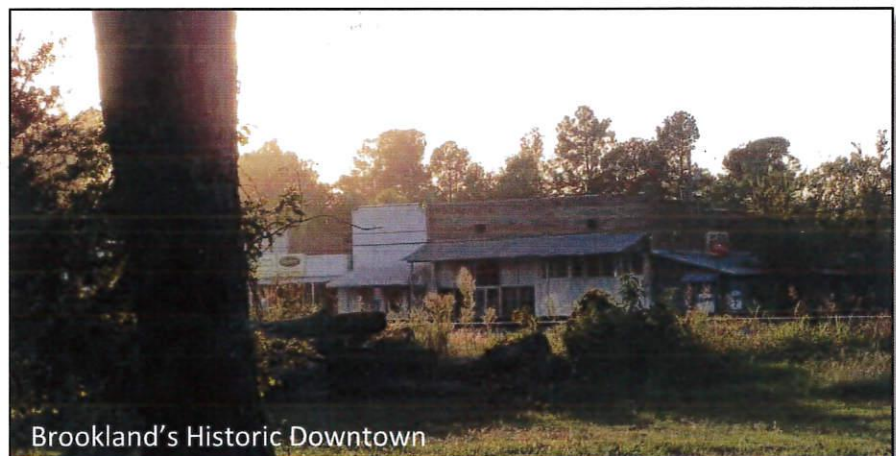
Chapter Two: Context

2.1 History

The community of Brookland was formed as a railroad town with arrival of the Missouri Pacific Railroad to the area in the early 1880s. Archibald T. Brooks, a North Carolina native, settled in what was then the Powell Township of Greene County in 1858. When he discovered that the new railroads would run parallel across his farm, Brooks contacted the railroad officials and made them a proposition. He offered to provide to the railroad several lots in a proposed new town site in exchange for the siting of a train depot at his new community. The railroad officials accepted the proposal and in the spring of 1882 his new town was created nine miles northeast of Jonesboro. The town is named after Mr. Brooks and was originally to be called "Brooksvale". However, the name was changed to Brookland with the establishment of the town's post office on April 18, 1882.

Brookland proved to be an immediate success. It could best be described as being a "boom town". Because of its strategic location on both railroads, it quickly became the center of commerce for the entire north-central section of Craighead County. Within two years the community had a population of more than 150, and featured a steam powered grist mill, hotel, saloon, general stores, blacksmith, doctor, a church, and a public school. In 1897, the Jones mercantile store was established and continued in operation until 1971.

By 1909, Brookland's business district had grown to include six general stores and two drug stores. Brookland businesses in 1909 included H. M. Epps & Company; Levi Gatlin & Company; Gatlin & McPhearson; J. L. Robinson and H.A. Jones, general stores; W. C. Baldwin and G. R. Graves, drugstores; J. E. Robbins, blacksmith; and the Brookland Gin Company.



Brookland's Historic Downtown

In 1911, the town of Brookland had grown to the point where it was felt that an organized system of government was needed to insure orderly growth and to better control activities in the town. On January 7, 1911 a group of the town's residents held a meeting to consider the matter of incorporating the town. A petition signed by thirty leading citizens of the town was later presented to the county court. On April 15, 1911, at 3:45 p.m., County Judge W. A. Maywood signed a county court order incorporating the "town of Brookland."

Over the course of the next hundred years Brookland saw many challenges and successes. The 1930s brought hardship and the closing of the town's bank and other businesses. In the 50s and 60s, increased mobility provided by the automobile stunted the city's commercial and industrial growth, as residents traveled to neighboring Jonesboro and Paragould for shopping and entertainment. However, the city's

population continued to grow eclipsing 500 in 1980, and reaching over 1,000 in 2000. In 2010, the city passed the 1,500 mark with 1,642 in the decennial census. Brookland's future looks bright and its certain the community's best days lie ahead as it continues to grow by attracting new residents and businesses.

Adapted from Plug Eaton's History of Brookland

2.2 Regional Setting

Brookland is located in the northeastern portion of Arkansas along the eastern periphery of Crowley's Ridge. It is located approximately nine miles northeast of downtown Jonesboro the seat of Craighead County's western district. The planning area is adjacent to the City of Jonesboro, 13 miles southeast of Paragould, 75 miles northwest of Memphis, and 140 miles northeast of Little Rock. Other nearby towns include: Bono, Bay, Lake City, Monette, Black Oak, and Caraway.

Brookland is connected to the rest of the state with U.S. and State Highways, including U.S. 49 Highway that runs along the city's western edge and connects to the future Interstate 555 corridor (U.S. 63 Highway). Arkansas Highway 230 runs through the northern part of the city. The city is also served by the Union Pacific Railroad. The nearest airport with commercial airliner service is Jonesboro Municipal Airport, which has scheduled weekday flights to Kansas City and Memphis.

The city lies at very eastern edge of Crowley's Ridge, a unique geologic uplift formation in the otherwise flat Mississippi Alluvial Plan. Land to the city's east, north, and south feature rich, fertile soils and are primarily all used for agricultural purposes. Principal crops in area are cotton and rice with wheat, soybeans, sorghum, and corn grown locally as well.

Chapter Three: Trends

3.1 Population

TABLE 3.1.1
POPULATION HISTORY
BROOKLAND, ARKANSAS

| Year | Population |
|------|------------|
| 1970 | 465 |
| 1980 | 840 |
| 1990 | 919 |
| 2000 | 1,332 |
| 2010 | 1,642 |

Source: U.S. Census

TABLE 3.1.2
RACIAL CHARACTERISTICS, 2010
BROOKLAND AND SELECTED ENTITIES

| | Brookland | Craighead County | Arkansas |
|---------------------------|-----------|------------------|----------|
| White | 95.9% | 81.2% | 77.0% |
| Black or African American | 0.5% | 13.1% | 15.4% |
| American Indian | 0.7% | 0.4% | 0.8% |
| Asian | 0.1% | 1.1% | 1.2% |
| Two or more races | 2.2% | 1.8% | 2.0% |
| Hispanic | 2.6% | 4.4% | 6.4% |

Source: U.S. Census Bureau

TABLE 3.1.3
AGE CHARACTERISTICS, 2010
BROOKLAND AND SELECTED ENTITIES

| | Brookland | Craighead County | Arkansas |
|-------------------|-----------|------------------|----------|
| Under 5 years | 7.9% | 7.3% | 6.8% |
| 5 to 9 years | 7.5% | 7.1% | 6.8% |
| 10 to 14 years | 8.6% | 6.7% | 6.8% |
| 15 to 19 years | 8.0% | 7.8% | 7.0% |
| 18 years and over | 71.1% | 75.0% | 75.6% |
| 20 to 24 years | 8.1% | 9.1% | 6.8% |
| 25 to 34 years | 15.2% | 14.4% | 12.9% |
| 35 to 44 years | 15.8% | 12.4% | 12.6% |
| 45 to 54 years | 11.4% | 12.6% | 13.9% |
| 55 to 59 years | 4.0% | 5.5% | 6.3% |
| 60 to 64 years | 4.1% | 5.0% | 5.7% |
| 65 years and over | 9.3% | 12.2% | 14.4% |
| 65 to 74 years | 5.7% | 6.7% | 8.1% |
| 75 to 84 years | 3.0% | 3.9% | 4.6% |
| 85 years and over | 0.7% | 1.5% | 1.8% |
| Median Age | 31.3 | 33.2 | 37.4 |

Source: U.S. Census Bureau

TABLE 3.1.4
POPULATION MIGRATION, 2009
BROOKLAND AND SELECTED ENTITIES

| Residence One Year Ago | Brookland | Craighead County | Arkansas |
|--------------------------------|-----------|------------------|----------|
| Same House | 86.3% | 79.0% | 81.3% |
| Different House in Same County | 10.4% | 12.9% | 11.0% |
| Different House in Same State | 3.1% | 4.9% | 4.0% |
| Different State | 0.0% | 2.9% | 3.4% |
| Foreign Country | 0.2% | 0.3% | 0.3% |

Source: American Community Survey Estimates

3.2 Education

TABLE 3.2.1
EDUCATION ATTAINMENT, 2005-2009
BROOKLAND AND SELECTED ENTITIES

| | Brookland | Craighead County | Arkansas |
|---------------------------------|-----------|------------------|----------|
| High School Grad or higher 2000 | 77.8% | 77.3% | 75.3% |
| High School Grad or higher 2009 | 83.9% | 82.7% | 81.3% |
| Bachelor's or higher 2000 | 5.5% | 20.9% | 16.7% |
| Bachelor's or higher 2009 | 15.6% | 22.6% | 18.9% |

Source: American Community Survey Estimates

3.3 Income

TABLE 3.3.1
PER CAPITA INCOME (2009 DOLLARS)
BROOKLAND AND SELECTED ENTITIES

| | 1999 | 2009 | % change |
|------------------|----------|----------|----------|
| Brookland | \$17,531 | \$19,863 | 13.3% |
| Craighead County | \$21,800 | \$21,521 | -1.3% |
| Arkansas | \$21,561 | \$20,977 | -2.7% |

Source: American Community Survey Estimates

TABLE 3.3.2
MEDIAN HOUSEHOLD INCOME (2009 DOLLARS)
BROOKLAND AND SELECTED ENTITIES

| | 1999 | 2009 | % change |
|------------------|----------|----------|----------|
| Brookland | \$44,251 | \$37,895 | -14.4% |
| Craighead County | \$41,358 | \$39,431 | -4.7% |
| Arkansas | \$41,048 | \$38,542 | -6.1% |

Source: American Community Survey Estimates

TABLE 3.3.3
POPULATION BELOW POVERTY LEVEL, 2009
BROOKLAND AND SELECTED ENTITIES

| | Brookland | Craighead County | Arkansas |
|---------------------------------------|-----------|------------------|----------|
| Individuals Below Poverty Level, 2000 | 11.1% | 15.4% | 15.8% |
| Individuals Below Poverty Level, 2009 | 10.6% | 17.5% | 17.7% |
| Families Below Poverty Level, 2000 | 7.0% | 11.6% | 12.0% |
| Families Below Poverty Level, 2009 | 8.3% | 14.5% | 13.5% |

Source: American Community Survey Estimates

3.4 Housing

TABLE 3.4.1
HOUSING INVENTORY, YEAR BUILT, 2009
BROOKLAND AND SELECTED ENTITIES

| | Brookland | Craighead County | Arkansas |
|---------------|-----------|------------------|----------|
| 2005 or Later | 8.2% | 3.8% | 3.3% |
| 2000 – 2004 | 8.3% | 10.2% | 9.1% |
| 1990 – 1999 | 29.9% | 24.0% | 18.2% |
| 1980 – 1989 | 19.3% | 14.4% | 16.5% |
| 1970 – 1979 | 17.3% | 18.3% | 20.4% |
| 1960 – 1969 | 4.7% | 12.1% | 12.5% |
| 1950 – 1959 | 5.9% | 7.0% | 8.7% |
| Pre-1950 | 6.4% | 10.1% | 11.3% |

Source: American Community Survey Estimates

TABLE 3.4.2
MONTHLY HOMEOWNER COSTS AS A
PERCENTAGE OF HOUSEHOLD INCOME, 2009
BROOKLAND AND SELECTED ENTITIES

| | Brookland | Craighead County | Arkansas |
|-------------------------------------|-----------|---------------------|----------|
| Less than 20 % | 61.0% | 51.0% | 47.7% |
| 20 % - 24 % | 19.2% | 15.1% | 15.4% |
| 25 % - 29 % | 7.1% | 11.0% | 10.0% |
| 30 % - 34 % | 5.2% | 7.2% | 6.8% |
| 35 % or more | 7.5% | 15.7% | 20.1% |
| PERCENTAGE OF AFFORDABLE HOUSING | 87.3% | 77.1% | 73.1% |

Source: American Community Survey Estimates

TABLE 3.4.3
HOUSING CHARACTERISTICS, 2000-2010
BROOKLAND, ARKANSAS

| | 2000 | 2010 |
|--------------------------------------|----------|-----------|
| Total Housing Units | 546 | 660 |
| Single Family | 69.8% | 65.6%* |
| Multi-Family | 6.2% | 6.6%* |
| Mobile Home, trailer, or other | 24.0% | 27.0%* |
| Occupied Units | 92.9% | 91.4% |
| Owner Occupied | 75.6% | 69.8% |
| Renter Occupied | 24.4% | 30.2% |
| Vacant Units | 7.1% | 8.6% |
| Homeowner Vacancy Rate | 2.6% | 2.1% |
| Renter Vacancy Rate | 8.3% | 3.5% |
| Median Monthly Mortgage | \$641 | \$832* |
| Median Value of Owner-occupied Units | \$62,000 | \$82,100* |
| Median Rent | \$433 | \$627* |

Source: U.S. Census, *estimated, 2009 ACS

3.5 Employment

TABLE 3.5.1
EMPLOYMENT STATUS, 2009
BROOKLAND AND SELECTED ENTITIES

| | Brookland | Craighead County | Arkansas |
|---|-----------|------------------|----------|
| Percent of population in civilian labor force | 68.0% | 65.0% | 61.1% |
| Employed | 66.0% | 60.2% | 56.3% |
| Unemployment Rate* | | 7.7% | 8.3% |

* November 2011 figures (Not seasonally adjusted) - Source: American Community Survey Estimates

TABLE 3.5.2
EMPLOYMENT BY INDUSTRY, 2009
BROOKLAND AND SELECTED ENTITIES

| | Brookland | Craighead County | Arkansas |
|--|-----------|------------------|----------|
| Agriculture, forestry, fishing and hunting, and mining | 1.5% | 2.7% | 3.3% |
| Construction | 5.6% | 6.7% | 7.6% |
| Manufacturing | 17.7% | 14.6% | 15.4% |
| Wholesale trade | 1.9% | 2.9% | 3.0% |
| Retail trade | 14.7% | 13.9% | 13.1% |
| Transportation and warehousing, and utilities | 4.3% | 4.2% | 5.7% |
| Information | 5.6% | 1.9% | 1.8% |
| Finance, insurance, real estate, and rental and leasing | 2.7% | 4.9% | 5.2% |
| Professional, scientific, management, and administrative | 2.3% | 6.7% | 6.5% |
| Educational, health and social services | 22.1% | 26.1% | 21.9% |
| Arts, entertainment, recreation, accommodation and food services | 8.6% | 7.3% | 7.3% |
| Other services (except public administration) | 7.4% | 5.3% | 4.8% |
| Public administration | 5.5% | 2.8% | 4.5% |

Source: American Community Survey Estimates

TABLE 3.5.3
COMMUTING TO WORK, 2009
BROOKLAND AND SELECTED ENTITIES

| | Brookland | Craighead County | Arkansas |
|------------------------------------|-----------|------------------|----------|
| Car, truck, or van -- drove alone | 85.8% | 83.1% | 80.8% |
| Car, truck, or van -- carpooled | 6.8% | 9.4% | 12.3% |
| Public transportation | 0.0% | 0.1% | 0.4% |
| Walked | 1.7% | 1.5% | 1.8% |
| Other means | 2.5% | 0.9% | 1.4% |
| Worked at home | 3.2% | 5.0% | 3.3% |
| Mean travel time to work (minutes) | 19.8 | 17.4 | 21.0 |

Source: American Community Survey Estimates

3.6 Demographic Conclusions

The preceding data can tell us a lot about the long-term trends and future of the City of Brookland. Understanding the story these demographic trends tell is crucial to planning the community's future.

Brookland is a rapidly growing, family-friendly community that is transitioning from a traditional delta small town into a burgeoning suburb of the greater Jonesboro area. From 2000 to 2010, Brookland grew by 23%, with its population nearly doubling since 1990. Rapid growth in the region and planned developments on the horizon point towards continued or likely accelerated growth in the future.

The data portrays Brookland as an attractive community for families. In comparison with both the county and state populations, Brookland is a young community with large shares of its population being under 18 or between the ages of 25 and 44 years old. Anecdotally, it is noted that the high reputation of the local school system plays an important role in drawing families to the city.

As the city has grown, it has also seen strong increases in its shares of college and high school graduates. From 2000 to 2009, it is estimated the city's college educated population share increased from 5.5% to over 15%. This is a remarkable and dramatic improvement that indicates a good share of the city's population growth is coming from college educated individuals. However, the city still trails both state and county in its percentage of the population with at least a bachelor's degree.

Brookland has seen dramatic demographic shifts in the last twenty years. The community is transitioning from a traditional delta village into a growing suburb.

Income data for the city show a mixed bag. The city has seen strong personal income growth over the last ten years, rising over 13% while the state and county fell. However, it appears families in Brookland have been more strongly affected by the Great Recession as average family incomes are estimated to have

fallen more sharply in the city than the county or state. Regardless, the city's poverty levels for families and individuals are very healthy and lower than those of the state or county.

In terms of housing, Brookland has a very young housing stock with nearly 2/3 of its homes having been built since 1980. The county and state both have much older housing stocks. In addition, the city has a very high percentage of its homeowners living in affordable housing, at levels 10-15% above those seen in the county or state. This is despite the city having a limited amount of multi-family housing compared to other cities in Arkansas. However, this trend is likely due to the city's large share of manufactured homes, which often provides an affordable choice for homeowners.

It will be important to maintain housing affordability and choice in planning the city's future layout. Planning for and preserving areas where multi-family structures and manufactured homes can be placed will be an important step in ensuring future housing choice. In addition, by providing greater certainty in the development process the city will ensure it does not become an unintentional manipulator of the local housing market. This is vital as the city has seen rising home values and rents accompanied by the lower vacancy rates over the last 10 years.

Another key asset in the city's future is the diverse regional economy. The county provides jobs in a wide-array of industries in proportions similar to those seen within the entire state. Manufacturing, education and social services, the retail trade, and the arts and entertainment industries account for 2/3 of the jobs held by Brookland residents. Similar trends can be seen in the county and state. However, it appears the information sector employs Brookland residents at almost three times the rate seen in the county or state.

Brookland is a rapidly growing community with many great opportunities and resources. Because of its growth, maintaining a strong community identity and character will be an important challenge to address within the plan. This will also be vital to retaining young people within the community as they head into the workforce. Developing more amenities to enhance quality of life, maintaining affordable housing choices, and attracting more jobs and retail to the city will all play an important role in ensuring Brookland meets the full potential of its bright future.

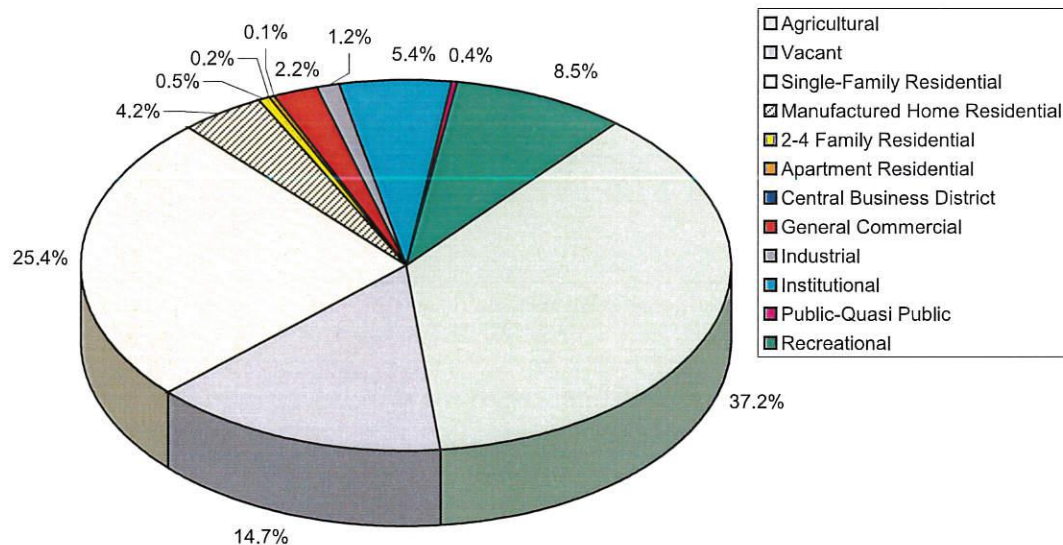
3.7 Land Use Analysis

City of Brookland, Arkansas Existing Land Use Study Summary

| Basic Facts | Area | Population |
|---------------|--|------------|
| City Limits | 1,252.68 acres – 1.96 sq. mi. | 1,642 |
| Planning Area | 13,744.44 acres – 21.48 mi. ² | 2,961 est. |

| Existing Land Use Type | Area - City | Percent | Area – Planning Area | Percent |
|---------------------------|-------------|---------|----------------------|---------|
| General Commercial | 26.94 acres | 2.2 % | 105.20 ac. | 0.8 % |
| Central Business District | 1.29 ac. | 0.1 % | 1.29 ac. | 0.0 % |
| Industrial | 15.08 ac. | 1.2 % | 19.94 ac. | 0.1 % |
| Institutional | 67.82 ac. | 5.4 % | 99.56 ac. | 0.7 % |
| 2-4 Family Residential | 6.82 ac. | 0.5 % | 8.71 ac. | 0.1 % |
| Manufactured/Mobile Homes | 52.76 ac. | 4.2 % | 68.40 ac. | 0.5 % |
| Public/Quasi-Public | 4.8 ac. | 0.4 % | 25.76 ac. | 0.2 % |
| Single-Family Residential | 317.57 ac. | 25.4 % | 537.79 ac. | 3.9 % |
| Apartment Residential | 2.63 ac. | 0.2 % | 2.63 ac. | 0.0 % |
| Rural Residential | 0 ac. | 0.0% | 2,342.63 ac. | 17.0 % |
| Recreational | 106.81 ac. | 8.5 % | 106.81 ac. | 0.8 % |
| Agricultural | 465.91 ac. | 37.2 % | 8,515.51 ac. | 62.0 % |
| Vacant | 184.25 ac. | 14.7 % | 1,910.51 ac. | 13.9 % |

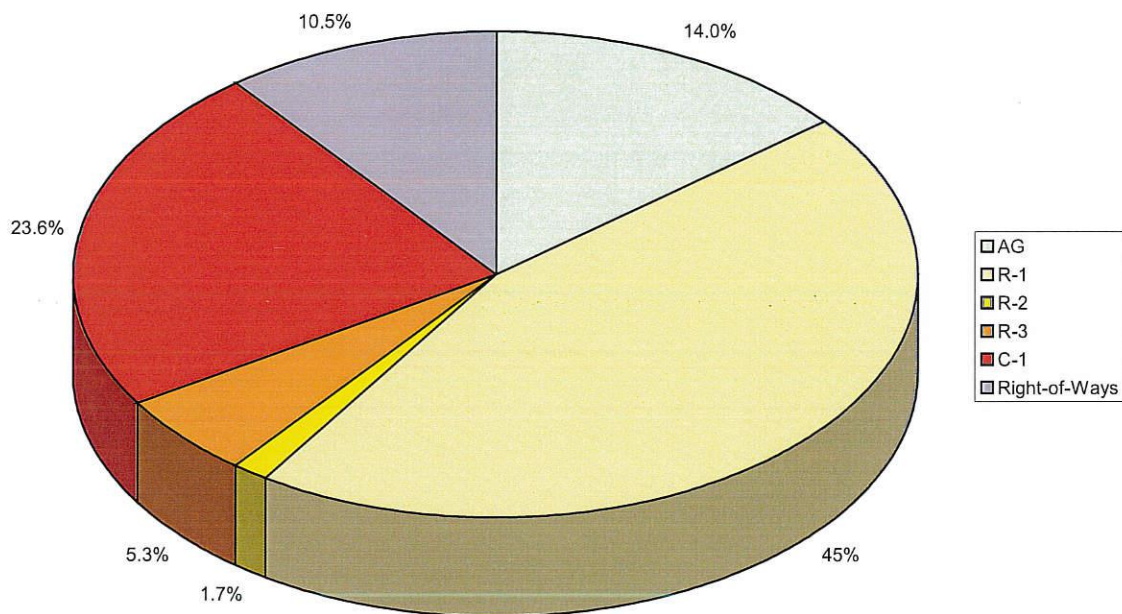
Existing Land Use - City Limits



**City of Brookland, Arkansas
Zoning Study Summary**

| Basic Facts | Area | Population |
|-------------|-------------------------------|------------|
| City Limits | 1,252.68 acres – 1.96 sq. mi. | 1,642 |

| Zoning District | Area | Percent |
|-----------------------------------|--------------|---------|
| C-1 Commercial | 295.06 acres | 23.6 % |
| R-1 Single-Family Residential | 563.58 acres | 45.0 % |
| R-2 Low Density Residential | 20.84 acres | 1.7 % |
| R-3 Manufactured Home/Mobile Home | 66.34 acres | 5.3 % |
| AG Agricultural | 175.85 acres | 14.0 % |



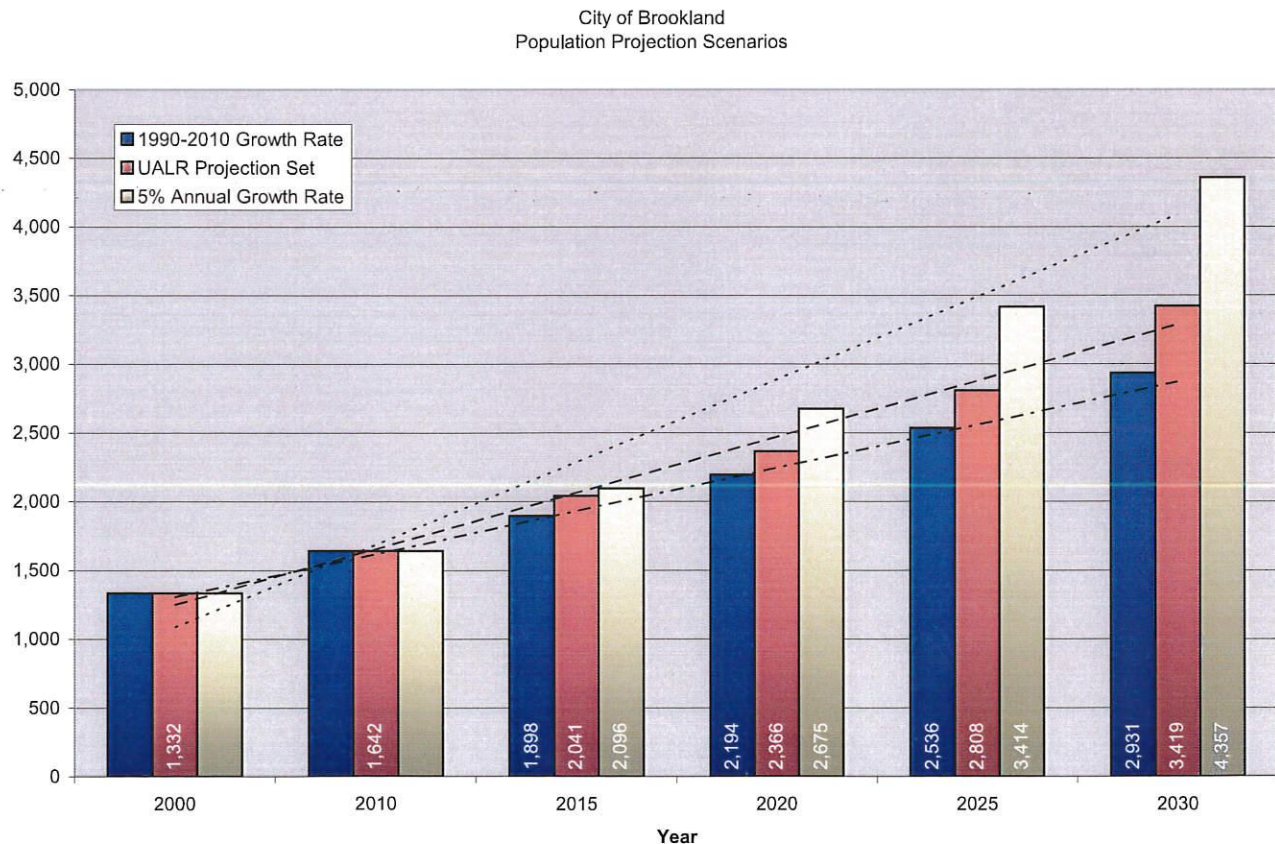
Aggregate Land Use Analysis Summary

| Use Classification | Area Zoned | Area in Use | Percent in Use |
|--------------------|--------------|--------------|----------------|
| Commercial | 295.06 acres | 28.23 acres | 9.6 % |
| Residential | 650.76 acres | 379.78 acres | 58.4 % |
| Agricultural | 175.85 acres | 465.91 acres | 264.9 % |

3.8 Projected Population Scenarios

In 2000, the population of the City of Brookland was 1,332, a net gain of 413 persons from 1990. Since 2000, growth has continued yielding a Census counted population of 1,642 in 2010. Population forecasts for Brookland through the year 2030 are noted by the figure below. By the year 2030, the City of Brookland could approach 2,931 persons based on 1990-2010 growth patterns. However, such projections can be unreliable as the factors affecting local population can be very volatile and difficult to predict. For example, the addition of as little as 100-200 jobs in Brookland or the metropolitan area could provide a substantial population increase within a very short period of time. Therefore, to study the effects of future population growth it is important to utilize alternate scenarios.

The first scenario, already provided, would present modest population growth as stated above. A second growth scenario is based upon data provided by UALR's Institute for Economic Advancement for Craighead County. This scenario would yield 3,419 persons by 2030. A final higher growth scenario, mimicking growth seen in other similarly situated small towns, would assume five percent annual growth and yield 4,357. These three scenarios present a range of growth possibilities for the city. The likelihood of any of these scenarios occurring rests both within and outside the control of the city and its residents. It is likely over the course of the next 20 years that Brookland may experience growth resembling each of the scenarios.



3.9 Housing and Land Use Demand

Over the next 20 years, a net increase in population for the City of Brookland is expected to be approximately between 1,289 to 2,715 persons. This population increase will generate demand for new housing. Assuming a standard growth density pattern of three units per acre, it is estimated that between 175 to 375 acres of new development will be required to meet residential housing demand for the City. That figure equates to between 518 and 1,090 new homes over the next 20 years. Taking into account residential land use absorption represents approximately 75% of all areas converted (25% for other supporting services: commercial expansion, industrial developments, schools, churches, parks, open space, streets, and other land use activities) it can be determined roughly between 250 and 500 gross acres will be demanded and likely converted from rural or vacant use to urban purposes within the next 20 years.

With regard to future land use needs, Brookland's future growth cannot be accommodated within the current city limits for the studied planning period. Both annexation and conversion of agricultural land will likely need to occur to adequately absorb development demands for the city. Based upon topography and existing infrastructure, future outward growth demands can be most easily and efficiently met west of US Highway 49. However, it is also likely development demands will be very high along US Highway 49 south of the city.

Much of the land currently sitting vacant west of the city can be easily provided utility access. City utilities currently have enough excess capacity to accommodate significant growth. This means the city is already well positioned to absorb growth without having to provide much additional infrastructure. Such a position is enviable as any future growth will provide both economic benefit to the city and its residents, and result in greater efficiency in service delivery for the city.

Considering land uses further, Brookland has a distribution of land uses typical to many East Arkansas cities. The city's periphery is dominated by agricultural uses and single-family residential is the prevailing housing type throughout Brookland. It is likely most future residential development in the city will come in the form of single-family homes. However, the city has small commercial and industrial bases, largely because of the city's small population and its adjacency to Jonesboro, the region's industrial and commercial center. Still yet, institutional uses represent a healthy share of the city land uses. The city's land use patterns does have one concerning trend, however. Very little land in Brookland is devoted to recreational uses and most of the existing recreational land is held in private ownership. Future development of park land in the city will be vital to providing a high quality of life for Brookland residents.

3.10 Public Participation Findings

The following contain the recommendations provided from the Community Design Workshop. The recommendation range over a wide variety of topics; however, a few central themes emerged.

Transportation – This topic was identified as a major area of need by all the groups. Both School and Oak Streets were identified as congested streets due to traffic generated by Brookland Schools. As the school system grows, traffic problems along the roadways will only worsen. In addition, many of the groups identified narrow traffic lanes and poor conditions as problems for many streets in the older parts of

Brookland. Some groups also proposed extending Hwy 230 to US Hwy 49. Given the perceived transportation needs, careful study of the relationship between traffic generating uses and infrastructural capabilities will be necessary.

Recreation and Quality of Life – Increased recreational and leisure opportunities in the form of parks and a library were identified as need for the community in several groups. Based upon this perceived need it will be important to inventory current community facilities and assets their adequacy to national standards. Possible future recommendations may include improvements of current parks, addition of a new park, and development of a trail system to connect the city's important recreational, cultural, and other institutions.

Commercial Development – Every group in the charrette indicated that additional commercial development is needed in Brookland to serve the wants of residents. Participants cited a lack of discount general stores, restaurants, and other general commercial services in the city. While these types of commercial services will come as demand for them is realized, it is important that new commercial structures be built in a way that provides long-term physical assets for the community. US 49 Hwy will be the city's primary commercial corridor for the foreseeable future, and any substandard development along the corridor could mar it for decades.

The following include all suggestions provided by the groups.

Infrastructure

- Improve storm drainage in the older portions of Brookland
- Extend sewer utilities to allow continued residential growth of the city
- A new lift station is needed across the railroad near the golf course. With a force main along CR 935, this will allow the city to provide sewer service to developed areas north of the city.

Recreation

- Build a museum and library downtown
- A new city park is needed, current floodplains near US 49 Hwy would be a good location
- Need a city park visible from US 49 Hwy
- Build a Senior Adult Center
- Provide more sidewalks

Transportation

- Extend Hwy 230 to US 49 Hwy or Oak Street.
- Widen Oak Street
- Widen School Street
- Protect US 49B Hwy
- Plan for the proposed Northern Jonesboro Bypass
- Widen street throughout the older portions of town
- Overlay CR 741

Industrial Development

- Build an industrial park south of the city
- Place more industrial development on along US 49 Hwy south of Brookland City Limits
- Remove the diesel fuel plant

Commercial Development

- Build a Wal-Mart Super Center
- Add a Family Dollar Store
- Need a Flea Market
- Need hotels near the new hospital location
- Provide more retail development along US 49 Hwy
- Provide a family restaurant with a drive-thru
- Build a pharmacy
- Need a grocery store

Zoning

- Regulate design of commercial structures on US 49 Hwy (No metal facades)
- Provide special zoning district for manufactured homes and multi-family

Housing

- The should grow with more residential development toward the west
- Limit additional Multi-family residential
- Prohibit additional Multi-family residential

Other

- Expand the school north of its current location
- Find a new location for additional school facilities

Chapter Four: Goals and Strategies

4.1 General

This section sets forth the goals, objectives, and policies which will guide the development of the general plan. They are based on the history, trends, geography, and issues facing the city. The goals are the end toward which the plan is directed and represent the overall vision of the city. The objectives are the means to achieving this end. Policies represent specific actions and stances the City will take in order to achieve both its goals and objectives.

The main purpose of this plan is to influence community growth; however, there are several other issues the City should address before tackling growth issues.

Community Vision: *Brookland is a growing city that recognizes its residents as its most important assets and strives to create a community that provides the opportunity to grow, prosper, and enjoy life.*

First, the City should focus on fixing the basics, such as its transportation system. Next, the City should focus on building on assets that already exist in the community. Then the City should focus on creating a community of choice with a high quality of life. These areas stress that a city which is growing in population may not be as important as a city which is growing in quality. Such quality can be measured in terms such as median income levels, educational outcomes, employment opportunities, recreational opportunities, and quality neighborhoods. Addressing these areas first will help ensure Brookland is a sustaining community that is competitive in the 21st Century.

4.2 Fixing the Basics

GOAL 4.2.1: To build and maintain a solid foundation for community growth and development.

Objective 1: To be aware of current city trends and to prepare and maintain a plan for future growth.

Policies - It is a policy of the City that:

1. Future street construction will conform to the transportation component of the comprehensive plan.
2. Development proposals will be evaluated in terms of their compatibility with the comprehensive plan.
3. All development or re-zoning requests must conform to the comprehensive plan.

Objective 2: To ensure Brookland maintains a balanced pattern of land uses.

Policies - It is a policy of the City to:

1. Ensure land is used for its best suited uses.
2. Buffer sensitive land uses such as residential neighborhoods from intrusive and intensive uses.

GOAL 4.2.2: To maintain a functional and desirable transportation system.

Objective 1: To maintain connectivity and harmony among the various neighborhoods of the city.

Policies - It is a policy of the City to:

1. Ensure collector streets will be focused on connectivity, minimizing the distance between the home, office, and retail areas. They will be located to provide uninterrupted connection between residential streets and arterials and between recreational, educational, and shopping facilities in the neighborhood.

Objective 2: To maximize roadway capacity and preserve corridors to allow for future roadway construction.

Policies - It is a policy of the City that:

1. Residential streets will be designed to provide good access to abutting properties while also discouraging use by through traffic.
2. Collector streets shall be designed in such a manner as to minimize traffic speeds near residential areas.
3. Direct residential frontage on collectors will be discouraged.
4. Site plans reflect the fact that controlling access points to arterials results in fewer accidents, increased capacity, and shorter travel time. Access Management shall protect the roadway capacity by requiring the property owner to limit entrances on the street. Where possible, regulations controlling access points along streets classified as collector and above will be established and enforced.
5. Subdivision regulations include the provisions required for the attainment of all necessary right-of-ways at the time of subdivision approval.

4.3 Building on Assets

GOAL 4.3.1: To build on existing assets within the community.

Objective 1: To build and maintain a diversified economic base.

Policies - It is a policy of the City to:

1. Build upon its economic base so that it will not be vulnerable to future changes and can attract a variety of employers.
2. Provide welcoming gateways into the community that will maintain economic viability as attractive commercial areas.
3. Protect and preserve agricultural land within and near the city until needed for conversion to urban uses.

GOAL 4.3.2: To coordinate land use planning, growth, and utilities in the most efficient and effective manner.

Objective 1: To provide all areas within Brookland with adequate sanitary sewer and water distribution facilities and to assure the availability of utilities for the continued growth of the city.

Policies - It is a policy of the City to:

1. Control the extension or provision of utilities in order to carry out the provisions of this plan.
2. Ensure that no proposed development will result in a reduction in the adopted level of service for utilities.
3. Require all developments within the Planning Area Boundary to be served by central water and wastewater services if technically feasible.
4. Require all developments to install public utilities and become annexed to the City as a condition of tying onto City utilities.
5. Require all future development plans to have adequate public utilities before being approved by the City Planning Commission.
6. Coordinate the extension or provision of utilities in order to carry out the provisions of this plan.

GOAL 4.3.3: To protect and ensure the long-term commercial viability of Brookland's primary commercial corridors.

Objective 1: To ensure quality development and redevelopment occurs along the U.S. Highway 49

Policies – It is a policy of the City to:

1. Use innovative planning regulations to control the design and visual aesthetic of development along high priority corridors.
2. Encourage greater use of attractive landscaping and signage along certain corridors.
3. Control building placement, uses, and parking along high priority corridors.

4.4 Creating a Community of Choice

GOAL 4.4.1: To enhance residential areas and provide quality neighborhoods for all residents.

Objective 1: To create residential neighborhoods that are functional and offer easy access to work centers, the central business district, and community facilities such as parks and schools.

Policies - It is a policy of the City to:

1. Promote new neighborhoods that are planned as integral developments combining a variety of design elements, uses, densities, and housing options.
2. Promote traditional neighborhood design where applicable, featuring a street grid, neighborhood commercial uses, and a compact design.

Objective 2: To preserve, protect, and enhance the environment.

Policies - It is a policy of the City to:

1. Develop and maintain a recreational master plan and trails plan that will consider the community's needs as it evolves.
2. Encourage new developments that are designed to be compatible with the natural and built environments of the surrounding area.
3. Encourage public green space.
4. Work to preserve the city's existing floodplains from intrusion of new development that may alter existing drainage patterns.

Objective 3: To expand public space.

Policies - It is a policy of the City to:

1. Work to provide open green spaces and trees throughout community. These could be neighborhood parks, trails, or conservation areas as part of development.
2. Keep streetscapes, public spaces, and canopied streets attractive and well maintained within the constraints of budget limitations.
3. Provide a balance between open space and development.
4. Work to locate public art in places throughout the community with the help of local students and other community members.
5. Work to preserve forests, floodplains, and other natural areas so that these areas will remain safe and clean and can be used as an outdoor amenity for the community.

Objective 4: To preserve Brookland's small-town atmosphere.

Policies - It is a policy of the City to:

1. Reinforce community identification, pride, and cohesiveness by supporting neighborhood and community activities and providing opportunities for community members to volunteer in city events or improvement projects.
2. Ensure new development is compatible with existing patterns of development.
3. Work to encourage compatible infill development within existing neighborhoods.

GOAL 4.4.2: To manage development in a way that will maintain community stability and prosperity.

Objective 1: To assure that residential properties develop so that the values of adjacent properties do not suffer and the character of residential property is not affected by the encroachment of non-residential uses.

Policies - It is a policy of the City to:

1. Avoid blighting influences that may lead to neighborhood decline by expanding code enforcement efforts within the constraints of the budget.
2. Protect existing neighborhoods from intrusions of adverse land uses and commercial developments.
3. Promote infill development to maximize the potential of underutilized property within the city.

4. Review all proposed developments in relation to specific and detailed provisions which at a minimum:
 - Regulate the subdivision of land.
 - Regulate the use of land in accordance with this Plan and ensure the compatibility of adjacent land uses.
 - Regulate areas subject to seasonal and/or periodic flooding.
 - Ensure safe and convenient traffic flow on- and off-site and accommodate vehicle parking needs.
 - Ensure that developments do not result in a reduction in any adopted level of service for infrastructure.
 - Protect against adverse impacts to the environment.
 - Ensure the availability of suitable land for utility facilities necessary to support proposed development.

Objective 3: To create a more walk-able community by building corridors that are inviting and functional for pedestrians. Infrastructure improvements will not focus solely on streets and automobile transportation, but will consider the broader transportation environment, including sidewalks, streetscapes, bike paths, trails, and overall connectivity of pedestrian routes.

Policies - It is a policy of the City to:

1. Ensure sidewalks run along streets, making pedestrian transportation both functional and safe.
2. Ensure sidewalks and bike paths form a safe, uninterrupted connection between the home, office, and retail areas.
3. Ensure bike paths are distinguished from car lanes by signs, painted stripes, or other distinguishable markings or are located apart from the street.
4. Preserve parks, street trees, and green space along pedestrian pathways to shade the path and make it an attractive alternative to driving.
5. Install traffic calming devices where appropriate in order to slow down traffic speeds and make streets more inviting and safe for pedestrians.

GOAL 4.4.3: To maximize the use of land.

Objective 1: To achieve well-planned developments that feature a maximum use of the land, good traffic circulation, convenient access and egress, and a pleasant environment for the residents and to reduce per capita cost of municipal services.

Policies - It is a policy of the City to:

1. Promote higher density development in areas served by wastewater utilities.
2. Promote a balance of infill development and new development.

Chapter Five: Plan Elements

5.1 Land Use Standards

Many land use plans focus on the separation of different types of land uses. This approach often fails to take into account whether or not proposed land uses actually create any adverse influence on one another. In other words, the strict separation of land use types becomes an end in itself and not an element of the urban design process. In departure from this approach, this plan emphasizes the nature of land uses. Thus, the size, use intensity, traffic generation, and the overall impacts of a development become more important than the actual activity conducted on the property.

These land use standards directly correspond to the Future Land Use Categories depicted on the Comprehensive Plan Map and describe the intended future character for each area.

Open Space Preservation

Character: Reserved for natural preservation, resource conservation, and recreational uses under both public and private ownership. This use area includes floodplains and environmentally sensitive areas. Development is not intended for these areas. However, uses which have little or no impact on the surrounding areas or that can be mitigated can be allowed.

General uses: Recreation and Natural Preservation
Density: N/A
Lot size: N/A
Utility requirements: None
Appropriate zoning: A-1

Recreational

Character: Intended solely for recreational uses. Areas currently designated for recreational use are listed on the future land use map. Potential future recreational areas are specifically denoted. It is expected that as the city grows additional areas will be given the recreational designation due to the addition of new park space.

General uses: Parks, Golf Courses, Trails
Density: N/A
Lot size: N/A
Utility requirements: None
Appropriate zoning: All zones

Downtown

Character: Area intended to serve as the city center of Brookland. A mix of uses is allowed as one might find within a downtown environment. All development should enhance the visual aesthetic of the city. This area is intended to be the city's heart and historic center. New structures should continue the existing pattern of development.

General uses: General Commercial, Office, Entertainment, Second-story Residential in mixed-use structures
Density: N/A
Lot size: Minimum 5,000 square feet
Utility requirements: Sewer and water services
Appropriate zoning: C-1

General Commercial

Character: Area intended for the city's primary commercial streets. All development should enhance the visual appearance of the city. Special regulations for design, signage, and landscaping may apply. Alternatives to simple "strip" commercial development are encouraged.

General uses: All commercial, office, etc.
Density: N/A
Lot size: Minimum 5,000 square feet
Utility requirements: Sewer and water services
Appropriate zoning: New District (C-2)

Industrial

Character: Designation allotted for medium and large scale industrial uses. Uses within the district should not present a nuisance to adjoining property owners by way of the creation of excessive noise, vibration, odor, smoke, toxic substances, and/or hazards harmful to the health, safety, and welfare of the community.

General uses: Manufacturing, Wholesaling, Warehousing, Mining
Density: Not applicable
Lot size: Minimum ½ acre
Utility requirements: Sewer and water service intended
Appropriate zoning: I-1

Rural Residential/Agriculture

Character: Area intended for a variety of rural uses including large and small-scale farms operations and single-family residences on large lots. If sewer service becomes available, these areas should be converted to higher intensity land use designations.

General uses: Single-family residential, small scale commercial, and agriculture
Density: < 1 unit per acre
Lot size: Minimum 1 acre
Utility requirements: None
Appropriate Zoning: Outside City

Low Density Residential

Character: Area reserved for single-family homes following development patterns similar to the majority of existing residential development within the community.

General uses: Single-family homes
Density: < 4 units per acre
Lot size: Minimum 7,200 square feet
Utility requirements: Sewer and water services
Appropriate zoning: R-1

Medium Density Residential

Character: Area intended for single-family homes, townhouses, duplexes, tri-plexes, and four-plexes. This area is intended to provide residential housing at medium densities, offering a greater diversity of housing choice.

General uses: Single-family, townhouses, duplexes up to four-plex structure
Density: < 8 unit per acre
Lot size: Minimum 5,000 square feet for single-family
Minimum 7,200 square feet for multi-family
Utility requirements: Sewer and water services
Appropriate zoning: R-1, R-2

Medium-High Density Residential

Character: Area designed for high intensity residential uses that include four-plexes, apartments, retirement centers, etc. This category is intended to provide for a greater diversity of housing choice and provide affordable housing options. These areas should be adequately served by a collector level street or higher.

General uses: Multi-family dwellings, retirement centers, etc.
Density: < 24 units per acre
Lot size: Minimum 10,500 square feet
Utility requirements: Sewer and water services
Appropriate zoning: New District (R-3)

Manufactured Home Residential

Character: Area intended for single-family homes, manufactured homes, and manufactured home parks. These areas provide a maximum diversity of housing choice and incorporate a mix of densities and residential uses following a more generally scattered pattern of land use.

General uses: Single-family homes, manufactured homes
Density: < 8 units per acre
Lot size: Varying Requirements
Utility requirements: Sewer and water services
Appropriate zoning: New zoning district (R-MH)

Planned Development

Character: Area intended for either medium-high density residential development, commercial development, or both that is master planned as a cohesive unit. Development is intended to occur through the Planned Unit Development process.

General uses: Medium-density Residential, Commercial
Density: < 18 units per acre
Lot size: N/A
Utility requirements: Sewer and water services
Appropriate zoning: New zoning district (PUD)

Public/Institutional

Character: Area allocated for public uses that otherwise are not wholly compatible with other districts in this land use plan. These developments should be handled on a case-by-case basis. This district is specifically set aside for schools, jails, airports, campuses, and other similar uses.

General uses: Schools, jails, airports, campuses
Density: Not applicable
Lot size: Not applicable
Utility requirements: Sewer and water services
Appropriate zoning: All districts

Utility/Right-of-Way

Character: Area allocated for public uses such as roads, railroads, utilities, etc. These lands are primarily to be held in public hands, but may also be held in private ownership. Areas no longer in use for rights-of-way or utilities are intended to revert to ownership of adjacent property owners or be used for new public purposes such as recreational trails.

General uses: Roads, utilities, etc.
Density: Not applicable
Lot size: Not applicable
Utility requirements: None
Appropriate zoning: All districts

5.2 Housing and Community Character

As the demographic trends show, Brookland has a young population. It is a community that is attractive to young people/young families. It is likely this is due in part to the city's large stock of affordable housing. This stock of affordable housing exists because Brookland provides a good variety of housing choices with manufactured homes, single-family homes, and multi-family structures. Maintaining a diversity of housing choice will be important to ensuring Brookland remains an attractive option for young people. However, it is additionally important to consider maintaining Brookland's existing community character.



A home in an historic Brookland neighborhood.

As Brookland grows, it will be important to ensure that community's identity and character are not lost. So, how is it possible to accommodate growth and housing choice while maintaining the Brookland's identity? New development in the city's existing neighborhoods should continue in the same patterns as they historically have. If a neighborhood has historically been single-family residential, it should remain as such. Multi-family developments should be directed to new growth areas where development patterns have not been established, or should be developed along major corridors where they can be more easily accommodated. Following this path, Brookland will be to position itself as a competitive alternative for new growth without destroying its historic identity.

5.3 Transportation System

Roads

During meetings with the public, planning commission, and other city officials, roads were continually cited as a major area of concern. Accordingly, transportation has been given serious consideration in the formulation of this plan. The challenges facing Brookland are two-fold, much of the city's existing road system needs rebuilding or repair, and population growth will continue to test the city's road network.



The city sales tax will help repair many Brookland streets.

A city sales tax was passed in 2011, to address issues of street repair and reconstruction. A bold step by the city, this will provide needed funds to address many transportation issues the city currently faces. However, as the city grows it will also need widen to numerous roadways and create a system of arterial, collector, and local streets.

Overall, a street system should represent a well-planned network operating like a drainage basin. Local streets have the lowest speed and carrying capacity, and filter traffic to collector streets. Collector streets allot for more traffic and higher

speeds, and serve as primary connections to arterial streets. Arterial streets have the highest carrying capacities and primarily serve to permit through traffic. Within Brookland, U.S. 49 Highway and Holman Street are examples of arterial roads.

To develop this street system, the plan recommends a number of roadway extensions, new routes, and traffic-way improvements. All of these projects are denoted on the comprehensive plan map. Prominent among these is an extension of Arkansas Highway 230. Currently, the highway terminates at U.S. 49 Business. It is proposed that the roadway be extended to U.S. 49 Highway. This will provide an additional east-west connector for the city and ease future traffic pressures on School Street.

As Brookland grows, it is anticipated that Holman Street and U.S. 49 Highway will serve as traffic backbones for the city. However, it is anticipated that a great deal of Brookland's residential growth will

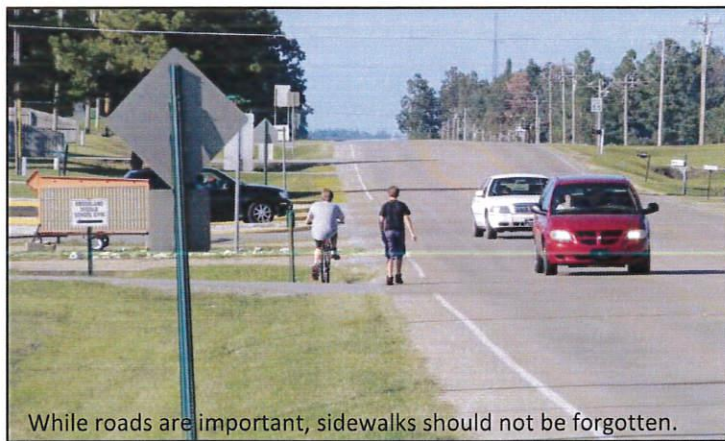
occur west of U.S. 49 Highway. This will require adequate east-west connector roads to handle traffic coming from the residential areas west of U.S. 49 Highway to the schools, business, and other institutions east of U.S. 49 Highway.

An important east-west arterial road will be School Street. Though currently a two-lane road, it is anticipated that growth patterns will require widening in future. School Street currently is and will remain the city's primary east-west road. Constructing other east-west routes and ensuring new subdivisions provide for connectivity thereby allowing for some through traffic, will ease pressure placed on School Street in the long term.



While the plan proposes the widening and construction of numerous roads, it is intended that these road projects be built and constructed as property is developed. In this way, existing residents and the tax payers will not be burdened with handling costs for these road projects. Rather, those costs will be borne by the developers that create the necessity for the new roads and which stand to gain from their construction. However, circumstances may arise where it is advantageous for the city to be proactive in widening or constructing roads to meet the needs of the community and help direct growth in an orderly manner.

Sidewalks and Trails



Although providing adequate roadways for automobiles is very important, it is also necessary to adequately provide for the needs of pedestrians. Sidewalks and trails are often overlooked within many cities' transportation systems. This leaves portions of the community without safe means of getting from their homes to school, to work, or to shop. As such this plan recommends further development of the city's sidewalks and trail system.

The trail system would serve to provide a recreational outlet for Brookland's citizens as well as provide important pedestrian links between common destinations. Strategic investment in this system and other pedestrian facilities would make significant progress toward creating a comprehensive transportation system in Brookland. Contained on the plan map are proposed routes for the recommended trail system. The trail system should at a minimum connect existing city parks, schools, and downtown.

Automotive and Pedestrian Transportation Principles

The primary functions of the streets are to provide an efficient mode of circulation of automotive and pedestrian traffic within and through the community, and to provide access to all parcels of property. The parking and storage of automobiles must be considered a secondary function of the street, and should always be subordinated to the interest of good, efficient traffic movement. Herein lays a major cause of disorganization and disharmony in many cities. Along major streets, strip commercial development and angle parking impede efficient traffic movement, because the street tends to serve as a “driveway” and parking lot as well as a traffic artery.

Streets, more than being purely automotive roadways, also provide for the movement of pedestrians. Adequate facilities for automobiles and pedestrians are a necessity of properly functioning streets. Pedestrian facilities should be designed and constructed to encourage utilization while making the user feel safe. This entails setting back sidewalks a minimum of five feet from the curb, planting trees and landscaping within the sidewalk setback, and/or providing attractive, adequate street lighting. Without proper amenities, sidewalks can become useless stretches of concrete or paving.

In order to form a basis for the preparation of an overall traffic movement plan, streets should be classified according to function, that is, the role for which they should serve in the circulation system. The classification of major streets and highways is defined as the grouping of roads and streets into classes of systems according to the character of service they will be expected to provide. Character of service is expressed by traffic mobility, land access, or some combination of these. Before this designation can be made, a thorough understanding of the function of each street and highway must be established. The definitions and characteristics of the several types of highway facilities – arterial, collector, and city/local – were obtained from standards developed by the United States Department of Transportation. A summary of these definitions is presented in the following paragraphs.

Arterial – This class of street brings traffic to and from the expressway and provides for major movements of traffic within or through a city. Arterials, including primary (or major) and secondary (or minor) arterials, interconnect the principal traffic generators within the city and serve to connect smaller outlying communities with the city. Arterials handle trips between different areas of the city and form an integrated system. Typical trip lengths exceed one mile; truck, bus, state and federal routes are located on major arterials; and commuting trips concentrate on these routes.

This concentration of major traffic requires the provision of such traffic aids as progressive traffic signal systems and land markings. Although traffic volume cannot be considered a criterion, these routes are the most heavily used in the city. The arterial’s primary function is to move traffic, but they also normally



perform a secondary land service function. Thus, abutting property may have limited access, and parking and loading, which are secondary elements to traffic service and normally restricted altogether to improve capacity and traffic flow.

Collector – This class of street serves internal movement and provides access to the arterial system. Collectors do not handle long, through trips and need not be continuous for any great length. In a grid street pattern, however, a street several miles long may serve as a collector rather than an arterial if its predominant use is only to reach the next junction with an arterial.

Collectors rarely carry state or federal number routes, although they may connect less important rural roads with the major urban arterial system. Collectors may be used for bus or truck movements that give direct service to a particular area but are rarely used for through routes. For example, a collector street in an industrial area would properly carry both truck and bus movements which serve or terminate in that area.

Local – The sole function of city streets is to provide access to adjacent land. Local streets make up a large percentage of the total street mileage. Local streets, in most cases, carry daily volumes of 500 vehicles or less. Most trips begin on local streets, which in turn provide access to either collector or arterial streets.

The primary difference between the functional types applicable to Brookland is the relative importance of land access versus traffic mobility. Residential streets are designed primarily to provide access to land; carrying through traffic is a secondary task. Collector streets have the dual function of carrying traffic as well as providing access to abutting properties. As traffic volumes increase, this dual function for these creates major conflicts. Arterial streets have both functions, but carrying traffic is the more important. The highest level of traffic service provided by the various classifications of streets is the expressway, which is devoted entirely to traffic service and provides no service directly to the land.

5.4 Recreation

Recreational opportunities in the form of parks and trails are a key component to providing the type of high quality of life that attracts and retains residents. This principle is true of cities of all sizes and holds particular significance in Brookland. Though the city has adequate facilities for its current population, the need for additional park facilities was commonly cited in the public participation workshop.

Good park facilities play an important role in maintaining a high quality of life for the community.

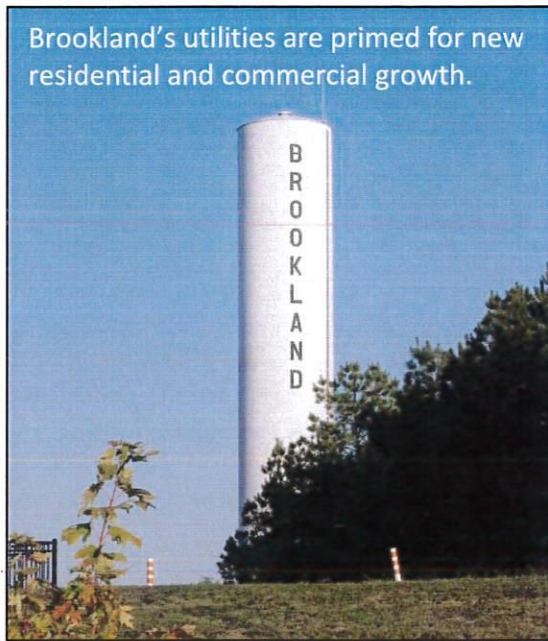
As Brookland grows, new park facilities will be needed. Several sites are listed on the plan map as potential sites for a 40-100 acre park complex facility. This park facility should provide for both the active and passive recreation needs of the city. This means it should provide facilities for active recreation such as baseball or soccer fields and playgrounds as well as set aside land for manicured open space to simply be enjoyed.

Future development of parks and other recreational opportunities in the city should be closely tied to new development. As the city grows, it will important to ensure new facilities are built. The city should

consider parks during the development review process for the new subdivisions. Often times, many developers are willing to construct park facilities at their own expense and deed these properties over to the city. Exploring these options could allow the city to significantly expand recreational opportunities without incurring great expense. However, the city must evaluate each proposal objectively and only accept those that would benefit the city and its residents long term.

5.5 Urban Growth

Utilities



Brookland's water and sewer systems will have a significant role in guiding and enabling future growth. Plan policies support growth in areas that are already serviced or may be easily serviced by the City water and sewer system. Doing so will help ensure that improvements the city makes to its utility systems remain cost-efficient and in turn maintain low rates for users. Growth should be encouraged first where service is already available and second where new sewer service will not require the usage of pump stations. This will likely mean more growth toward the west for the city.

It is also recommended the City establish formal utility service boundaries for water and wastewater utilities. Once formally established the service boundaries should be filed with the county recorder. The water service boundaries should also be filed with the state and appended to the state water plan. This will allow the

service boundaries to become officially recognized and prevent further encroachment from local rural water districts. Additionally, the City should adopt formal policies with regard to service extension outside of the city limits. Such a policy might state that City services may not be extended without annexation or a pre-annexation agreement if not currently contiguous with the city limits. Adopting such policies will work to provide greater incentive for annexation into the City, and ensure the city receives a mutual benefit from those it provides services to in the form of tax revenue.

Stormwater Management

Though often ignored, proper stormwater management is an important component to guiding future urban growth. Communities often do not take the issue seriously until drainage problems create localized flooding or degrade water quality in nearby streams, rivers, and municipal water supplies. Localized flooding generally occurs due to irresponsible land development of commercial sites and residential subdivisions. Poor development practices disrupt the natural hydrological functions of land by pushing stormwater off a property more quickly and in greater quantities. If these irresponsible development

practices become common place the problems only magnify as more water is quickly pushed off more and more properties creating greater flood hazards.

Proper development practices seek to slow the run-off of stormwater by either retaining or detaining it on-site. This ensures local recharge of the water table occurs and prevents flooding from excess run-off at drainage choke points downstream. To ensure responsible development practices occur, the city should carefully review drainage in all commercial developments and subdivision plats.

Brookland's has a taken a progressive and necessary step in adopting stormwater regulations.

Annexation

Municipalities in Arkansas may annex adjacent land by one of three methods. The first method is by direct election determined by a majority of the qualified electors voting on the issue, i.e. the voters of the municipality and the voters of the area proposed for annexation. Section 14-40-302 of the Arkansas Code, Annotated, sets forth the authority as follows.

(a) By vote of two-thirds (2/3) of the total number of members making up its governing body, any municipality may adopt an ordinance to annex lands contiguous to the municipality if the lands are any of the following:

- (1) Platted and held for sale or use as municipal lots;*
- (2) Whether platted or not, if the lands are held to be sold as suburban property;*
- (3) When the lands furnish the abode for a densely settled community or represent the actual growth of the municipality beyond its legal boundary;*
- (4) When the lands are needed for any proper municipal purposes such as for the extension of needed police regulation; or*
- (5) When they are valuable by reason of their adaptability for prospective municipal uses.*

(b)(1) Contiguous lands shall not be annexed when they either:

- (A) Have a fair market value, at the time of the adoption of the ordinance, of lands used only for agricultural or horticultural purposes and the highest and best use of the lands is for agricultural or horticultural purposes; or*
- (B) Are lands upon which a new community is to be constructed with funds guaranteed, in whole or in part, by the federal government under Title IV of the Housing and Urban Development Act of 1968 or under Title VII of the Housing and Urban Development Act of 1970.*

(2) Any person, firm, corporation, partnership, or joint ventures desiring to come within this exclusion must have received from the Department of Housing and Urban Development a letter of preliminary commitment to fund the new community under one (1) of the federal acts.

(3) If any lands are annexed that are being used exclusively for agricultural purposes, the lands may continue to be used for such purposes so long as the owner desires and the lands shall be assessed as agricultural lands.

The second method of annexation deals with land surrounded by a city's boundaries. These "islands" may be annexed by the passage of an ordinance calling for the annexation of the surrounded land in accordance with A.C.A. § 14-40-501 et. seq.

The third method of annexation is by the petition of a majority of the real estate owners of any part of a county contiguous to and adjoining any part of the city. The process must conform to the provisions set forth in A.C.A. § 14-40-601 et. seq.

Of these methods, annexation by petition is the most common and generally the least controversial. Continued reliance on this method, however, tends to produce irregular corporate limits. Such irregularity can, in turn, cause problems providing public safety and other municipal services. A common misunderstanding is that annexation by petition is done by one property owner. In reality, a majority of owners of the majority of a given area may secure a petition by annexation without the agreement of other property owners in the given area.

Annexation will be a necessary evil to accommodate Brookland's projected growth over the next 20 years.

Annexation by election allows the municipality to select the configuration it feels is suitable for urbanization. It gives the city the greatest control in deciding which lands should be annexed for which the city can provide effective and efficient delivery of public services. Furthermore, strategic

use of this annexation method enables the city to grow in a rational manner in terms of land area.

The city should carefully examine all annexation requests using cost-benefit analyses, and only accept those that may strategically benefit the city. These analyses should consider both those economic considerations that can be measured and political considerations which cannot be as easily measured. Such examinations should provide cost outlays for additional city service provision and/or potential sales tax revenue increases as well as acknowledge the long-term political ramifications for an annexation. Using these types of analyses would allow the city to see the impacts of annexation in a more transparent way.

Development of land at urban densities will largely depend upon the availability of wastewater collection systems. Since the City of Brookland has the only public wastewater system within two miles of the city, annexation should be made a requirement for connecting new subdivisions or large-scale developments to its system. For proposed developments that are not contiguous, pre-annexation agreements could be useful if all other options are found to be unworkable.

5.6 Gateways and Beautification

Gateways

Some of the most important aesthetic features of a city are its gateways and major corridors. This is the first thing people see when they enter the city, and, in a way, these areas illustrate the city's character and priorities. Consequently, the design of these areas should be a priority for the City.

Brookland's primary gateway is U.S. Highway 49. When passing through or arriving to Brookland, this highway is the route most commonly taken. Much of the portions of the highway inside and adjacent to the city limits remain undeveloped. This presents an important opportunity for the city to take an active role in defining whether this corridor will be a long term asset or a future liability. One step that can be

taken to enhance the gateway is through beautification projects. These would include placing welcome along the corridor at the edges of the city or installing landscaping at the highways key intersections such as School Street and Holman Street.

However, enhancing the gateway should go beyond beautification projects. Another step that can be taken is to enact limited design controls for new construction along the corridor. Such design controls typically concern building façade materials, landscaping, and signage.

Limited design controls on U.S. 49 Highway could help ensure Brookland remains an attractive community as it grows.

Often, communities do too little to regulate the design and landscaping of important commercial areas out of fear they may drive away growth. Subsequently, many cities are left with unattractive, short-lived developments that end up being long-term liabilities rather than assets for the community.

This plan proposes the creation of an overlay district for the U.S. 49 Highway corridor. This proposed district is listed on the plan map. Overlay districts are superimposed zoning districts designed to enhance specific areas by issuing development requirements that supersede those of the underlying zoning district. These planning tools can be used to effectively guide design and development in areas like the U.S. 49 Highway. The overlay regulations would place additional requirements on signage, require landscaping, and prevent commercial buildings from being clad completely in corrugated metal.

Property Maintenance and Beautification

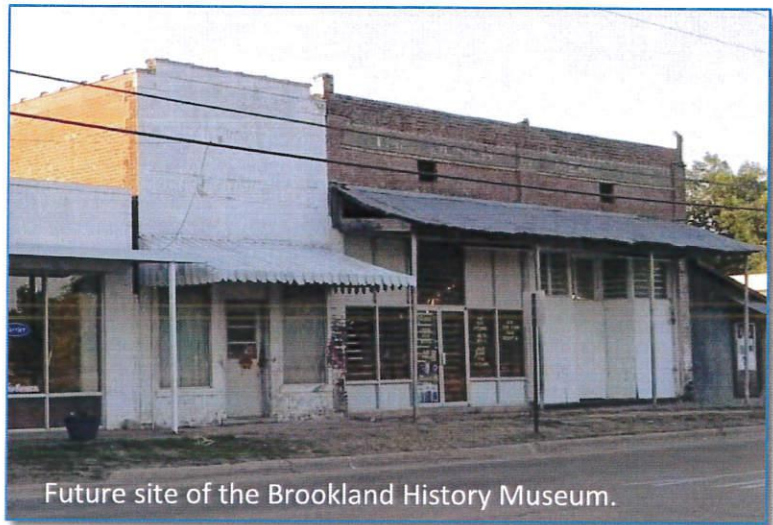
Property maintenance is another important aesthetic issue and should be a main priority of the City. Simple factors such as graffiti or broken windows can change the perception of an area, and, in turn, decrease property values, and lead to blight and increased crime. The City should enforce codes uniformly and strictly. If the City feels its regulations are too strict or hard to enforce, it should revisit and possibly revise these codes instead of becoming lenient with enforcement. Code enforcement is a large task, and as Brookland grows, the City may need to consider hiring new staff to uphold a system of effective enforcement.

City beautification can instill community pride and make a community more attractive to visitors. However, beautification projects often enjoy much success when the community is engaged and committed. In order to gain community support for beautification projects, the City should work to get the community involved in the effort. If residents have invested their time into beautification projects, they are more likely to support continued efforts by the City. The plan recommends the City support and help organize community beautification projects to get residents involved. These might include neighborhood clean-up days, "Yard of the Month" competitions, Adopt-A-Street programs, a community garden project, or other programs.

5.7 Downtown

Like all cities, Brookland is a dynamic place where among other elements, economic and cultural changes greatly affect the community. The community that exists today is not the same community that existed thirty years ago or the one that will exist thirty years from now. As such, it is important to carefully and responsibly identify and plan for areas of potential change.

Though downtown was once the heart of Brookland, as the city's governmental, cultural, and commercial hub, this is no longer the case. This is due primarily to fact that the time and context in which downtown was originally developed no longer exists. Like Brookland's downtown, downtowns across America were compact in nature because of transportation limitations. Residents walked and, as a result, a densely packed retail center was necessary.

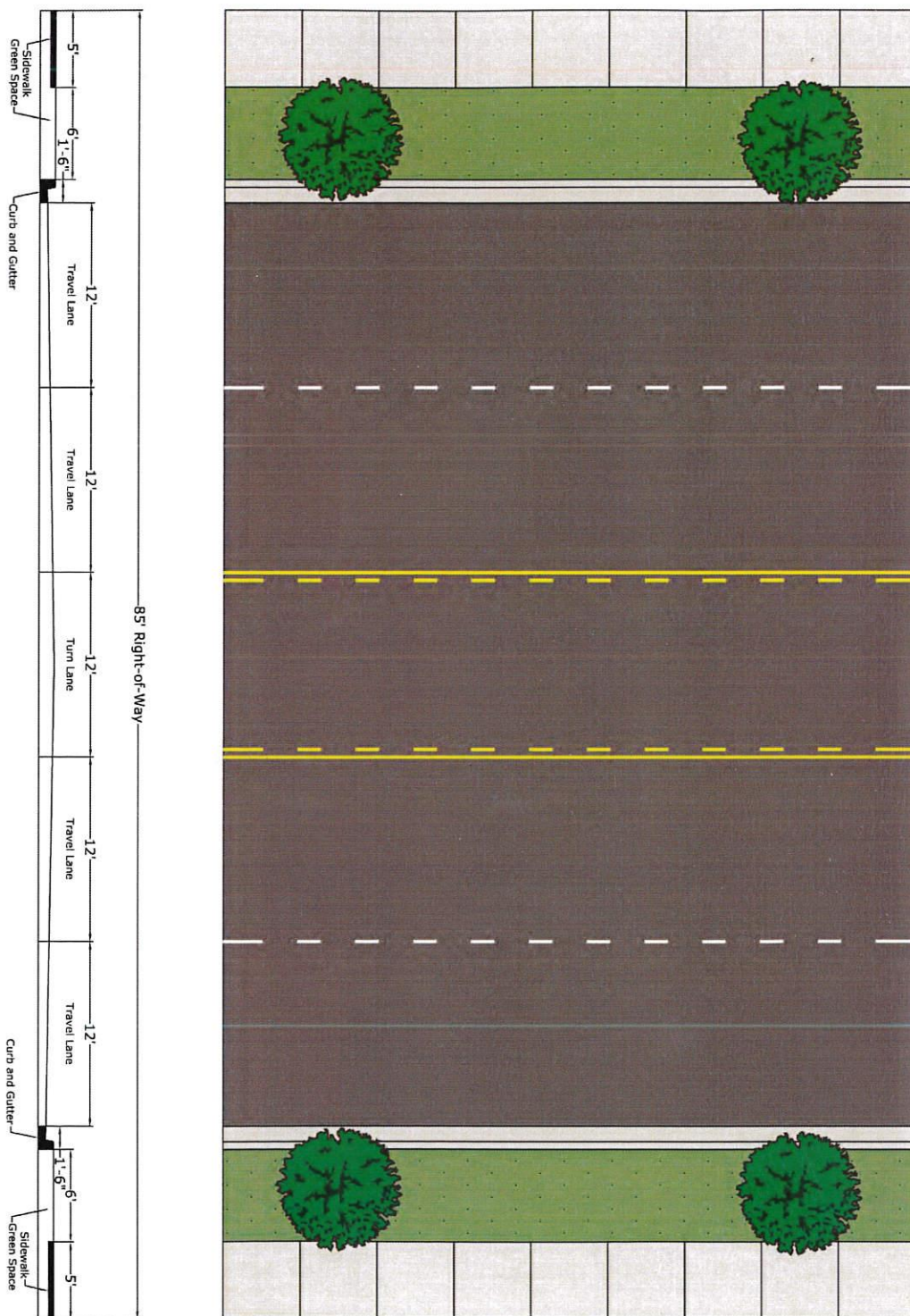


With the growth of dependence upon the automobile, retail areas have accordingly needed to accommodate cars. The means downtowns now face a problem of dependence on auto traffic without being able to accommodate it. Resultantly, downtown has suffered over time as businesses and institutions have closed, moved, or opened in other locations. This plan encourages redevelopment of downtown as civic center of the community rather than as a retail hub. This will mean working to retain key governmental institutions like the post office in downtown and adding cultural and recreational amenities to residents and visitors.

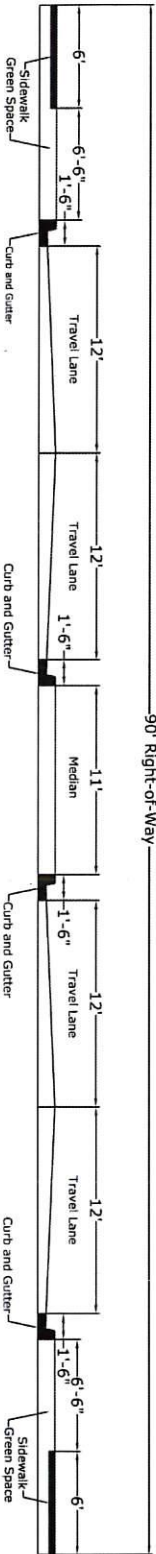
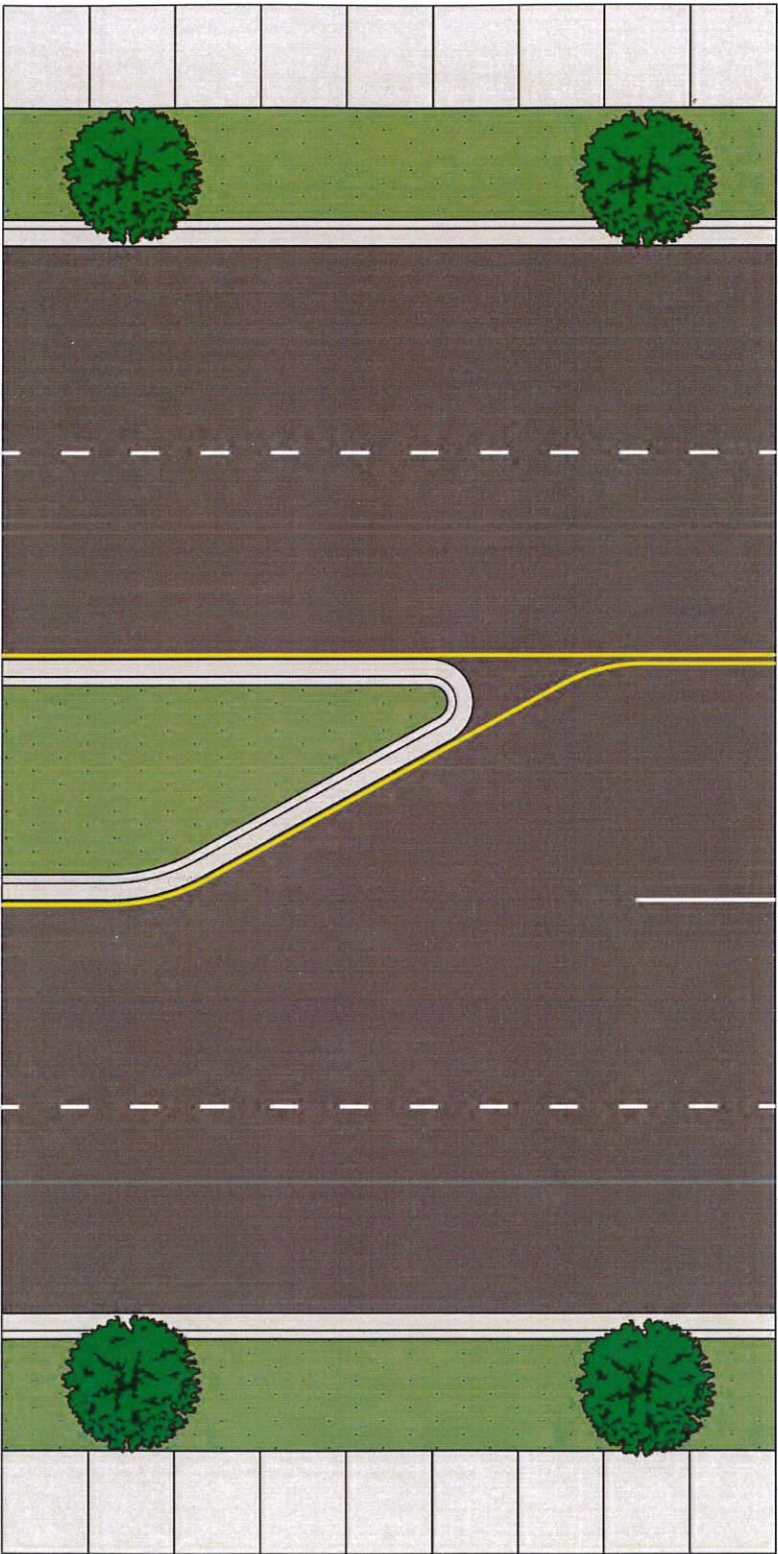
At current, work is being planned to construct a new structure downtown behind the façade of the Jones Mercantile Store to serve as a museum featuring Brookland history. An additional proposal included as a product of this plan is a proposed park and walking trail adjacent to downtown east of Holman Street. Both projects are ideally suited to serve as catalysts to help bring residents and visitors downtown. Doing so will enhance the vibrancy of downtown and ultimately help preserve an important part of the Brookland's history.

Chapter Six: Street Standards

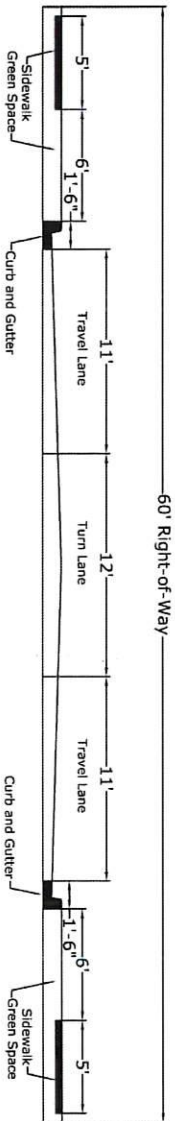
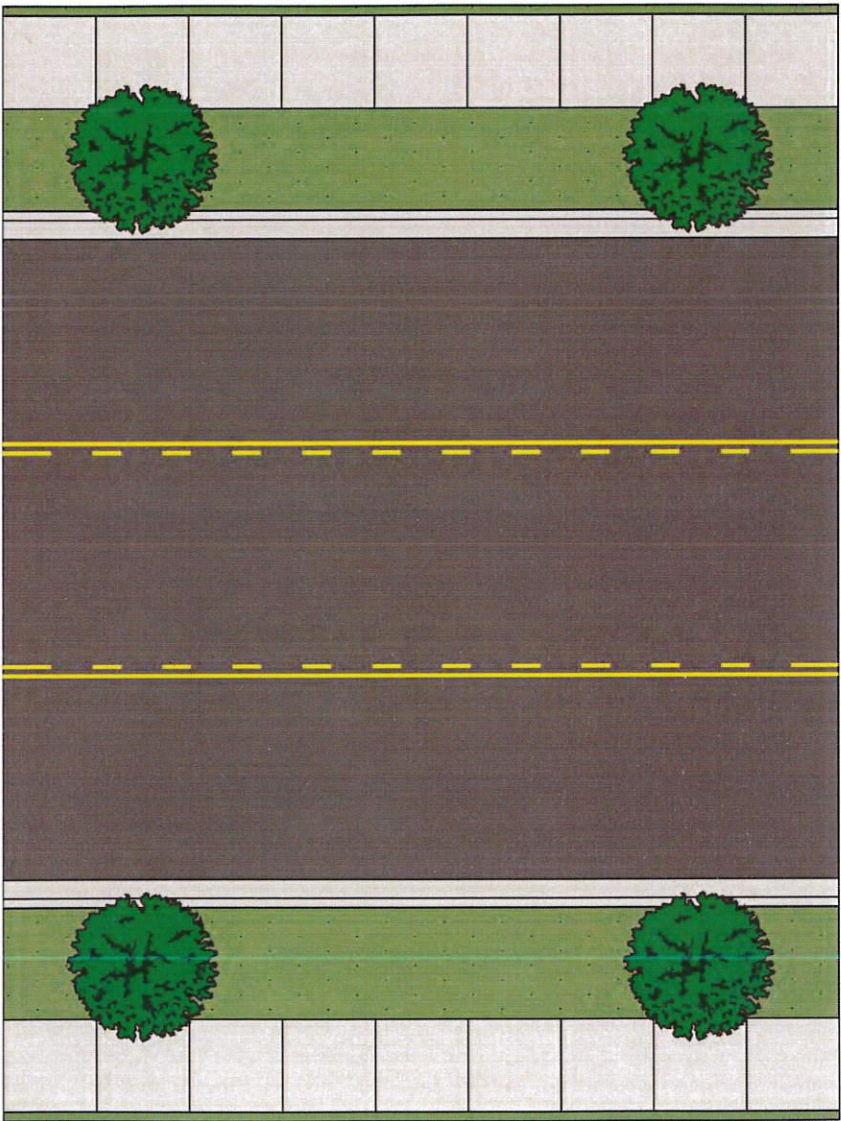
A1 - Arterial



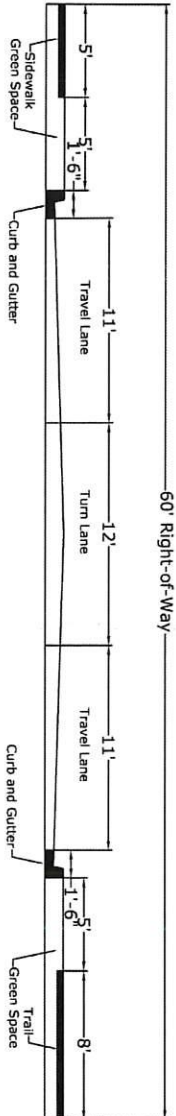
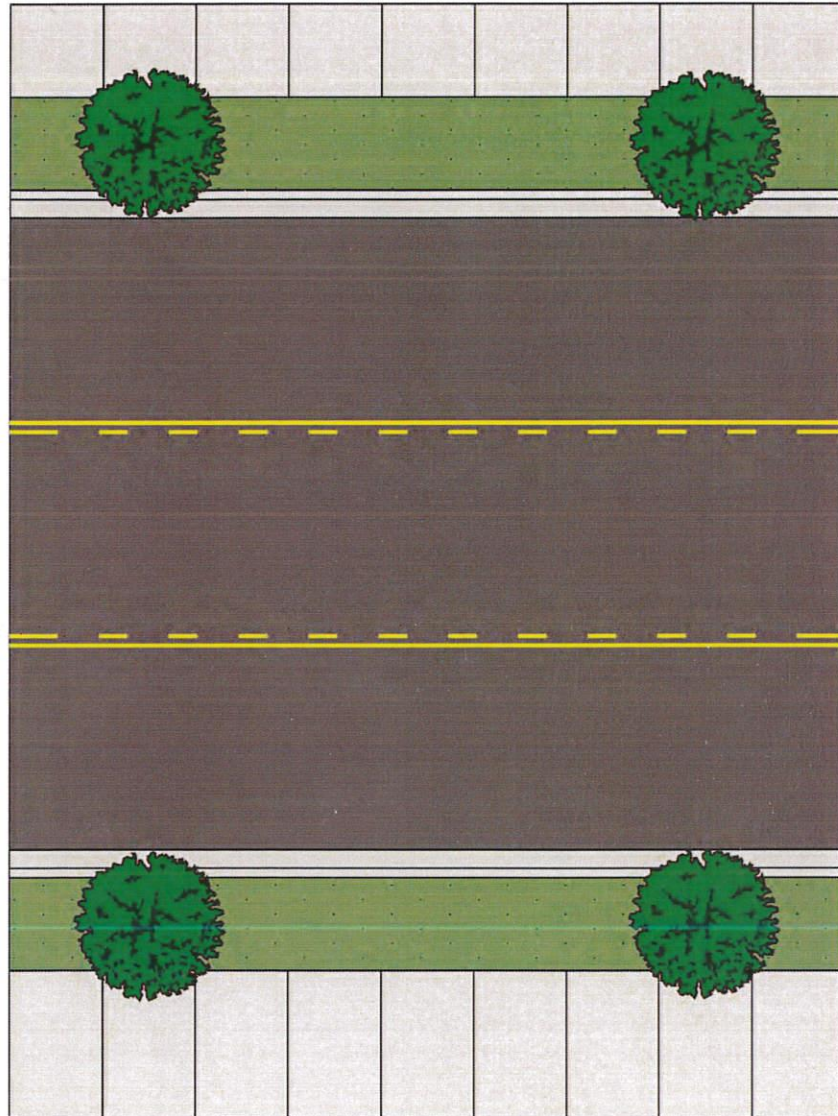
A2 - Arterial Boulevard



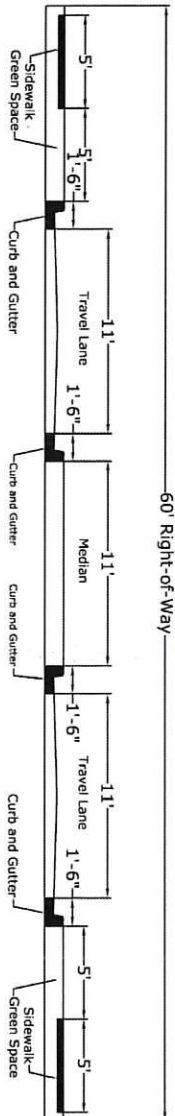
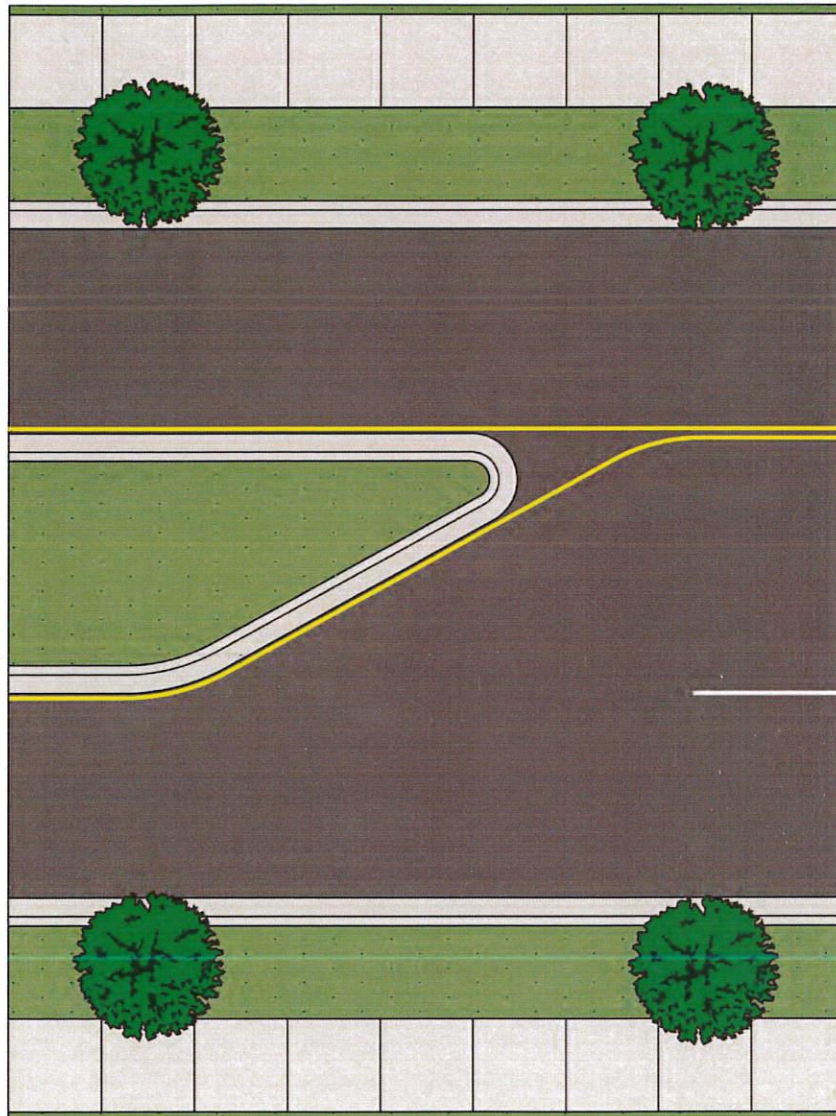
C1 - Collector



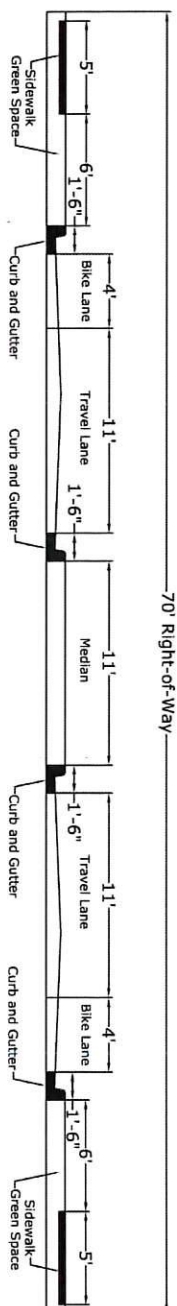
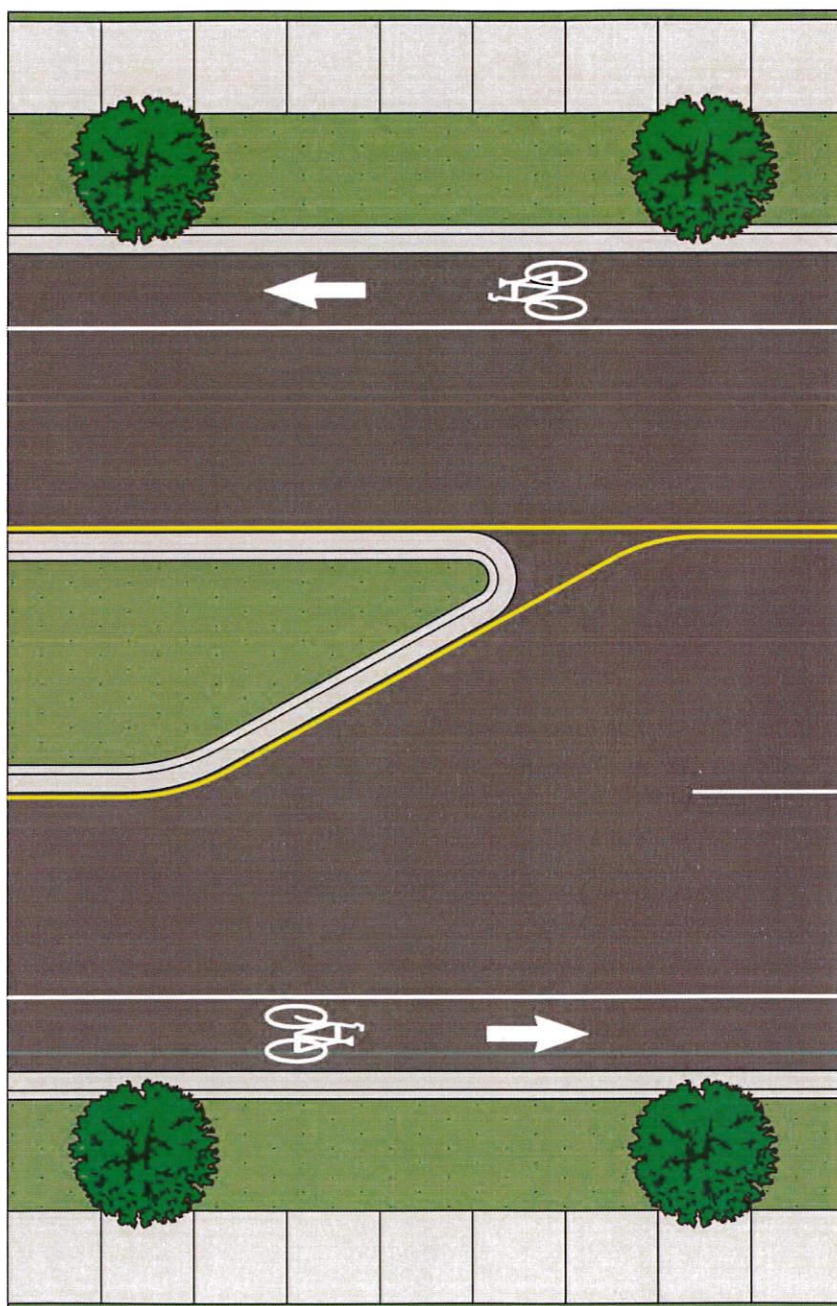
C2 - Collector with Trail



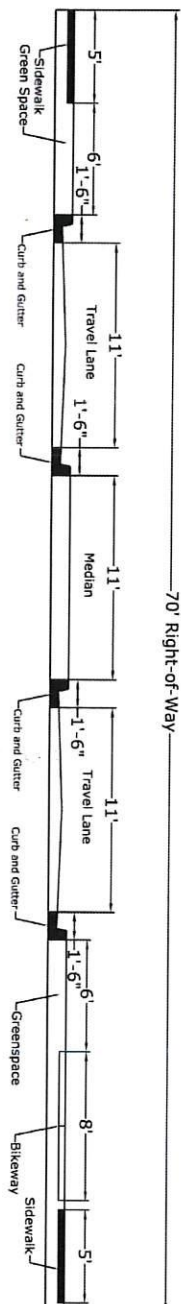
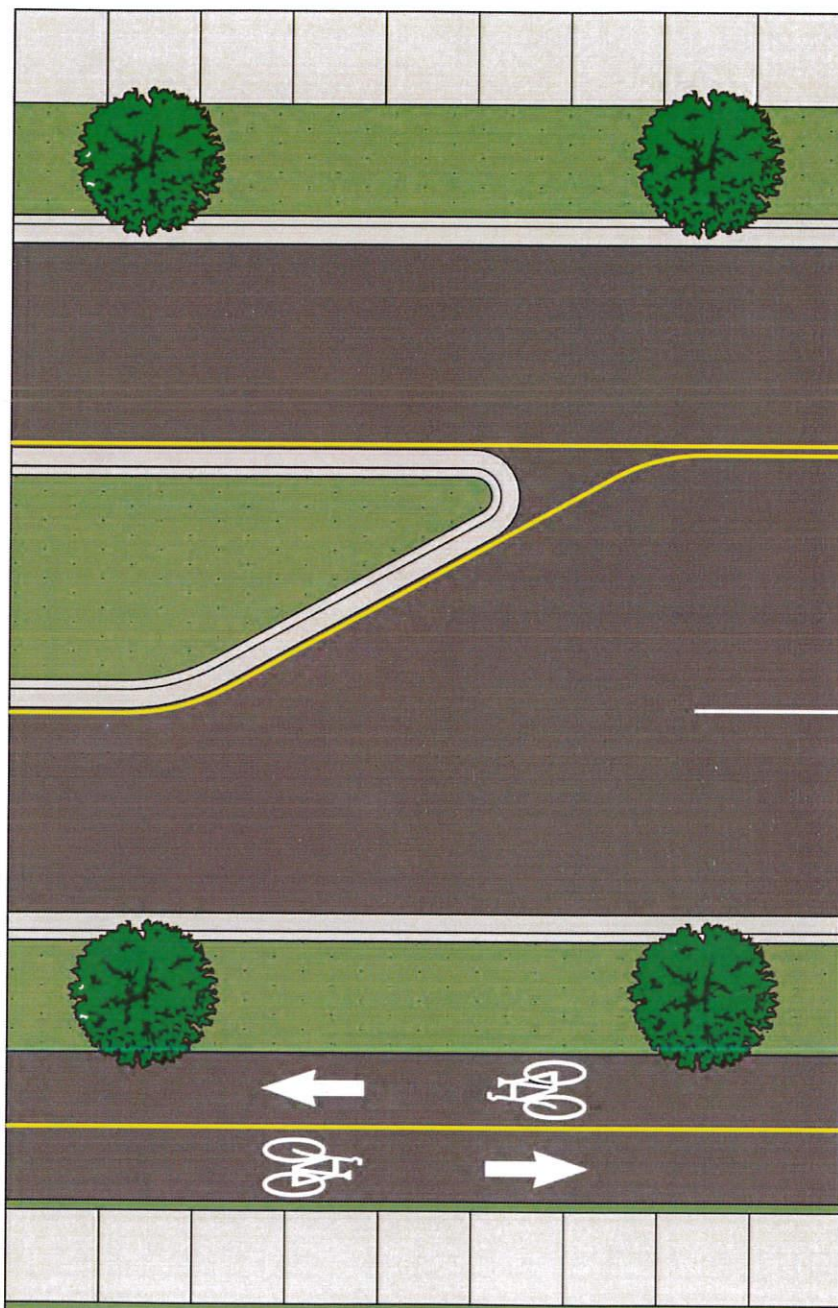
C3 - Collector Boulevard



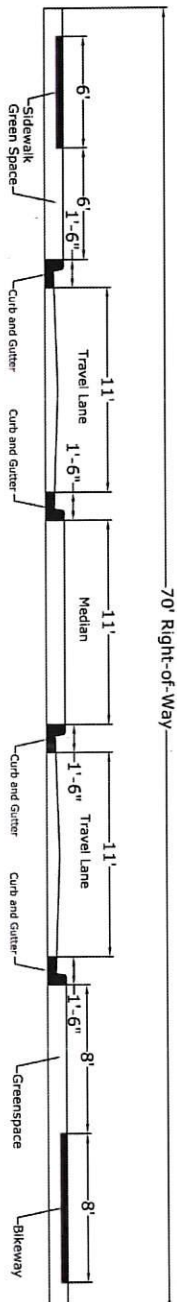
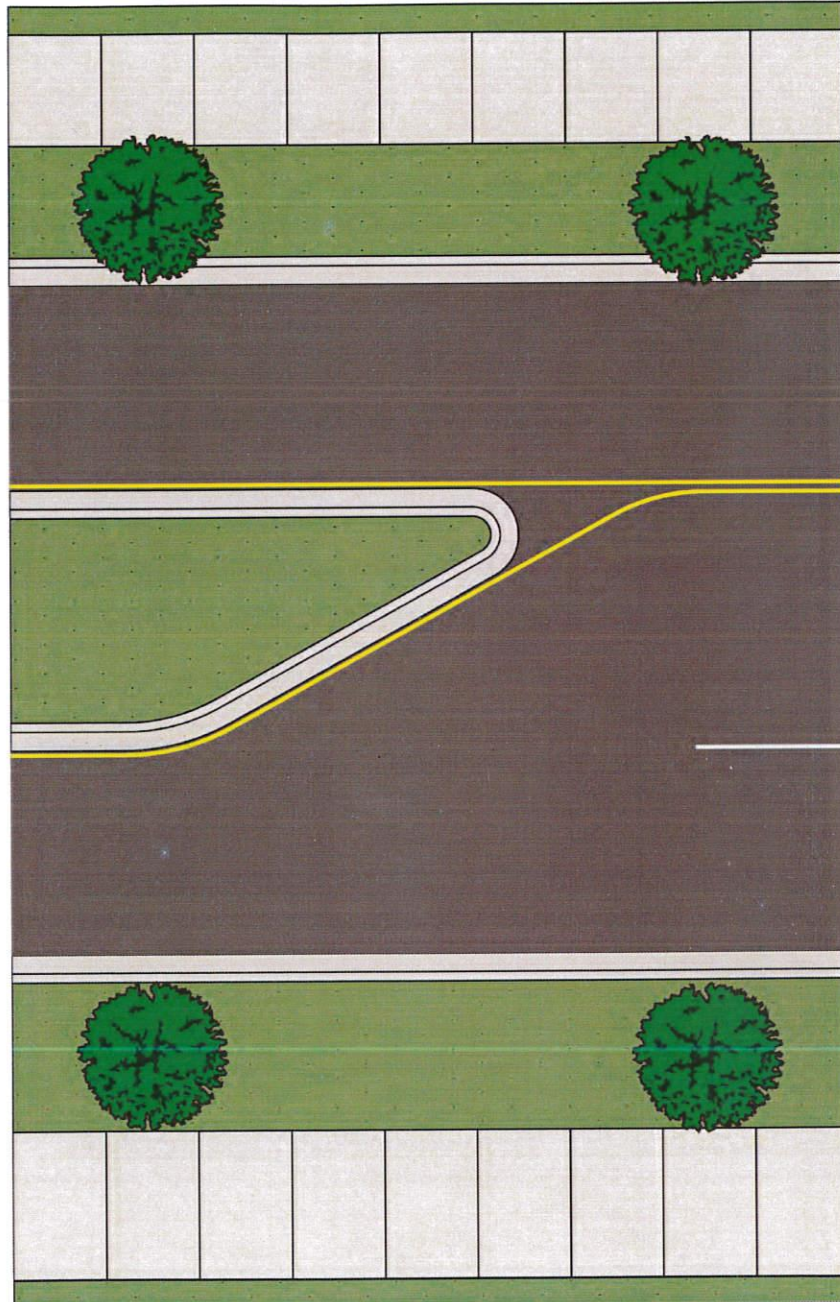
C4 - Collector Boulevard with Bike Lanes



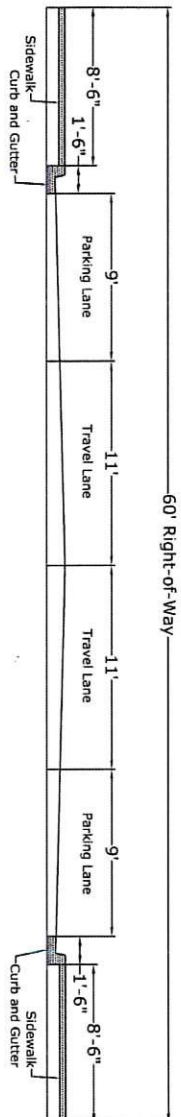
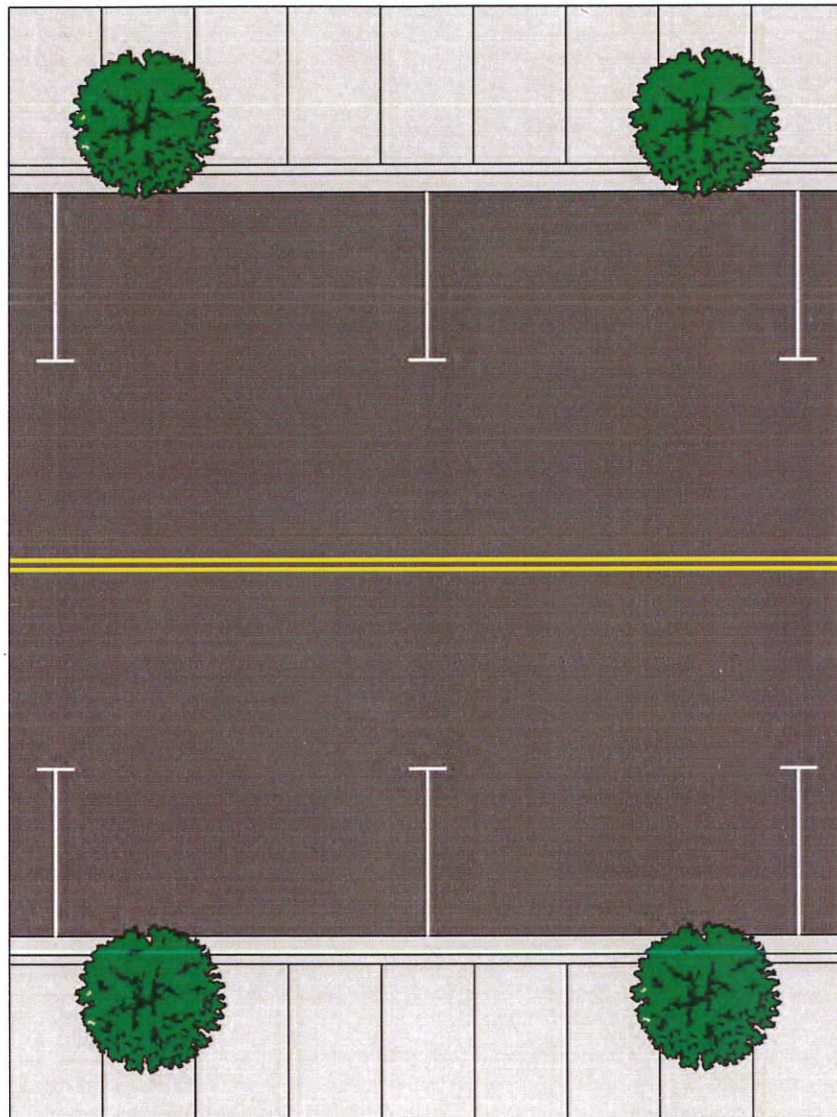
C5 - Collector Boulevard with Bikeway

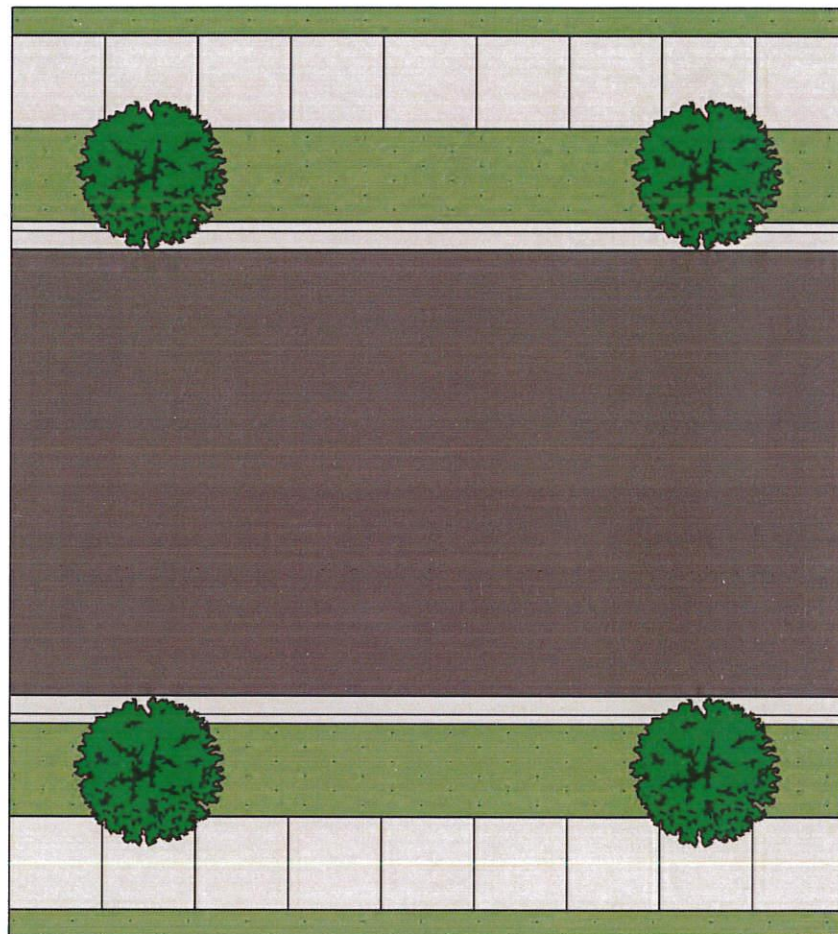
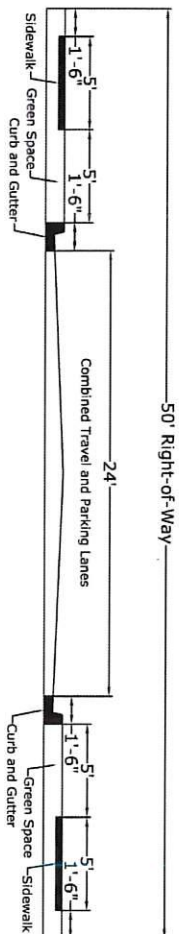


C6 - Collector Boulevard with Trail



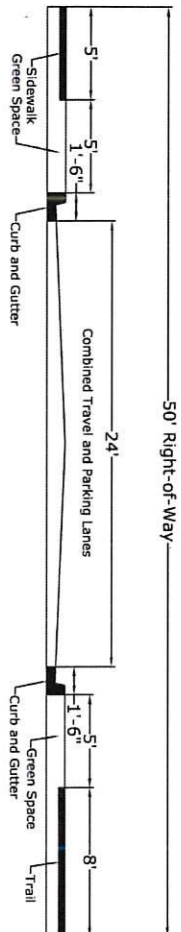
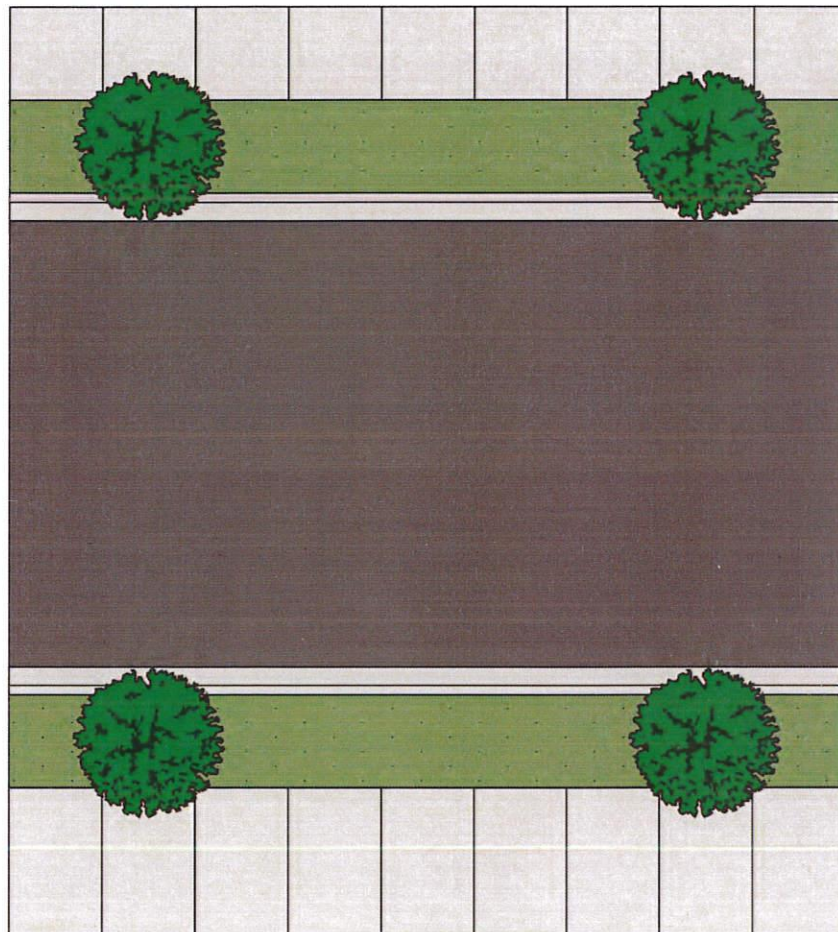
C7 - Collector Urban



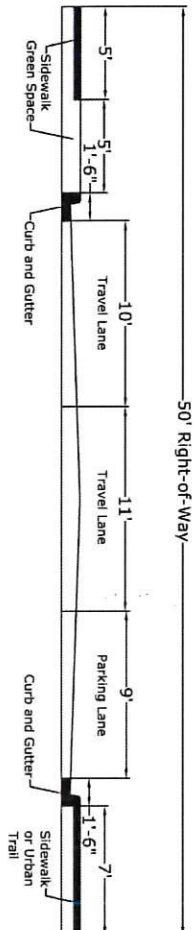
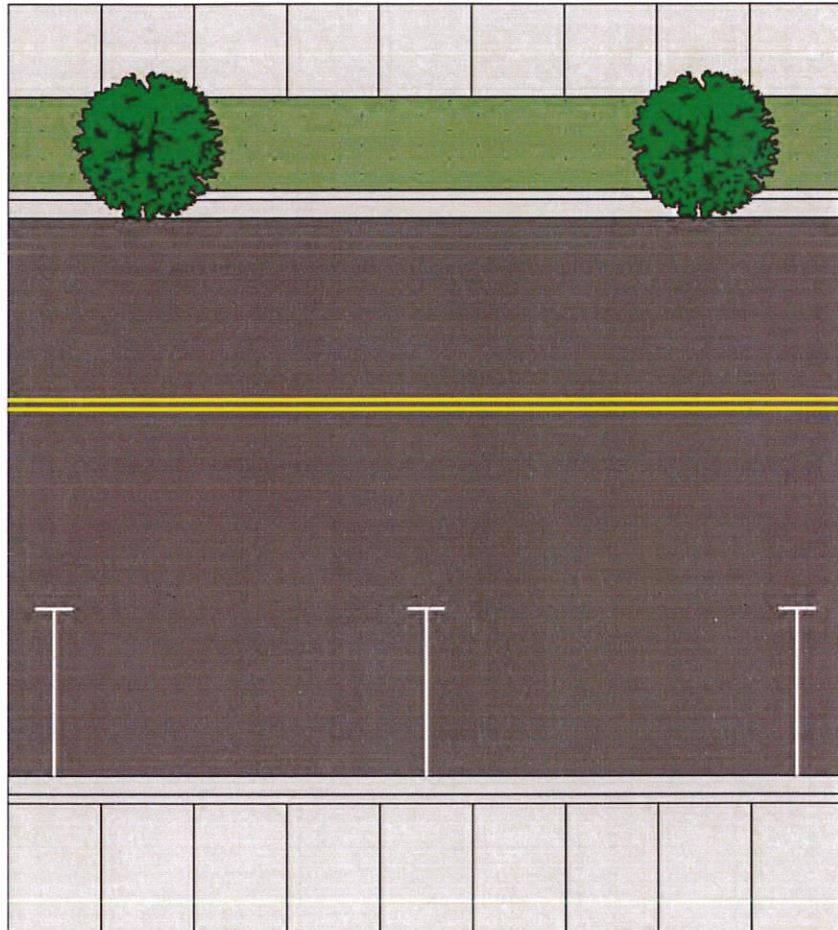


L1 - Local

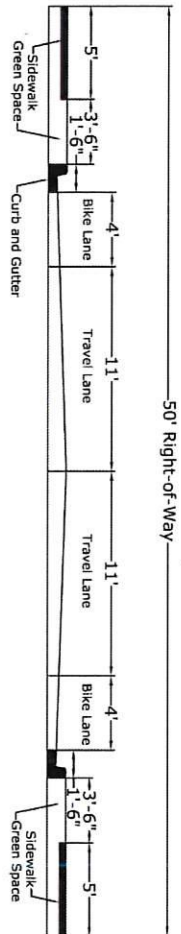
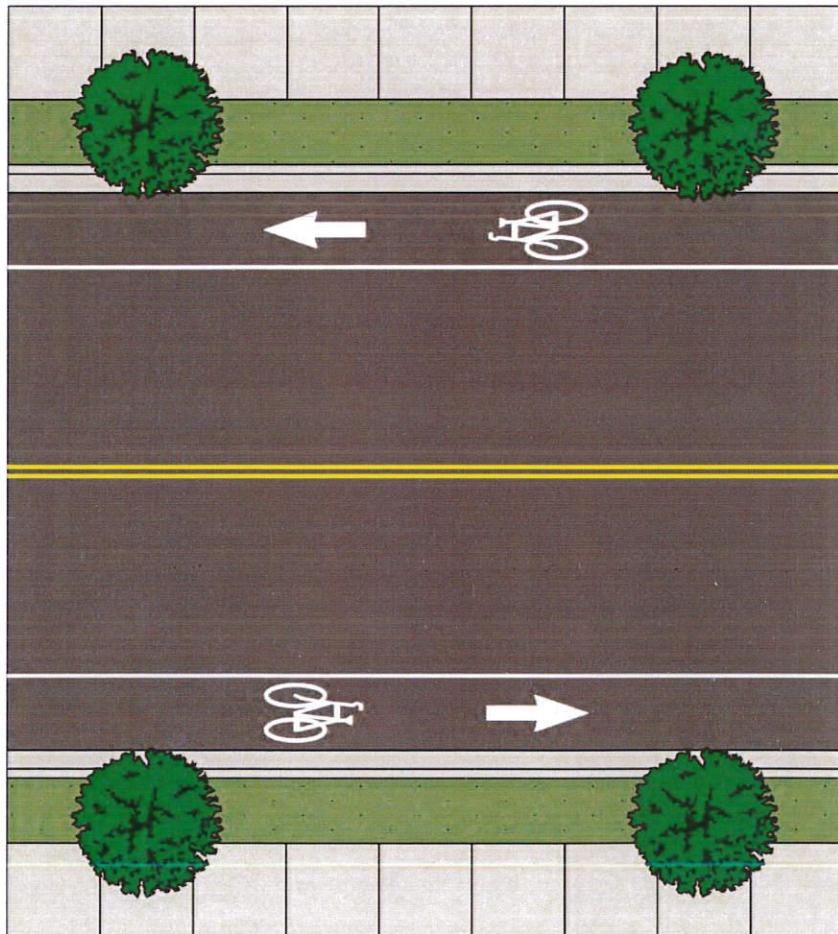
L2 - Local with Trail



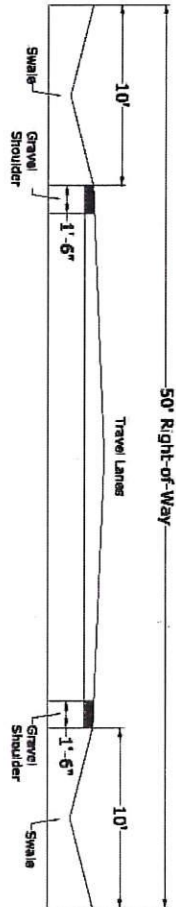
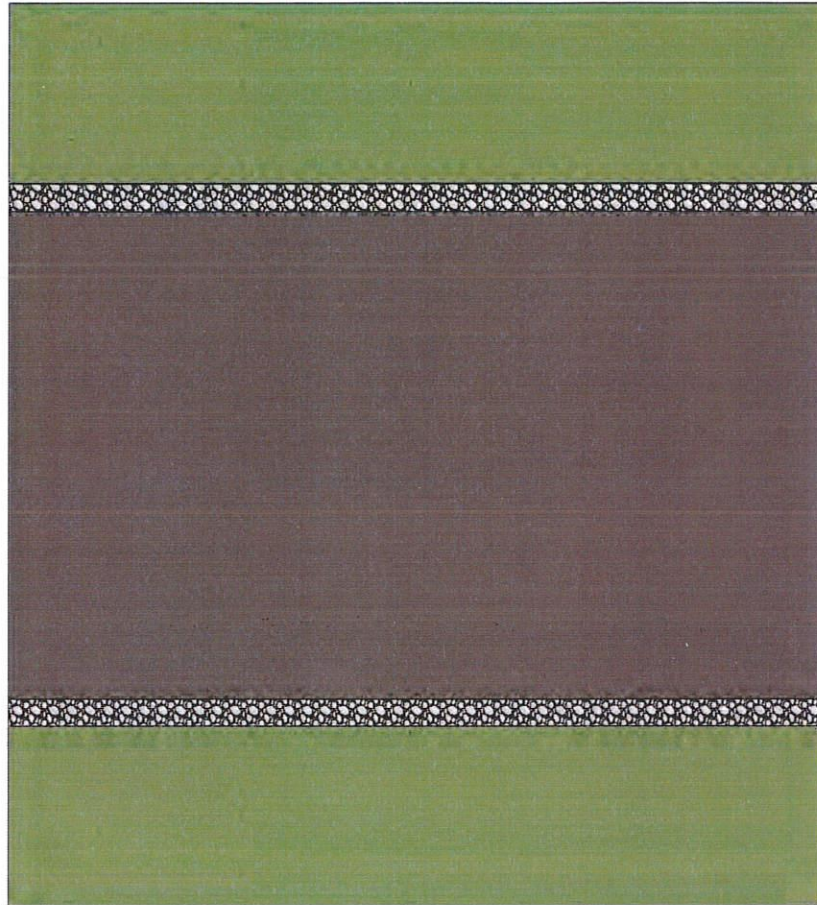
L3 - Local with Single Striped Parking Lane



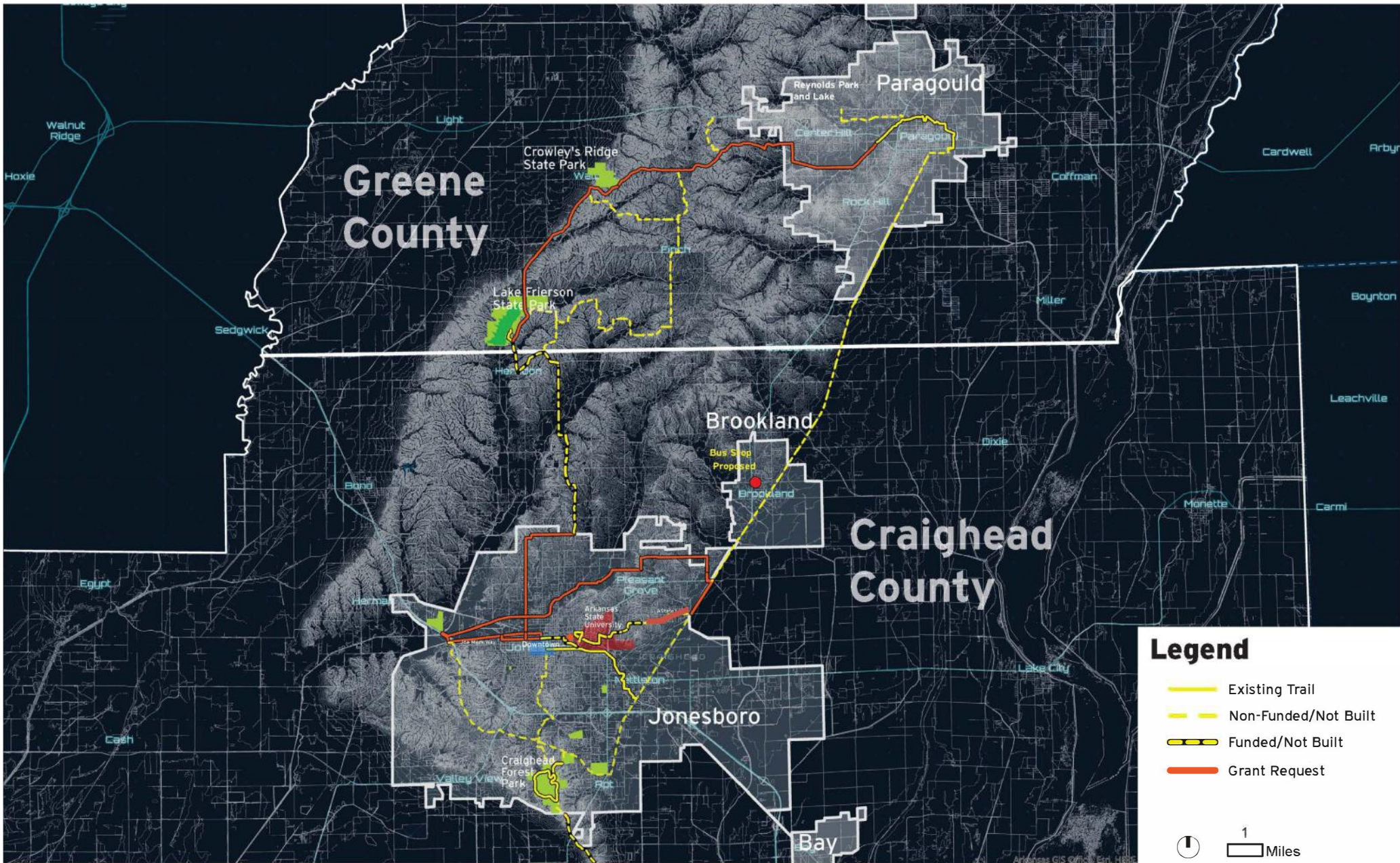
L4 - Local with Bike Lanes



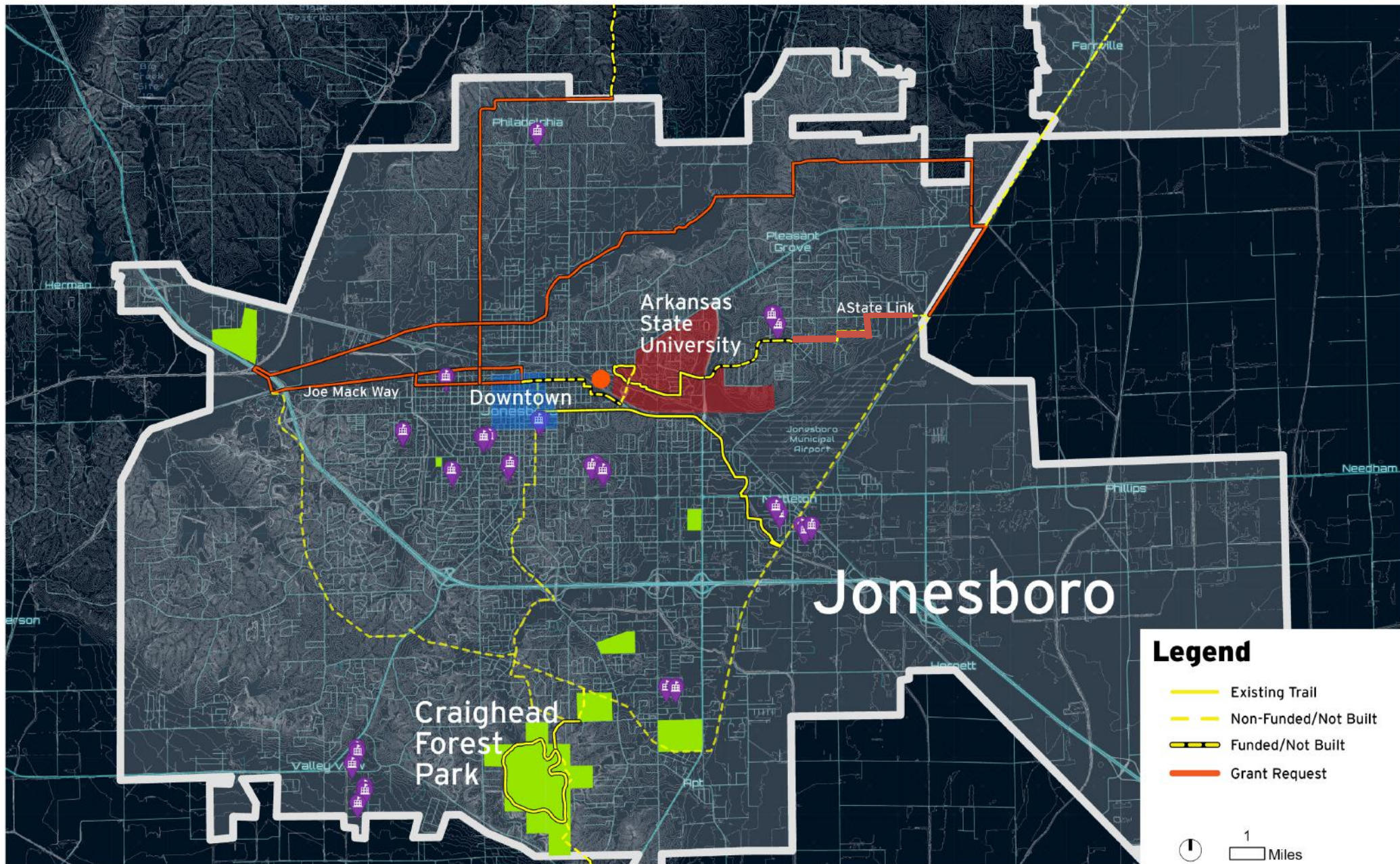
L5 - Rural Local



Appendix B

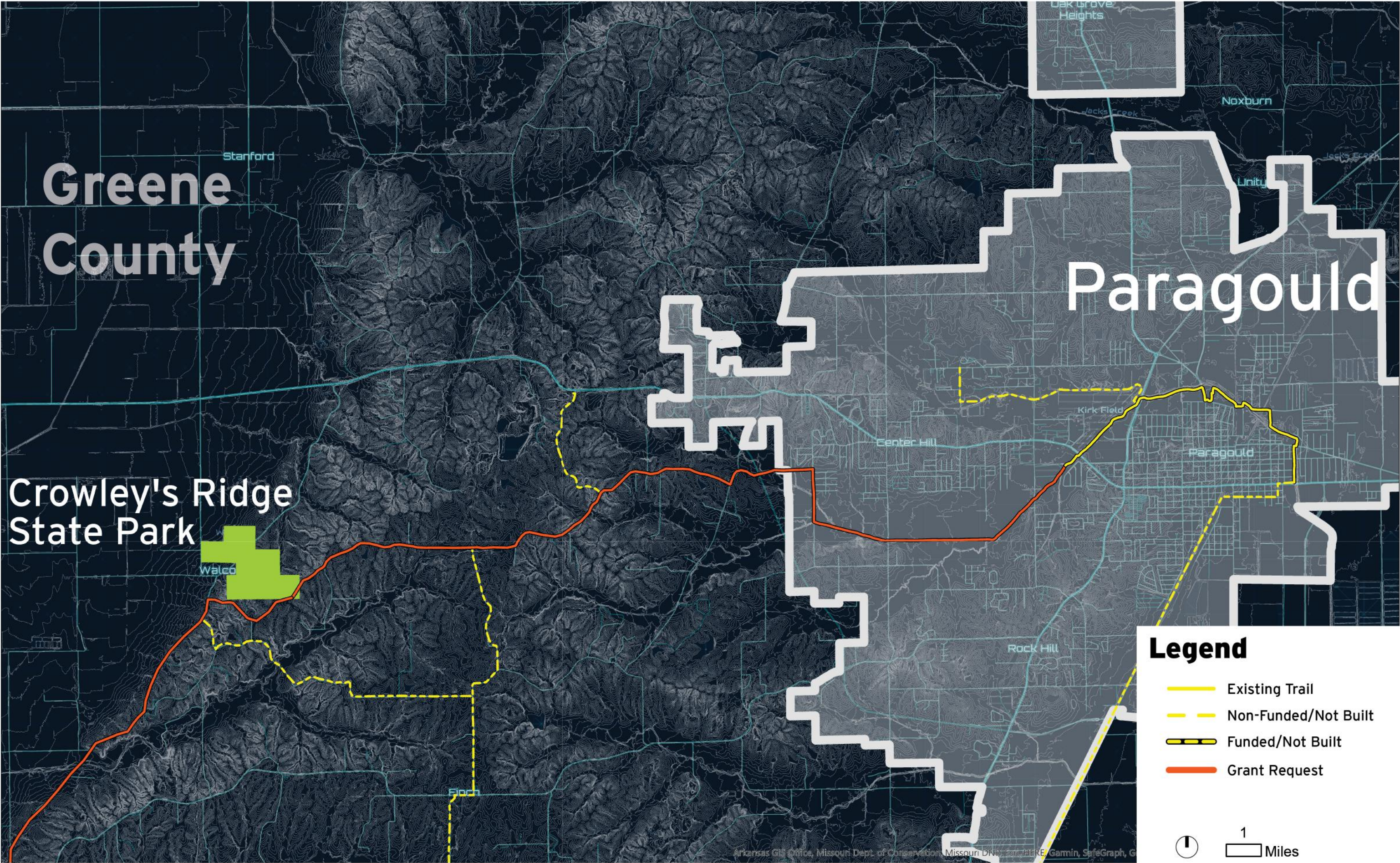


RAISE Grant

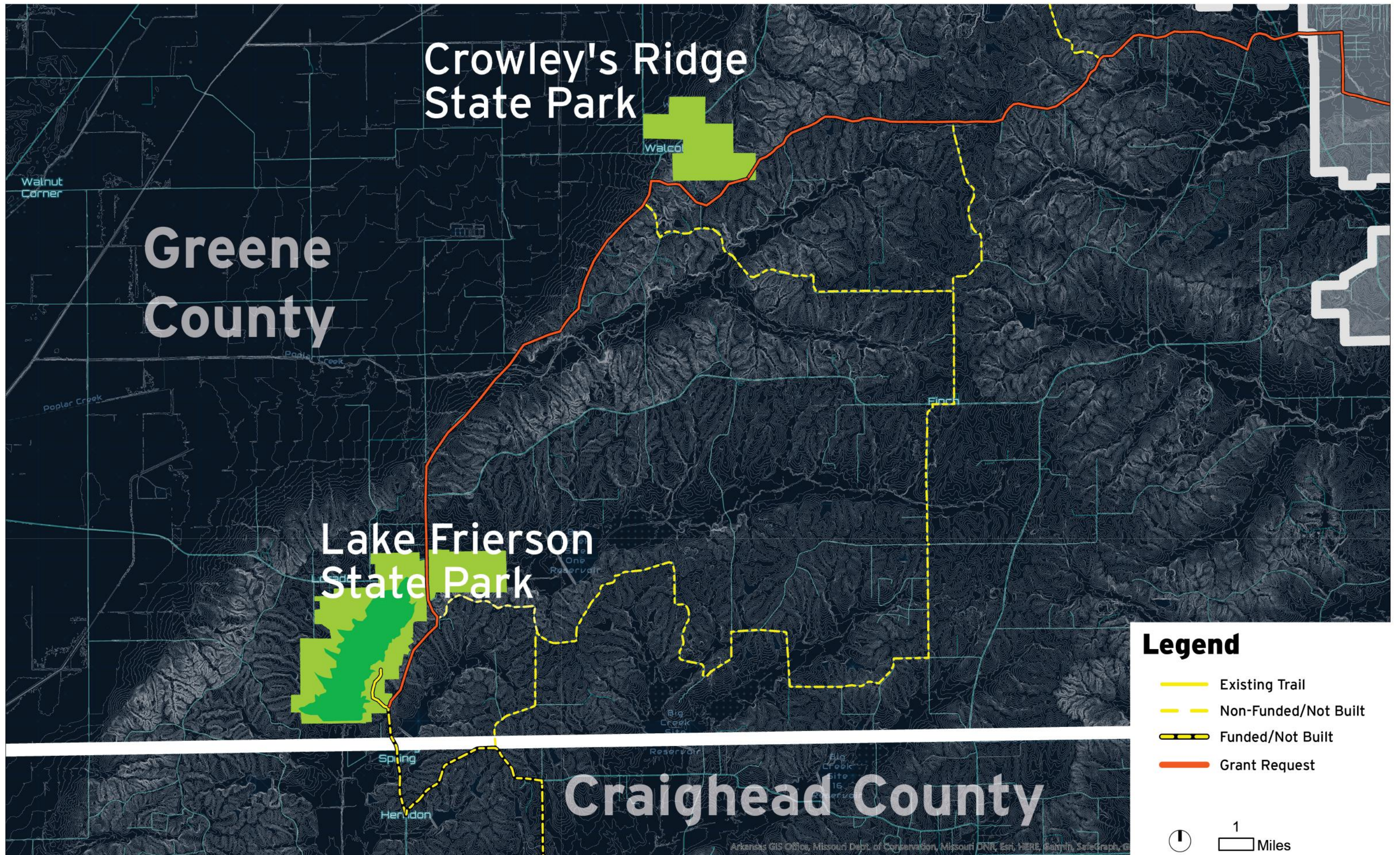


RAISE Grant

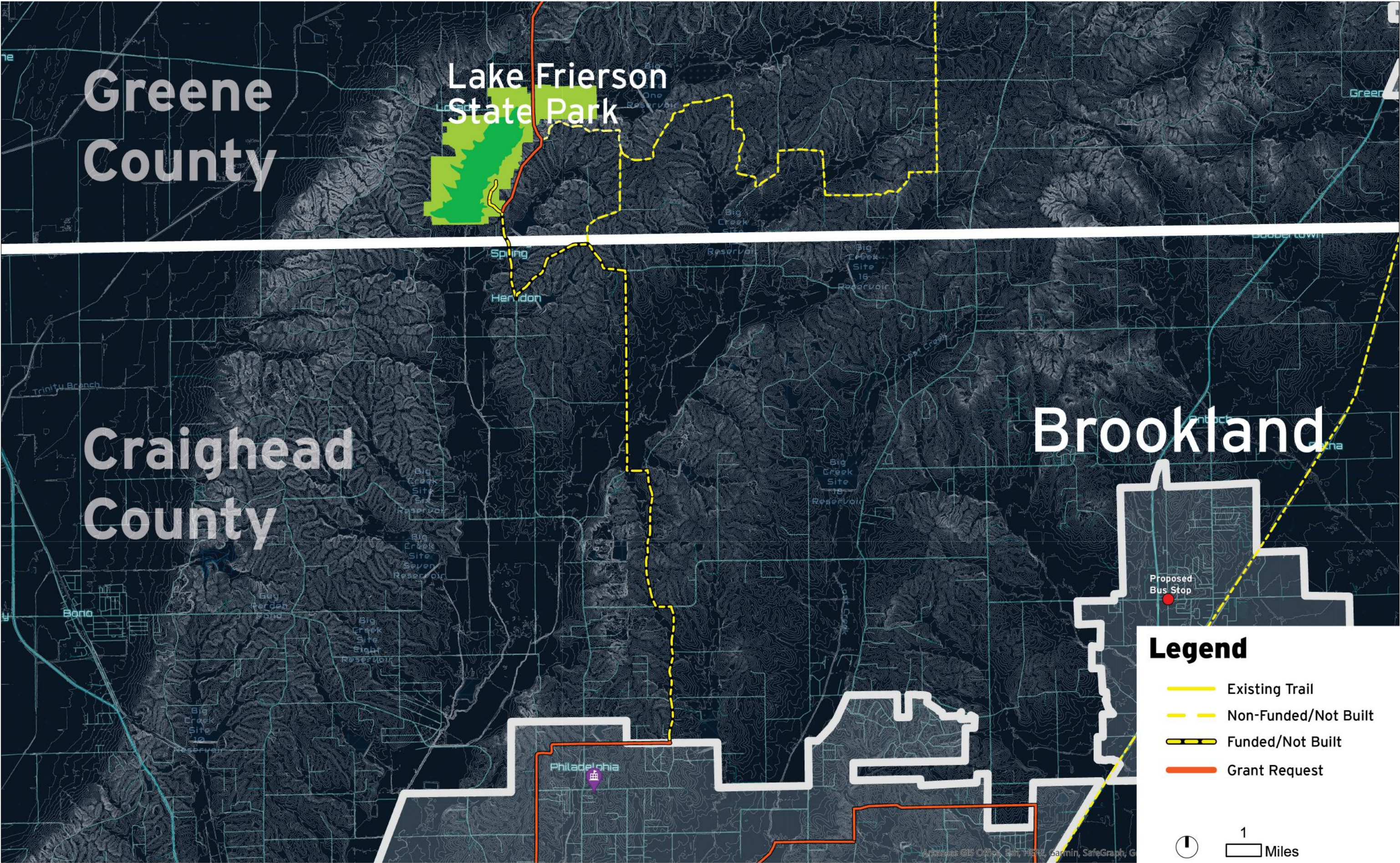
E | D | G



RAISE Grant- Crowley's Ridge to Paragould



RAISE Grant- Lake Frierson to Crowley's Ridge State Park



RAISE Grant- Jonesboro to Lake Frierson Connection

Appendix C

CITY OF PARAGOULD TRAIL MAINTENANCE SCHEDULE

| | Optimal Frequency | | | | | | | |
|---|-------------------|---------|-----------|----------|-------------|-------------|-------------|--------------------------------------|
| Maintenance Activity | Weekly | Monthly | Quarterly | Annually | Spring/Fall | After Storm | Other | Notes |
| General | | | | | | | | |
| 1 Safety Inspection | X | | | | | X | | |
| 2 General debris and trash pickup | X | | | | | X | | |
| 3 Vandalism inspection | X | | | | | | | |
| 4 Encroachments | | | | | | | Ongoing | |
| Pavement | | | | | | | | |
| 1 Pavement Survey | | | | | X | | | Conduct Spring & Fall surveys |
| 2 Crack Sealing | | | | | | | Reactionary | |
| 3 Patching | | | | | | | As needed | |
| 4 Fog Seal | | | | | | | As needed | Lifespan approximately 4-6 years |
| 5 Sealcoat | | | | | | | As needed | Lifespan approximately 6-10 years |
| 6 Slurry Seal | | | | | | | As needed | Lifespan approximately 8-10 years |
| 7 Overlay | | | | | | | As needed | Lifespan approximately 15 years |
| 8 Reconstruct | | | | | | | As needed | |
| 9 Inspect pavement markings | | | | X | | | | |
| 10 Repaint pavement markings | | | | | | | As needed | |
| Vegetation | | | | | | | | |
| 1 Mowing clear zones, trailhead areas | X | X | | | | | | |
| 2 Brush trimming/overhead trimming | | | | X | | | | Spring Activity |
| 3 Clear zone weed control | | | | | | | As needed | Noxious weed spraying/removal |
| 4 Sight line trimming at intersections | | X | | | | | | Roads, other trails, driveways, etc. |
| 5 Tree removal | | | | | | X | As needed | Storm cleanup |
| 6 Rain garden maintenance | | X | | | | X | | |
| 7 Trail Sweeping/blowing | | | | | X | X | As needed | Up to weekly frequency in Fall |
| 8 Seeding | | | | X | X | | | Spring activity |
| 9 Root Cutting | | | | | | | As needed | Monitor root activity along trail |
| Drainage | | | | | | | | |
| 1 Erosion repair | | | X | | X | X | | storm cleanup |
| 2 Culvert/catch basin clearing | | | X | | | X | | storm cleanup |
| 3 Ditch maintenance (clear of debris, trash, branches | | | | X | | X | | Spring activity |
| 4 Standing water repair | | | | X | | X | | |

8 MILE CREEK TRAIL
WAS A GREAT ADDITION
TO PANDOLFI. THIS
WOULD BE A GREAT
ADDITION TO NE ARKANSAS
WOULD LOVE TO SEE
IT HAPPEN.

Joni + Heidi
DALBERT

I think this is a
Positive + very needed
thing for our continuous
Growth

Jackie Fong

I think this is
a great opportunity for
our community

Tyler
McCallister

Loranne Atwill

100% FOR

I think this is an amazing opportunity for all of NEA. It will allow us to continue growing and offering a higher quality of life.

Sereney Biggs

ADD OBSTACLES



This would be of great benefit to our Area

Kenn Long

Take a vote in

the Room

who supports

FOR!!!

Steve Adams

100% For



for ~~the~~
100%

I think this will be
an incredible investment for
Paragould and NEA.

start moving dirt!

I support this
project!!

 Ryan
Anderson

Awesome opportunity
for our community!
Please Bless us

great I dea, love the
trail hope it
expands! Don't take
the hate!!

-Paragould citizen

The most important citizen is our
kids

U walk on the trail almost
every day. It is safe
enough to take my
eight grand children on
we love it

Sherry Holland

I love this idea.

Let's make
it happen!

Adam Bette

I think this will
be great for
our community
especially families
and active adults

June
Dicant

I am 100% for
this! What a~ improvement
for NBA.

Miranda
Rynsda

5/14/14
Do
10001

Appendix E



Public Input Meeting

Sign-In Sheet

February 23, 2023

| | |
|-------------------|--------------------|
| Pat Chaffin | Rusty A. McMillon |
| James Karkut | Sherma Clark Dirus |
| Mary Buchman | Miranda Lynch |
| Alan Pillow | Sue Mc Dowen |
| Baton R Tate | Carrie Cook |
| Teresa Branch | Kevin Lang |
| Rebecka Mae Mason | Adam Folwell |
| Boyce D. Cate | Dee Sewell |
| LIM ROSWELL | Shelly Russell |
| Jim JACKSON | Dina Wilson |
| Clint Harris | Kimberly Dalt |
| Max Rice | Lexi Butler |
| Rhannon Agge | allan Wainwright |
| Chris Agge | Wesley Watts |
| KYLE JACKSON | Jeremy Holland |
| Rebecca E. Coyard | Cody Davis |
| Chris Hapton | Regina Butler |
| Cristi Hampton | Alejandro Morales |
| Dennis R. Weaver | Jim Holland |
| Susan Williams | Sherry Holland |
| Robert A. | Ronnie Roberts |
| Jeremy Biggs | Katharine Bishop |
| Kathy W. Milligan | Michael Wilkey |



Public Input Meeting

Sign-In Sheet

February 23, 2023

| | |
|------------------|---------------------------------|
| Paula Mee | Cynthia Whitman |
| Adam Butler | Mike King |
| Amber Butler | John W. Stone |
| Nadja Butler | Jimmy Galt |
| Will Butler | BOB |
| Drake Wallace | Teresa Stormes |
| Jen Collier | Jisha Baldin |
| Jodie Holder | Ang Trout |
| Ben Holder | Conna Juntt |
| Brian Brown | Tim JARRETT |
| Meredith Smith | Hanna Bail Phillip ³ |
| Angela McBride | Chuck Owens |
| Zach Williams | Ch Camp |
| Brett Carlisle | Janice Adams |
| Shannon McDowell | W F. Thompson |
| Lucy McDowell | Gueta Ulgauer |
| Lola McDowell | Wayne Weism |
| Byce Anderson | Daniel Frazier |
| Amanda Coggin | Spk Dearing |
| Jordan Smith | Loranne Atwell |
| Holden Smith | Bo Watts |
| Gypsy Blevins | Quinn W. Wells |
| Juan Yonk | Joe B. Wall |



Public Input Meeting

Sign-In Sheet

February 23, 2023

[Signature]

Tate Holland

Hattie Holland

Ryan King

[Signature]

Shawn Goodson

[Signature]

John Lubach

[Signature]

Will

Tommy Kelly

Harold Carter

[Signature]

Steve Adams

[Signature]

Shelia Dossane



OFFICE OF THE CHANCELLOR

P.O. Box 600, State University, AR 72467 | o. 870-972-3030 | f. 870-972-3465

The Honorable Pete Buttigieg
United States Secretary of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Secretary Buttigieg,

Arkansas State University strongly supports the City of Jonesboro, Arkansas Grant Application, Bridge NEA, for the Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. This program was formerly known as BUILD Transportation Grant. The grant enhances economic development, not just for the Cities of Jonesboro, Paragould, and Brookland, but for the region as well. The proposed transportation project improves the marketability and the accessibility of Arkansas State University and strengthens our collective opportunities to attract new companies to Northeast Arkansas. The new multimodal, inner city transportation corridor increases Arkansas State University and the Cities of Jonesboro, Paragould, and Brookland connectivity, which appeals to a millennial workforce who will work at an enterprising area of Jonesboro.

The grant will help fund a project to build efficient, reliable, multi-modal connectors to Downtown Jonesboro, Arkansas State University, North Jonesboro and beyond. The proposed trail system will connect the Cities of Jonesboro, Paragould, and Brookland to Craighead County and Greene County trails. Furthermore, this regional trail system will connect Frierson to Crowley's Ridge State Park. The project will benefit local and commercial traffic and provide increased accessibility for employees of businesses located in Jonesboro, Paragould, and Brookland, as well as students, faculty, staff, and visitors to Arkansas State University. Additionally, the infrastructure improvements will help accommodate the growth that the City of Jonesboro is currently experiencing by constructing a new two-lane road that connects downtown Jonesboro and connectors leading to and throughout Arkansas State University and North Jonesboro. The project will replace deficient roadways, add a new section of road, replace pedestrian paths with ADA compliant infrastructure, and improve drainage to reduce flooding. In addition, funding from this grant will aid other services such as improvement of broadband and internet services for North Jonesboro, promoting healthy lifestyles, increasing access to telemedicine, maintaining cleaner air for environmental sustainability, addressing food insecurities, and relocating overhead utilities.

Arkansas State University respectfully urges the United States Department of Transportation to approve the City of Jonesboro, Arkansas's application for the \$25 million transportation grant, which will support economic development in communities that so desperately need jobs and economic opportunities.

Sincerely,

A handwritten signature in blue ink that reads "T. Shields".

Todd Shields, Chancellor
Arkansas State University



ARKANSAS STATE HIGHWAY COMMISSION

DALTON A. "ALEC" FARMER, JR.
CHAIRMAN
JONESBORO

PHILIP TALDO
VICE CHAIRMAN
SPRINGDALE

KEITH GIBSON
FORT SMITH



P.O. Box 2261 • Little Rock, Arkansas 72203-2261
Phone (501) 569-2000 • Voice/TTY 711 • Fax (501) 569-2400
www.ARDOT.gov • www.IDriveArkansas.com

MARIE HOLDER
LITTLE ROCK

DAVID M. HAAK
TEXARKANA

LORIE H. TUDOR, P.E.
DIRECTOR

February 24, 2023

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Ave, S.E.
Washington, DC 20590-0001

Dear Secretary Buttigieg,

Reference is made to the City of Jonesboro's BRIDGE NEA application for the FY2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant. The BRIDGE NEA project will construct a multi-use trail system through a partnership with Craighead County, Greene County, and the cities of Paragould and Brookland.

The BRIDGE NEA project was identified as a need for the communities to improve local and commercial traffic challenges, provide transportation opportunities, and ensure accessibility. The project will connect rural and urban communities to enhance economic development, social equity, environmental sustainability, and quality of life.

The Arkansas Department of Transportation (ARDOT) supports the City of Jonesboro's application for the FY2023 RAISE grant as a potential funding source to help implement this important project. If additional information is needed, please advise.

Sincerely,

A handwritten signature in blue ink that reads "Lorie H. Tudor".

Lorie H. Tudor, P.E.
Director

c: Highway Commission
Deputy Director and Chief Engineer
Assistant Chief Engineer – Planning
Program Management
Public Information
Transportation Planning and Policy

District 10
Mayor Harold Copenhaver, City of Jonesboro
Mayor Josh Agee, City of Paragould
Mayor Kenneth Jones, City of Brookland
Judge Marvin Day, Craighead County
Judge Rusty McMillon, Greene County



Sarah Huckabee Sanders
Governor
Mike Mills
Secretary

February 21, 2023

Allison Hestand, Director of Economic Development & CEO
Paragould - Regional Chamber of Commerce
300 W Court Street
Paragould, AR 72450

Ms. Allison Hestand,

The Arkansas Department of Parks, Heritage and Tourism, Division of State Parks (State Parks) would like to extend our support to the efforts you are pursuing to build the Northeast Arkansas Trail System (NEA). State Parks sees great potential in the pursuit of connecting cities like Paragould and Jonesboro to Crowley's Ridge and Lake Frierson State Parks via trails.

Crowley's Ridge: Development of the NEA Trailhead to include parking, picnic improvements, water fountain, and a bike repair station. This will be developed in conjunction with campground improvements providing new facilities that support "bike-in" style overnight stays. Current budget for campground is \$2,250,000 with the NEA Trailhead improvements and connection representing approximately \$250,000 of that budget. In 2022 the park had a total of 235,286 visitors.

Lake Frierson: We are currently underway with bidding for construction the replacement of the existing day-use restroom to include bike repair station, picnic areas, water fountain, and bike racks. This would serve as a stop along the way for NEA trail users. Our current estimate for the project is \$332,827. In 2022 the park had a total of 94,406 visitors.

Should you have any questions, please feel free to contact Zack McGill, Chief Planner, at 501-682-0813.

Sincerely,

A handwritten signature in blue ink, appearing to read "Shea Lewis".

Shea Lewis
Director, State Parks Division

cc: Jeff King, Deputy Director, State Parks Division
Chris Myers, Manager of Planning & Development, State Parks Division
Jordan Thomas, Design Services Manager, State Parks Division
Zack McGill, Chief Planner, State Parks Division



January 25, 2023

The Honorable Pete Buttigieg
United States Secretary of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

SUBJECT: USDOT FY2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant – City of Jonesboro, AR and Partners, **BRIDGE NEA** Application

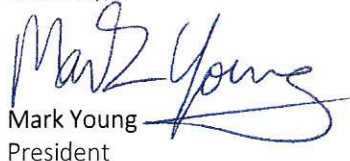
Dear Secretary Buttigieg:

The Jonesboro Regional Chamber of Commerce, on behalf of our over 1,200 members, strongly supports the proposed **BRIDGE NEA** project application for the USDOT FY2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant. This project encompasses an official Northeast Arkansas (NEA) regional partnership involving the cities of Jonesboro, Paragould and Brookland, Arkansas, in conjunction with Craighead and Greene Counties. **Bridge NEA** is the development of a pedestrian trail system connecting rural and urban communities to enhance economic development, social equity, environmental sustainability and quality of life. Currently, there are transportation gaps that limit access to job opportunities, specialized healthcare services, workforce programs, university education and more for the benefit of small and low-income communities currently isolated.

This investment builds an efficient, reliable and multi-modal route connecting cities of Jonesboro, Paragould and Brookland, including Craighead and Greene County pathways. Furthermore, this regional trail system will connect to Frierson State Park and Crowley's Ridge State Park. **Bridge NEA** adds to the newly funded trail project spearheaded by Craighead County and newly developed pedestrian pathways such as Paragould's 8-Mile trail and a ground-breaking for the ONE Jonesboro Quality of Life and Connectivity Plan. The proposed project will aid with local and commercial traffic challenges, secure transportation for employees or job seekers, and provide accessibility to Arkansas State University (ASTATE). It will also provide underserved communities and vulnerable populations without vehicles an affordable mode of transportation. The proposed project will replace deteriorating roadways and pathways with upgraded ADA compliant infrastructure and improve drainage to address flooding concerns. In addition, the requested funds invest in services such as expanding broadband infrastructure for the availability of competitive and affordable internet services for rural-urban areas. **Bridge NEA** is the formulation of a number of planning documents and data collection efforts in the past few years. This is a project that has been advocated by the public for an ever-growing Northeast Arkansas.

The Jonesboro Regional Chamber of Commerce respectfully recommends the United States Department of Transportation to give **Bridge NEA** all due consideration for the FY23 RAISE Grant as it moves forward.

Sincerely,


Mark Young
President

1709 EAST NETTLETON AVENUE POST OFFICE BOX 789 JONESBORO, AR 72403
TELEPHONE: 870.932.6691 FACSIMILE: 870.932.5762
WWW.JONESBOROUNLIMITED.COM

January 24, 2023

The Honorable Pete Buttigieg
United States Secretary of Transportation
1200 New Jersey Avenue. SE
Washington D.C. 20590

SUBJECT: USDOT FY2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant – City of Jonesboro, AR and Partners, **BRIDGE NEA** Application

Dear Secretary Buttigieg,

El Centro Hispano strongly supports the **BRIDGE NEA** proposed project application for the USDOT FY2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant. The project encompasses an official Northeast Arkansas (NEA) regional partnership involving the cities of Jonesboro, Paragould and Brookland, Arkansas, in conjunction with Craighead and Greene County. Bridge NEA is the development of a pedestrian trail system connecting rural and urban communities to enhance economic development, social equity, environmental sustainability and quality of life. Currently, there are transportation gaps that limit access to job opportunities, specialized healthcare services, workforce programs, university education and more for the benefit of small and low-income communities currently isolated.

This investment builds an efficient, reliable and multi-modal route connecting cities of Jonesboro, Paragould and Brookland, including Craighead and Greene County pathways. Furthermore, this regional trail system will connect to Frierson State Park and Crowley's Ridge State Park. Bridge NEA adds to the newly funded trail project spearheaded by Craighead County and newly developed pedestrian pathways as that of Paragould's 8-Mile trail and the ground breaking of the ONE Jonesboro Quality of Life and Connectivity Plan. The proposed project will aide with local and commercial traffic challenges, secure transportation for employees or job seekers, accessibility to Arkansas State University (ASTATE); furthermore, providing underserved communities and vulnerable populations without vehicles an affordable mode of transportation. The proposed project will replace deteriorating roadways and pathways with upgraded ADA compliant infrastructure, and improve drainage to address flooding concerns. In addition, the requested funds invest in services such as expanding broadband infrastructure for the availability of competitive and affordable internet services for rural-urban areas. Bridge NEA is the formulation of a number of planning documents and data collection efforts in the past few year. A project advocated by the public for an ever-growing Northeast Arkansas.

El Centro Hispano respectfully recommends the United States Department of Transportation to give **Bridge NEA** all due consideration for the FY23 RAISE Grant as it moves forward.

Sincerely,


Gina Gomez, Executive Director

"To provide community leadership that improves quality of life and supports youth enrichment."



Sarah Huckabee Sanders
Governor
Mike Mills
Secretary

February 8, 2023

The Honorable Pete Buttigieg
United States Secretary of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

SUBJECT: USDOT FY2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant City of Jonesboro, AR and Partners, **BRIDGE NEA** Application

Dear Secretary Buttigieg,

The Arkansas Department of Parks, Heritage and Tourism strongly supports the **BRIDGE NEA** proposed project application for the USDOT FY2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant. The project encompasses an official Northeast Arkansas (NEA) regional partnership involving the cities of Jonesboro, Paragould and Brookland, Arkansas, in conjunction with Craighead and Greene County. Bridge NEA is the development of a multi-use trail system connecting rural and urban communities to enhance economic development, social equity, environmental sustainability and quality of life. Currently, there are transportation gaps that limit access to job opportunities, specialized healthcare services, workforce programs, university education and more for the benefit of small and low-income communities currently isolated.

This investment builds an efficient, reliable, and multi-modal route connecting cities of Jonesboro, Paragould and Brookland, including Craighead and Greene County pathways. Furthermore, this regional trail system will connect to Frierson State Park and Crowley's Ridge State Park. Bridge NEA adds to the newly funded trail project spearheaded by Craighead County and newly developed pedestrian pathways as that of Paragould's 8-Mile trail and the groundbreaking of the ONE Jonesboro Quality of Life and Connectivity Plan. The proposed project will aide with local and commercial traffic challenges, secure transportation for employees or job seekers, accessibility to Arkansas State University (ASTATE); furthermore, providing underserved communities and vulnerable populations without vehicles an affordable mode of transportation. The proposed project will replace deteriorating roadways and pathways with upgraded ADA compliant infrastructure and improve drainage to address flooding concerns. In addition, the requested funds invest in services such as expanding broadband infrastructure for the availability of competitive and affordable internet services for rural-urban areas. Bridge NEA is the formulation of a number of planning documents and data collection efforts in the past few years and is advocated by the public for an ever-growing Northeast Arkansas.

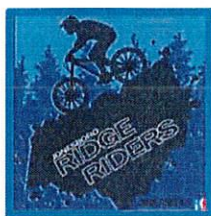
The Arkansas Department of Parks, Heritage and Tourism respectfully recommends the United States Department of Transportation to give Bridge NEA all due consideration for the FY23 RAISE Grant as it moves forward.

Sincerely,



Mike Mills,
Secretary

JT



February 22, 2023

The Honorable Pete Buttigieg
United States Secretary of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

SUBJECT: USDOT FY2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant – City of Jonesboro, AR and Partners, BRIDGE NEA Application

Dear Secretary Buttigieg:

On behalf of the Jonesboro Ridge Riders Composite Team for Northeast Arkansas, we would like to strongly support and recommend the BRIDGE NEA proposed project application for the USDOT FY2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant. The Jonesboro Ridge Riders National Interscholastic Cycling Association Team is a team that comprises students from over six different school systems within the Northeast Arkansas Region. The team consists of students from the 6th Grade to the 12th Grade that competitively race in mountain biking within the state of Arkansas. The NICA team and program are designed to attract additional student athletes to compete in biking. NICA is guided by values of fun, inclusivity, equity, respect, and community. Every youth is empowered to be part of a thriving and engaged cycling community. We build strong minds, bodies, character, and communities through cycling. By continuing to build and develop trail systems throughout the Northeast Arkansas region, this student program will only grow and develop. It will allow our communities to engage more and more young students into a positive sporting environment to build character and strong communities for the future.

The project encompasses an official Northeast Arkansas (NEA) regional partnership involving the cities of Jonesboro, Paragould and Brookland, Arkansas, in conjunction with Craighead and Greene County. Bridge NEA is the development of a pedestrian trail system connecting rural and urban communities to enhance economic development, social equity, environmental sustainability and quality of life. Currently, there are transportation gaps that limit access to job opportunities, specialized healthcare services, workforce programs, university education and more for the benefit of small and low-income communities currently isolated. In addition, the

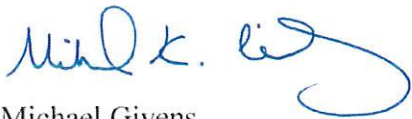
limitation of trail systems impacts the ability to grow and develop a program such as NICA for schools systems throughout the region.

This investment builds an efficient, reliable and multi-modal route connecting cities of Jonesboro, Paragould and Brookland, including Craighead and Greene County pathways. Furthermore, this regional trail system will connect to Frierson State Park and Crowley's Ridge State Park. Bridge NEA adds to the newly funded trail project spearheaded by Craighead County and newly developed pedestrian pathways as that of Paragould's 8-Mile trail and the ground breaking of the ONE Jonesboro Quality of Life and Connectivity Plan. The proposed project will aide with local and commercial traffic challenges, secure transportation for employees or job seekers, accessibility to Arkansas State University (ASTATE); furthermore, providing underserved communities and vulnerable populations without vehicles an affordable mode of transportation. This development of a more robust trail system will allow expansion of the NICA program to schools within each of the counties served, creating a large impact on the youth of our region.

The proposed project will replace deteriorating roadways and pathways with upgraded ADA compliant infrastructure, and improve drainage to address flooding concerns. In addition, the requested funds invest in services such as expanding broadband infrastructure for the availability of competitive and affordable internet services for rural-urban areas. Bridge NEA is the formulation of a number of planning documents and data collection efforts in the past few year. A project advocated by the public for an ever-growing Northeast Arkansas.

The Jonesboro Ridge Riders respectfully recommends the United States Department of Transportation to give Bridge NEA all due consideration for the FY23 RAISE Grant as it moves forward.

Sincerely,



Michael Givens
Jonesboro Ridge Riders Team
Arkansas National Interscholastic Cycling Association

REPRESENTATIVE

Jon Milligan

300 County Road 803

Lake City, Arkansas 72437-9098

870-219-1261 Business

jonmilligan@ymail.com

DISTRICT 33

Counties:

Part Craighead

Part Mississippi

COMMITTEES:

Judiciary

State Agencies and Governmental

Affairs

Alternate,

Joint Committee on Public Retirement
and Social Security Programs

Joint Budget



STATE OF ARKANSAS

House of Representatives

January 27, 2023

The Honorable Pete Buttigieg
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Subject: United States Department of Transportation
2023 Rebuilding America Infrastructure with Sustainability and Equity
(RAISE) Grant - City of Jonesboro, Arkansas, and Partners, Bridge NEA
Application

Dear Secretary Buttigieg:

We fully support the Bridge Northeast Arkansas project proposal and grant application from the Northeast Arkansas cities of Jonesboro, Paragould, and Brookland, Arkansas, for a United States Department of Transportation 2023 Rebuilding America Infrastructure with Sustainability and Equity (RAISE) Grant.

If awarded the funding will be utilized to build an efficient, reliable and multi-modal route to connect cities, parks, Greene County and Craighead County. This project will improve local commercial traffic, secure transportation for current employees and job seekers, provide walking trails for low-income and underserved communities and increase accessibility to Arkansas State University. The funding will also replace deteriorating roadways and walking trails, upgrade Americans with Disabilities Act (ADA) infrastructure, install upgraded storm drains for street drainage and expand broadband infrastructure to incorporate all communities in the cities and counties.

It is the 21st century, and we believe this project is necessary and feasible for the ongoing population boom of Northeast Arkansas. All residents should be able to easily navigate their travel for work, errands and leisure outings.

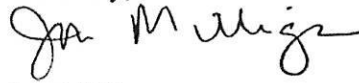
Secretary Buttigieg

01/27/2023

Page 2

With urgency, we are asking you to provide ample consideration for the grant request. If we can further assist you, please do not hesitate to contact us.

Sincerely,



Jon Milligan
State Representative
District 33



Johnny Rye
State Representative
District 36



Jack Ladyman
State Representative
District 32



Dwight Tosh
State Representative
District 38



Frances Cavanaugh
State Representative
District 30

JM/prs



January 23, 2023

The Honorable Pete Buttigieg
United States Secretary of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

SUBJECT: USDOT FY2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Grant – City of Jonesboro, AR and Partners, **BRIDGE NEA** Application

Dear Secretary Buttigieg,

NEA Baptist Health System strongly supports the **BRIDGE NEA** proposed project application for the USDOT FY2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant. The project encompasses an official Northeast Arkansas (NEA) regional partnership involving the cities of Jonesboro, Paragould and Brookland, Arkansas, in conjunction with Craighead and Greene County. Bridge NEA is the development of a pedestrian trail system connecting rural and urban communities to enhance economic development, social equity, environmental sustainability and quality of life. Currently, there are transportation gaps that limit access to job opportunities, specialized healthcare services, workforce programs, university education and more for the benefit of small and low-income communities currently isolated.

As a not-for-profit health system and one of the region's largest employers with locations providing services across the proposed geography of this project, NEA Baptist is an advocate for continued development of infrastructure that encourages active, healthy lifestyles and access to greater quality of life and practical transportation and technology options that increase access to the services we aim to provide for those in need. This project aims to deliver on all of these fronts.

In addition to connecting growing cities across two counties, this regional trail system will connect to two state parks. Bridge NEA adds to the newly funded trail project spearheaded by Craighead County and newly developed pedestrian pathways - Paragould's 8-Mile trail and the ONE Jonesboro Quality of Life and Connectivity Plan. The proposed project will aide with local traffic challenges, secure transportation for employees and patients, accessibility to Arkansas State University, and providing underserved communities without vehicles an affordable mode of transportation. In addition, the requested funds invest in services such as expanding broadband infrastructure for the availability of affordable internet services for rural-urban areas.

NEA Baptist Health System respectfully recommends the United States Department of Transportation to give **Bridge NEA** all due consideration for the FY23 RAISE Grant as it moves forward.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sam Lynd", written over a horizontal line.

Sam Lynd
Chief Executive Officer

Congress of the United States
Washington, DC 20510

February 2nd, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20003-3660

Dear Secretary Buttigieg:

We are pleased to support the City of Jonesboro's application for the Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. Funding received would be used for a multi-modal trail system connecting communities throughout Northeast Arkansas (NEA), a critical local road project, and improvements in broadband access.

Officials propose to connect the trails for Jonesboro, Paragould, and Brookland to Craighead County and Green County with an efficient and reliable multi-modal trail system. They believe this approach would enhance economic development for the entire region, improve the marketability and accessibility of Arkansas State University, and strengthen opportunities to attract new companies to NEA.

In addition, this funding would help with an important community priority to construct a new two-lane road connecting downtown Jonesboro to Arkansas State University. Funds would also be used to make improvements to broadband and internet services for North Jonesboro and relocating overhead utilities.

We ask that this application be given all due consideration as it moves forward and that you keep us apprised of its status. We appreciate your continued service to the people of Arkansas.

Sincerely,



John Boozman
U.S. Senator



Tom Cotton
U.S. Senator



Eric A. "Rick" Crawford
Member of Congress



January 24, 2023

The Honorable Pete Buttigieg
United States Secretary of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

RE: USDOT FY2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant – City of Jonesboro, AR and Partners, **BRIDGE NEA** Application

Dear Secretary Buttigieg:

St. Bernards Healthcare strongly supports the **BRIDGE NEA** proposed project application for the USDOT FY2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant. The project encompasses an official Northeast Arkansas (NEA) regional partnership involving the cities of Jonesboro, Paragould and Brookland, in conjunction with Craighead and Greene County. Bridge NEA is the development of a pedestrian trail system connecting rural and urban communities to enhance economic development, social equity, environmental sustainability and quality of life. Currently, there are transportation gaps that limit access to job opportunities, specialized healthcare services, workforce programs, university education and more for the benefit of small and low-income communities currently isolated.

This investment builds an efficient, reliable and multi-modal route connecting cities of Jonesboro, Paragould and Brookland, including Craighead and Greene County pathways. Furthermore, this regional trail system will connect to Frierson State Park and Crowley's Ridge State Park. Bridge NEA adds to the newly funded trail project spearheaded by Craighead County and newly developed pedestrian pathways as that of Paragould's 8-Mile trail and the ground breaking of the ONE Jonesboro Quality of Life and Connectivity Plan. The proposed project will aide with local and commercial traffic challenges, secure transportation for employees or job seekers, accessibility to Arkansas State University (ASTATE); furthermore, providing underserved communities and vulnerable populations without vehicles an affordable mode of transportation. The proposed project will replace deteriorating roadways and pathways with upgraded ADA compliant infrastructure, and improve drainage to address flooding concerns. In addition, the requested funds invest in services such as expanding broadband infrastructure for the availability of competitive and affordable internet services for rural-urban areas. Bridge NEA is the formulation of a number of planning documents and data collection efforts in the past few year. A project advocated by the public for an ever-growing Northeast Arkansas.

St. Bernards Healthcare respectfully recommends the United States Department of Transportation to give **Bridge NEA** all due consideration for the FY23 RAISE Grant as it moves forward.

Sincerely,

Chris Barber
President & CEO

REPRESENTATIVE

Jimmy Gazaway
800 West Court Street
Paragould, Arkansas 72450-5952

870-215-1243 Cell
jimmy.gazaway@arkansashouse.org

DISTRICT 31

Counties:
Part Greene

COMMITTEES:

Judiciary
State Agencies and Governmental
Affairs
Joint Performance Review

Co-Chairperson,
Legislative Joint Auditing Committee

2nd Alternate,
Arkansas Legislative Council



STATE OF ARKANSAS

House of Representatives

February 3, 2023

The Honorable Pete Buttigieg, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Buttigieg:

As the state representative of District 31, I strongly support the Bridge Northeast Arkansas (NEA) application for a Fiscal Year 2023 (FY23) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant from the United States Department of Transportation.

The project encompasses an official Northeast Arkansas (NEA) regional partnership involving the cities of Jonesboro, Paragould and Brookland, Arkansas, in conjunction with Craighead and Greene County. Bridge NEA is the development of a pedestrian trail system connecting rural and urban communities to enhance economic development, social equity, environmental sustainability and quality of life. Currently, there are transportation gaps that limit access to job opportunities, specialized healthcare services, workforce programs, university education and more for the benefit of small and low-income communities currently isolated.

This investment builds an efficient, reliable and multi-modal route connecting the cities of Jonesboro, Paragould and Brookland, including Craighead and Greene County pathways. Furthermore, this regional trail system will connect to Frierson State Park and Crowley's Ridge State Park. Bridge NEA adds to the newly funded trail project spearheaded by Craighead County, and the newly developed pedestrian pathways of Paragould's 8-Mile Trail, the ground breaking ONE Jonesboro Quality of Life and Connectivity Plan. The proposed project will also aide with local and commercial traffic challenges, secure transportation for employees or job seekers and provide accessibility to Arkansas State University (ASTATE). Furthermore, the project is inclusive of our underserved communities and vulnerable populations who are without

Secretary Buttigieg
02/03/2023
Page 2

vehicles and other types of transportation. The proposed project will replace deteriorating roadways and pathways with upgraded Americans with Disabilities Act (ADA) compliant infrastructure, and improve drainage to address flooding concerns.

In addition, the requested funds will be invested in services such as expanding broadband infrastructure for the availability of competitive and affordable internet services for rural-urban areas. Bridge NEA is the formulation of a number of planning documents and data collection efforts in the past few year. It is a project advocated by the public for an ever-growing Northeast Arkansas.

Thus, I am asking for the United States Department of Transportation to give Bridge NEA all due consideration for the FY23 RAISE Grant as it moves forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Jimmy Gazaway", with a stylized, cursive script.

Jimmy Gazaway
State Representative
District 31

JG/prs

Greene County Technical School District

5413 West Kingshighway, Paragould, AR 72450

Phone: (870) 236-2762 Fax: (870) 236-7333

Scott Gerrish, Superintendent

2-3-23

The Honorable Pete Buttigieg
United States Secretary of Transportation
1200 New Jersey Avenue. SE
Washington D.C. 20590

SUBJECT: USDOT FY2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant – City of Jonesboro, AR and Partners, **BRIDGE NEA** Application

Dear Secretary Buttigieg,

Greene County Tech School District strongly supports the **BRIDGE NEA** proposed project application for the USDOT FY2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant. The project encompasses an official Northeast Arkansas (NEA) regional partnership involving the cities of Jonesboro, Paragould and Brookland, Arkansas, in conjunction with Craighead and Greene County. Bridge NEA is the development of a pedestrian trail system connecting rural and urban communities to enhance economic development, social equity, environmental sustainability and quality of life. Currently, there are transportation gaps that limit access to job opportunities, specialized healthcare services, workforce programs, university education and more for the benefit of small and low-income communities currently isolated.

This investment builds an efficient, reliable and multi-modal route connecting cities of Jonesboro, Paragould and Brookland, including Craighead and Greene County pathways. Furthermore, this regional trail system will connect to Frierson State Park and Crowley's Ridge State Park. Bridge NEA adds to the newly funded trail project spearheaded by Craighead County and newly developed pedestrian pathways as that of Paragould's 8-Mile trail and the groundbreaking of the ONE Jonesboro Quality of Life and Connectivity Plan. The proposed project will aide with local and commercial traffic challenges, secure transportation for employees or job seekers, accessibility to Arkansas State University (ASTATE); furthermore, providing underserved communities and vulnerable populations without vehicles an affordable mode of transportation. The proposed project will replace deteriorating roadways and pathways with upgraded ADA compliant infrastructure, and improve drainage to address flooding concerns. In addition, the requested funds invest in services such as expanding broadband infrastructure for the availability of competitive and affordable internet services for rural-urban areas. Bridge NEA is the formulation of a number of planning documents and data collection efforts in the past few year. A project advocated by the public for an ever-growing Northeast Arkansas.

The trail system would pass by the Greene County Tech Primary School. Greene County Tech Primary serves just over 700 Pre-Kindergarten through First Grade students and is a perfect location for the trail to run adjacent. The trail would allow close access to our campus, making more readily available our already welcoming play areas for after hours use. Greene County Tech respectfully recommends the United States Department of Transportation to give **Bridge NEA** all due consideration for the FY23 RAISE Grant as it moves forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Gerrish", written in a cursive style.

Scott Gerrish

Superintendent

Greene County Tech School District

5413 West Kingshighway

Paragould, AR 72450

870-236-2762

#stayGoldenEagles



2/2/2023

The Honorable Pete Buttigieg
United States Secretary of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

SUBJECT: USDOT FY2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant –
City of Jonesboro, AR and Partners, **BRIDGE NEA** Application

Dear Secretary Buttigieg,

We, Utility Trailer Manufacturing Co. are aware that **BRIDGE NEA** will be making application to the FY2023 Rebuilding American Infrastructure (RAISE) Grant. We are also aware that the RAISE Grant is intended to fund surface infrastructure projects that will improve safety, environmental sustainability, quality of life, mobility, and community connectivity. We feel that the **BRIDGE NEA** project will make substantial improvements in transportation in our community. The effects of this project will be unmatched in terms of increased quality of life enhancements as well as increased mobility and community connectivity. The project will connect the cities of Jonesboro, Paragould and Brookland, as well as rural communities in Craighead and Greene County. The project encompasses an official Northeast Arkansas (NEA) regional partnership with the development of a pedestrian trail system connecting rural and urban communities to enhance economic development, social equity, environmental sustainability and quality of life.

The **BRIDGE NEA** project builds an efficient, reliable and multi-modal route connecting cities of Jonesboro, Paragould and Brookland, including Craighead and Greene County pathways. Furthermore, this regional trail system will connect to Frierson State Park and Crowley's Ridge State Park. A trail-system as advanced as the **BRIDGE NEA** project will truly serve as an alternate and affordable transportation system for the region. Current trail paths such as the 8-Mile Creek Trail and the planned ONE Jonesboro system connect multiple low-income census tracts that will provide individuals a reliable and safe path to work, healthcare and education. The proposed project will aide with local and commercial traffic challenges, secure transportation for employees or job seekers, accessibility to Arkansas State University (ASTATE). The proposed project will replace deteriorating roadways and pathways with upgraded ADA compliant infrastructure, and improve drainage to address flooding concerns. In addition, the requested funds invest in services such as expanding broadband infrastructure for the availability of competitive and affordable internet services for rural-urban areas. **BRIDGE NEA** is the formulation of a number of planning documents and data collection efforts in the past few years, including previous RAISE Grant applications. A project advocated by the public for an ever-growing Northeast Arkansas.

Utility Trailer Manufacturing Co. respectfully recommends the United States Department of Transportation to give **BRIDGE NEA** all due consideration for the FY23 RAISE Grant as it moves forward.

Sincerely,
John Oliver

Plant Manager

Utility Trailer Manufacturing Co.



Arkansas Methodist Medical Center

900 West Kingshighway
PO Box 339
Paragould, AR 72451
(870) 239-7000

February 8, 2023

The Honorable Pete Buttigieg
United States Secretary of Transportation
1200 New Jersey Avenue. SE
Washington D.C. 20590

SUBJECT: USDOT FY2023 Rebuilding American Infrastructure with Sustainability and Equity
(RAISE) Grant – City of Jonesboro, AR and Partners, **BRIDGE NEA** Application

Dear Secretary Buttigieg,

We, Arkansas Methodist Medical Center are aware that **BRIDGE NEA** will be making application to the FY2023 Rebuilding American Infrastructure (RAISE) Grant. We are also aware that the RAISE Grant is intended to fund surface infrastructure projects that will improve safety, environmental sustainability, quality of life, mobility, and community connectivity. We feel that the **BRIDGE NEA** project will make substantial improvements in transportation in our community. The effects of this project will be unmatched in terms of increased quality of life enhancements as well as increased mobility and community connectivity. The project will connect the cities of Jonesboro, Paragould and Brookland, as well as rural communities in Craighead and Greene County. The project encompasses an official Northeast Arkansas (NEA) regional partnership with the development of a pedestrian trail system connecting rural and urban communities to enhance economic development, social equity, environmental sustainability and quality of life.

The **BRIDGE NEA** project builds an efficient, reliable and multi-modal route connecting cities of Jonesboro, Paragould and Brookland, including Craighead and Greene County pathways. Furthermore, this regional trail system will connect to Frierson State Park and Crowley's Ridge State Park. A trail-system as advanced as the **BRIDGE NEA** project will truly serve as an alternate and affordable transportation system for the region. Current trail paths such as the 8-Mile Creek Trail and the planned ONE Jonesboro system connect multiple low-income census tracts that will provide individuals a reliable and safe path to work, healthcare and education. The proposed project will aide with local and commercial traffic challenges, secure transportation for employees or job seekers, accessibility to Arkansas State University (ASTATE). The proposed project will replace deteriorating roadways and pathways with upgraded ADA compliant infrastructure, and improve drainage to address flooding concerns. In addition, the requested funds invest in services such as expanding broadband infrastructure for the availability of competitive and affordable internet services for rural-urban areas. **BRIDGE NEA** is the formulation of a number of planning documents and data collection efforts in the past few years, including previous RAISE Grant applications. A project advocated by the public for an ever-growing Northeast Arkansas.



Arkansas Methodist Medical Center

900 West Kingshighway
PO Box 339
Paragould, AR 72451
(870) 239-7000

Arkansas Methodist Medical Center respectfully recommends the United States Department of Transportation to give **BRIDGE NEA** all due consideration for the FY23 RAISE Grant as it moves forward.

Sincerely,

Barry Davis, FACHE
CEO / President

BLAKE JOHNSON

MAJORITY LEADER
SENATOR
21ST DISTRICT
(870) 323-1766
blake.johnson@senate.ar.gov

POST OFFICE BOX 8
CORNING, ARKANSAS 72422



**THE SENATE
STATE OF ARKANSAS**

CHAIR:
STATE AGENCIES & GOVERNMENTAL AFFAIRS

MEMBER:
REVENUE & TAXATION
JOINT ENERGY
RULES, RESOLUTIONS & MEMORIALS
JOINT BUDGET
ETHICS

February 6, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

Please accept this letter on behalf of the City of Jonesboro as it applies for a RAISE grant from the U.S. Department of Transportation. If granted, the funds would be used in support of the proposed Northeast Arkansas (NEA) Bridge project to develop a pedestrian trail system connecting rural and urban communities.

The proposed Bridge NEA project would build an efficient, reliable, and multi-modal route connecting the cities of Jonesboro, Paragould, and Brookland and include Craighead and Greene County pathways. Currently, transportation gaps limit access to job opportunities, healthcare services, workforce programs, and university education for small and low-income communities that are isolated. A new trail path system would provide a reliable and safe alternative for individuals to commute. Other benefits of this project include aiding local and commercial traffic challenges, securing transportation for employees or job seekers, and allowing easier access to Arkansas State University. Additionally, it will replace deteriorating roadways and pathways with upgraded ADA-compliant infrastructure and improve drainage to address flooding concerns.

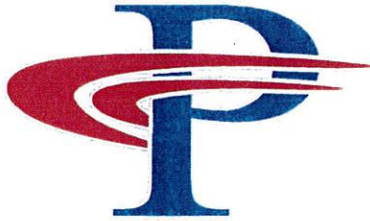
The NEA Bridge Trail System is a promising endeavor that would enhance economic development, social equity, environmental sustainability and safety, and the overall quality of life for citizens in the City of Jonesboro and surrounding communities. Respectfully, I ask you to give the application every consideration. Thank you for your time and attention in this matter. If I can be of further assistance, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to be "Blake Johnson", with a long horizontal flourish extending to the right.

Blake Johnson
Senate Majority Leader
District 21

BJ:em



PARAGOULD SCHOOL DISTRICT

1501 WEST COURT STREET • PARAGOULD, ARKANSAS 72450
(870) 240-2291 • FAX (870) 240-2293 • <http://paragould.k12.ar.us>

DR. NICHOLAS JANKOVIK
SUPERINTENDENT

MAIT MCGOWAN
ASSISTANT SUPERINTENDENT

February 7, 2023

The Honorable Pete Buttigieg
United States Secretary of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

SUBJECT: USDOT FY2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Grant – City of Jonesboro, AR and Partners, **BRIDGE NEA** Application

Dear Secretary Buttigieg,

Paragould School District strongly supports the **BRIDGE NEA** proposed project application for the USDOT FY2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant. We believe this project will be a tremendous resource for our community as well as the 1,321 students currently attending classes on the secondary campus. The project encompasses an official Northeast Arkansas (NEA) regional partnership involving the cities of Jonesboro, Paragould and Brookland, Arkansas, in conjunction with Craighead and Greene County. Bridge NEA is the development of a pedestrian trail system connecting rural and urban communities to enhance economic development, social equity, environmental sustainability and quality of life. Currently, there are transportation gaps that limit access to job opportunities, specialized healthcare services, workforce programs, university education and more for the benefit of small and low-income communities currently isolated.

This investment builds an efficient, reliable and multi-modal route connecting cities of Jonesboro, Paragould and Brookland, including Craighead and Greene County pathways. Furthermore, this regional trail system will connect to Frierson State Park and Crowley's Ridge State Park. Bridge NEA adds to the newly funded trail project spearheaded by Craighead County and newly developed pedestrian pathways as that of Paragould's 8-Mile trail and the ground breaking of the ONE Jonesboro Quality of Life and Connectivity Plan. The proposed project will aide with local and commercial traffic challenges, secure transportation for employees or job seekers, accessibility to Arkansas State University (ASTATE); furthermore, providing underserved communities and vulnerable populations without vehicles an affordable mode of transportation. The proposed project will replace deteriorating roadways and pathways with upgraded ADA compliant infrastructure, and improve drainage to address flooding concerns. In addition, the requested funds invest in services such as expanding broadband infrastructure for the availability of competitive and affordable internet services for rural-urban areas. Bridge NEA is the formulation of a number of planning documents and data collection efforts in the past few year. A project advocated by the public for an ever-growing Northeast Arkansas.

Paragould School District respectfully recommends the United States Department of Transportation to give **Bridge NEA** all due consideration for the FY23 RAISE Grant as it moves forward.

Sincerely,


Nick Jankovick, Ed.D

January 31, 2023

The Honorable Pete Buttigieg
United States Secretary of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

SUBJECT: USDOT FY2023 Rebuilding American Infrastructure with Sustainability and Equity
(RAISE) Grant – City of Jonesboro, AR and Partners, **BRIDGE NEA** Application

Dear Secretary Buttigieg,

Paragould Light, Water & Cable strongly supports the **BRIDGE NEA** proposed project application for the USDOT FY2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant. The project encompasses an official Northeast Arkansas (NEA) regional partnership involving the cities of Jonesboro, Paragould and Brookland, Arkansas, in conjunction with Craighead and Greene County. Bridge NEA is the development of a pedestrian trail system connecting rural and urban communities to enhance economic development, social equity, environmental sustainability and quality of life. Currently, there are transportation gaps that limit access to job opportunities, specialized healthcare services, workforce programs, university education and more for the benefit of small and low-income communities currently isolated.

This investment builds an efficient, reliable and multi-modal route connecting cities of Jonesboro, Paragould and Brookland, including Craighead and Greene County pathways. Furthermore, this regional trail system will connect to Frierson State Park and Crowley's Ridge State Park. Bridge NEA adds to the newly funded trail project spearheaded by Craighead County and newly developed pedestrian pathways as that of Paragould's 8-Mile trail and the ground breaking of the ONE Jonesboro Quality of Life and Connectivity Plan. The proposed project will aide with local and commercial traffic challenges, secure transportation for employees or job seekers, accessibility to Arkansas State University (ASTATE); furthermore, providing underserved communities and vulnerable populations without vehicles an affordable mode of transportation. The proposed project will replace deteriorating roadways and pathways with upgraded ADA compliant infrastructure, and improve drainage to address flooding concerns. In addition, the requested funds invest in services such as expanding broadband infrastructure for the availability of competitive and affordable internet services for rural-urban areas. Bridge NEA is the formulation of a number of planning documents and data collection efforts in the past few year. A project advocated by the public for an ever-growing Northeast Arkansas.

Paragould Light, Water & Cable respectfully recommends the United States Department of Transportation to give **Bridge NEA** all due consideration for the FY23 RAISE Grant as it moves forward.

Sincerely,



Darrell Phillips, CEO
Paragould Light, Water & Cable

FY 2023 RAISE Project Information Form - All Fields Required

****DO NOT CHANGE FILE NAME, COPY/PASTE, OR PDF THIS DOCUMENT WHEN SUBMITTING TO AVOID PROCESSING ERRORS****

| Field Name | Response | Instructions |
|----------------------------------|--|---|
| Project Name | RAISE GRANT FY 2023: BRIDGE NEA | Enter a concise , descriptive title for the project. This should be the same title used in the Grants.gov SF-424 submission and the application narrative. |
| Project Description | Paragould will expand its 8-Mile Creek Trail to Greene County's proposed trail that travels southwest to connect Crowley's Ridge State Park. The Greene County trail will continue south, connecting to Lake Frierson State Park. From Lake Frierson, the proposed trail turns into Craighead County's funded gravel trail and reaches Jonesboro's proposed Red Wolf Way-Northern Section Trail. The Red Wolf Way-Northern Section Trail loops around the north part of Jonesboro. There are trail links connecting Downtown Jonesboro and Arkansas State University (ASTATE) that connect to the Red Wolf Way Northern Section Trail: Joe Mack Link and ASTATE Link. The City of Brookland will have a bus stop and transit route to Jonesboro. | Describe the project in plain English terms, using no more than 100 words . For example, "The project will fund construction activities for streetcar service from location X to location Y" or "the RAISE grant will redevelop Main street with Complete Streets enhancements, ADA accessible sidewalks, and dedicated bicycle paths from 10th street to 25th street." Do not describe the project's benefits, background, or alignment with the selection criteria in this description field. |
| RAISE Amount Requested | 25,000,000 | Enter the total amount of RAISE funds requested for this project in this application. [See NOFO Section B.2 for minimum and maximum award size] |
| Total Project Cost | 35,074,897 | Enter the total cost of the project . This should equal the sum of Total Federal Funding and Total Non-Federal Funding. <i>This value may not be less than the amount requested.</i> <i>Total Project cost means future eligible costs. This cannot include any previously incurred costs.</i> |
| Total Federal Funding | N/A | Enter the amount of funds committed to the project from ALL Federal sources including the proposed RAISE amount . <i>This value may not be less than the amount requested.</i> For applications designated as urban , Federal funding cannot exceed 80% of total project cost unless the project is located in a Historically Disadvantaged Community or an Area of Persistent Poverty as defined in the RAISE NOFO. For applications designated as rural , there is no limit to the share of Federal funding. |
| Total Non-Federal Funding | 10,074,897 | Enter the amount of funds committed to the project from non-Federal sources . For applications designated as urban , the total non-Federal funding amount must be greater than or equal to 20% of the total project cost, unless the project is located in a Historically Disadvantaged Community or an Area of Persistent Poverty as defined in the RAISE NOFO. For applications designated as rural , there is no minimum non-Federal share requirement. |
| Capital or Planning | Capital | Identify the project as capital or planning . The " capital " designation is for projects that requesting funding for the construction of surface transportation capital infrastructure. <i>(Right-of-way acquisition is capital. Projects that include pre-construction AND right-of-way acquisition, but do <u>not</u> include construction activities will be classified as capital).</i> The " planning " designation is for projects that are requesting funding for planning, preparation, or design of eligible surface transportation capital projects. |
| Urbanized Area | Not Located in an Urbanized Area | Select the Urbanized Area of the project from the drop down, or if the project is located outside an urbanized area, please select "Not located in an Urbanized Area". Reference the "Urban or Rural Designation" tab in this file for assistance. For more information, see https://www.transportation.gov/RAISEgrants/urbanized-areas . <i>Note: The RAISE 2023 urban/rural designation applies 2010 Census Urbanized Areas since 2020 Census Urbanized Areas have not been published at time of NOFO publication.</i> |

| | | |
|--|---|--|
| Urban/Rural | Rural | <p>Identify whether the project is located in a rural or urban area, using the drop-down menu. For RAISE 2023, a project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area that had a population greater than 200,000 in the 2010 Census. If a project is located outside a Census-designated urbanized area with a population greater than 200,000, it is designated as a rural project. Reference the "Urban or Rural Designation" tab in this file for assistance. For more information, see https://www.transportation.gov/RAISEgrants/urbanized-areas.</p> <p><i>Note 1: The RAISE 2023 urban/rural designation applies 2010 Census Urbanized Areas since 2020 Census Urbanized Areas have not been published at time of NOFO publication.</i></p> <p><i>Note 2: This designation is based on the Urbanized Area. It is NOT based on the city or county population count.</i></p> |
| Project Location Zip Code | 72401 | <p>Identify the 5-digit zip code of the project location. If the project is located in more than one zip codes, please identify the zip code in which the majority of the project is located. If the project is in a territory that does not have zip codes, leave this field blank.</p> <p><i>Project location zip code is NOT the applicant organization zip code.</i></p> |
| Project Location County | AR - Craighead County | <p>Identify the county where the project is located in using the drop-down. If the project is located in more than one county, please identify the county in which the majority of the project is located. If the project is in a territory that does not have county designations, leave this field blank.</p> |
| Additional Project Counties | AR - Greene County | <p>Identify additional counties separated by a comma. For instance, if the project additionally runs through Polk County and Butler County, please enter 'Polk County, Butler County' in the cell. If the project is in a territory that does not have county designations, leave this field blank.</p> |
| Project Location Census Tract | 4806 | <p>Identify the census tract number of the project.</p> <p>For example, if the most central tract is Census Tract 93.30, please enter '93.30' into the cell. The last zero may be missing from your response (e.g., 93.30 may display as 93.3). If the project is located in more than one census tract please identify the census tract in which the majority of the project is located. If the project is in a territory that does not have census tract designations, leave this field blank.</p> <p>Please visit USDOT's RAISE webpage (https://www.transportation.gov/RAISEgrants/raise-app-hdc) to review a full list of census tracts by state and county to identify.</p> |
| Other Project Census Tracts | 7, 2, 1.01, 6..01, 5.01, 5.02, 11, 4808.01, | <p>Identify other census tracts in which the project is located, separated by a comma. For example, if the project is located in Census Tract 93.31, Census Tract 93.32, and Census Tract 94.03, please enter '93.31, 93.32, 94.03' into the cell. If the project is in a territory that does not have census tract designations, leave this field blank.</p> |
| Project Located in an Area of Persistent Poverty? | Yes- Project is located in a Census Tract that meets the definition | <p>Identify if the project is located in an Area of Persistent Poverty based on the definition in the NOFO. The list of counties and census tracts and areas that meet this definition can be found on USDOT's RAISE webpage (https://www.transportation.gov/RAISEgrants/raise-app-hdc).</p> |
| Project Located in a Historically Disadvantaged Community? | Yes- Project is located in a Census Tract that meets the definition | <p>Identify if the project is located in a Historically Disadvantage Community based on the definition in the NOFO. The list of census tracts and areas that meet this definition can be found on USDOT's RAISE website. (https://www.transportation.gov/RAISEgrants/raise-app-hdc).</p> |
| Project Location Latitude | 356051.04700 | <p>Provide the project's latitude coordinates. For projects that are not located at a single set of coordinates, please provide a centralized set of coordinates. Tools such as Google Maps, Google Earth (https://earth.google.com/web) or GEOJSON (https://geojson.io/#map=2/0/20) are recommended to identify the project's coordinates.</p> |
| Project Location Longitude | 904551.73600 | <p>Please provide the project's longitude coordinates. For projects that are not located at a single set of coordinates, please provide a centralized set of coordinates. Tools such as Google Maps, Google Earth (https://earth.google.com/web) or GEOJSON (https://geojson.io/#map=2/0/20) are recommended to identify the project's coordinates.</p> |
| Project Type | Bicycle/Pedestrian - Trail | <p>Identify the Primary and Secondary project type combination that most closely aligns with your project from the choices in the drop-down menu. See the "Project Types" tab in this file for further information and project type definitions.</p> |

| | | |
|--|----------------|---|
| US DOT FY23 Discretionary Application? | Not Applicable | If the applicant has or will submit this <u>exact project to another FY 2023 USDOT discretionary grant program</u> , please list the name of the program(s). |
| US DOT FY22 Reconnecting Communities Program Identical Application Submission? | No | If this exact project was submitted in the <u>FY 2022 Reconnecting Communities Program</u> , select "Yes" from the drop-down menu. |
| US DOT FY22 Reconnecting Communities Program "Reconnecting Extra Designation"? | | If your RAISE 2023 application was submitted in the <u>FY2022 Reconnecting Communities Program AND you were notified you received the designation of "Reconnecting Extra"</u> , select "Yes" from the drop-down menu. If you are not sure, or this does not apply to you, please leave blank. |
| Previous Submission to TIGER/BUILD/RAISE | Not Applicable | If this exact project was submitted in a <u>previous TIGER, BUILD, or RAISE</u> round, please list the name(s) of the round(s) (e.g TIGER 2015, BUILD 2019, RAISE 2022). |
| Other Federal Agency Assistance? | N/A | If this project has applied for <u>another Federal (non-USDOT) financial assistance or capacity-building program</u> , please list the name of the program(s). |
| Tribal Government? | No | Select "Yes" from the drop-down menu if the applicant is a <u>Federally recognized tribal government</u> . |
| Tribal Benefits? | Not Applicable | If the applicant is not a Federally recognized tribal government , is the project located on tribal land? And if not, does it have direct tribal benefits? Answer using the drop-down menu. |
| Private Corporation Involvement | No | Does this project <u>involve (a) private entity(ies) that will receive a direct and predictable financial benefit</u> if the project is selected for award? This includes, but is not limited to, private owners of infrastructure facilities being improved and private freight shippers or carriers directly benefitting from completion of the proposed project. |
| Private Corporation Name(s) | Not Applicable | If this project directly involves or benefits a specific private corporation , please list the corporation(s) separated by a comma. |
| TIFIA/RRIF? | No | Is the project currently, or does this project anticipate applying for Transportation Infrastructure Finance and Innovation Act (TIFIA) or Railroad Rehabilitation & Improvement Financing (RRIF) loans ? See [https://www.transportation.gov/buildamerica/] for more details. |
| Department Financing Program? | No | If your application is unsuccessful, would you like to be contacted about the <u>Department's financing program</u> ? |

[illegible]

| Year | Project Year | Value of Savings Economic Competitiveness | Economic Competitiveness Savings Discounted at 7% | Value of Savings Safety | Safety Savings Discounted at 7% | Construction Costs | discounted construction costs |
|------|--------------|---|---|-------------------------|------------------------------------|------------------------|----------------------------------|
| 2022 | 0 | | | | | \$2,418,769.47 | \$2,260,532.21 |
| 2023 | 1 | | | | | \$2,418,769.47 | \$2,260,532.21 |
| 2024 | 2 | | | | | \$2,418,769.47 | \$2,112,646.93 |
| 2025 | 3 | \$684,864.86 | \$559,053.73 | \$1,914,818.30 | \$1,563,062.12 | \$8,000.00 | \$6,530.38 |
| 2026 | 4 | \$705,410.80 | \$538,154.52 | \$1,972,262.85 | \$1,504,629.89 | \$8,240.00 | \$6,286.26 |
| 2027 | 5 | \$726,573.12 | \$518,036.60 | \$2,031,430.74 | \$1,448,382.04 | \$8,487.20 | \$6,051.26 |
| 2028 | 6 | \$748,370.32 | \$498,670.74 | \$2,092,373.66 | \$1,394,236.92 | \$8,741.82 | \$5,825.04 |
| 2029 | 7 | \$770,821.43 | \$480,028.85 | \$2,155,144.87 | \$1,342,115.91 | \$9,004.07 | \$5,607.28 |
| 2030 | 8 | \$793,946.07 | \$462,083.84 | \$2,219,799.22 | \$1,291,943.35 | \$9,274.19 | \$5,397.66 |
| 2031 | 9 | \$817,764.45 | \$444,809.68 | \$2,286,393.19 | \$1,243,646.41 | \$9,552.42 | \$5,195.88 |
| 2032 | 10 | \$842,297.39 | \$428,181.28 | \$2,354,984.99 | \$1,197,154.95 | \$21,073.87 | \$10,712.89 |
| 2033 | 11 | \$867,566.31 | \$412,174.50 | \$2,425,634.54 | \$1,152,401.50 | \$9,838.99 | \$4,674.43 |
| 2034 | 12 | \$893,593.30 | \$396,766.11 | \$2,498,403.57 | \$1,109,321.07 | \$10,134.16 | \$4,499.69 |
| 2035 | 13 | \$920,401.10 | \$381,933.73 | \$2,573,355.68 | \$1,067,851.12 | \$10,438.19 | \$4,331.48 |
| 2036 | 14 | \$948,013.13 | \$367,655.84 | \$2,650,556.35 | \$1,027,931.45 | \$10,751.33 | \$4,169.55 |
| 2037 | 15 | \$976,453.52 | \$353,911.69 | \$2,730,073.04 | \$989,504.11 | \$11,073.87 | \$4,013.68 |
| 2038 | 16 | \$1,005,747.13 | \$340,681.35 | \$2,811,975.23 | \$952,513.30 | \$11,406.09 | \$3,863.64 |
| 2039 | 17 | \$1,035,919.54 | \$327,945.60 | \$2,896,334.49 | \$916,905.33 | \$11,748.27 | \$3,719.20 |
| 2040 | 18 | \$1,066,997.13 | \$315,685.95 | \$2,983,224.53 | \$882,628.49 | \$12,100.72 | \$3,580.17 |
| 2041 | 19 | \$1,099,007.04 | \$303,884.61 | \$3,072,721.26 | \$849,633.03 | \$22,463.74 | \$6,211.41 |
| 2042 | 20 | \$1,131,977.25 | \$292,524.43 | \$3,164,902.90 | \$817,871.05 | \$8,000.00 | \$2,067.35 |
| | | | | | | | |
| | SUM | \$16,035,723.89 | \$7,422,183.05 | \$44,834,389.43 | \$20,751,732.03 | \$7,456,637.32 | \$6,726,448.60 |
| | | | | | | | |
| | | | | Total Net Benefit | Total Benefit-Cost Ratio | Discounted Net Benefit | Discounted Benefit-Cost Ratio |
| | | | | \$60,870,113.32 | \$60,870,113.32 | \$28,173,915.08 | \$28,173,915.08 |
| | | | | \$7,456,637.32 | \$7,456,637.32 | \$6,726,448.60 | \$6,726,448.60 |
| | | | | \$53,413,476.00 | 8.163212276 | \$21,447,466.48 | 4.19 |

**MEMORANDUM OF UNDERSTANDING
FOR ACTIVE REGIONAL MULTI-MODAL TRANSPORTATION TRAIL
FY2023 RAISE GRANT APPLICATION
IN PARTNERSHIP WITH BRIDGE NORTHEAST ARKANSAS (NEA)**

BETWEEN:

**The City of Jonesboro
The City of Paragould
The City of Brookland
Craighead County
Greene County**

**Mayor Harold Copenhaver
Mayor Josh Agee
Mayor Kenneth Jones
Judge Marvin Day
Judge Rusty McMillon**

RECITALS

1. The United States Department of Transportation has announced the opportunity to apply for \$25 Million in funding for surface projects under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) FY2023 grant program.
2. As the lead applicant, The City of Jonesboro, Arkansas, will be submitting a grant application in conjunction with the cities of Paragould, Brookland, and the counties of Craighead and Greene. These entities agree to formulate a partnership, officially known as BRIDGE NEA (Northeast Arkansas) Partners. The BRIDGE NEA Partners' grant application seeks funding for Phase 1 of the BRIDGE NEA Multi-Use Transportation Project.
3. The MOU documents the partners' responsibilities regarding coordinated efforts in applying for Federal funding under the FY2023 grant program and delivering the Project.

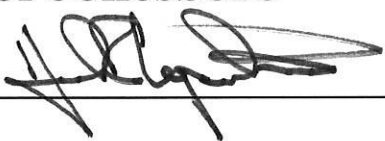
AGREEMENT

It is in the Partners' understanding that if their RAISE FY2023 grant application is successful:

1. The City of Jonesboro will serve as the lead applicant for the BRIDGE NEA funding Project.
2. Upon grant award, the City of Jonesboro will represent BRIDGE NEA. It will administer the Project under the received United States Department of Transportation certification agreement.
3. Upon grant award, the City of Jonesboro will represent BRIDGE NEA. It will enter into an Intergovernmental Agreement according to the United States Department of Transportation certification agreement to allow the City of Jonesboro to administer the Project as a certified local agency on behalf of a non-certified local agency.
4. With the City of Jonesboro oversight according to the United States Department of Transportation certification agreement, the BRIDGE NEA Partners may manage their section of the Project, the City of Jonesboro shall manage its portion, the City of Paragould and Greene County shall manage its area of the Project, and Craighead County shall manage its site of the Project. The City of Brookland shall manage the location of its Project. All work shall comply with the City of Jonesboro certification agreement with the United States Department of Transportation.
5. The City of Jonesboro will administer the awarded grant funds.
6. The FY 2023 RAISE grant funds are available for obligation only through September 30, 2027. Furthermore, the grant funds must be liquidated or paid out to the grant recipient by September 30, 2032, as described in the Notice of Funding Opportunity (NOFO) for the grant.

7. This MOU shall become effective when all required signatures have been obtained and shall remain in effect until September 30, 2032, when this MOU automatically terminates, or until the Partners have executed the Intergovernmental Agreement regarding the delivery of the Project using RAISE FY2023 grant funds at which time the terms of the Intergovernmental Agreement will supersede this MOU, whichever is soonest.
8. The MOU is not intended to create a legally binding Agreement and is not a commitment by either Partner; it is designed to serve as a basis for forging an Intergovernmental Agreement between the parties.
9. This MOU shall be executed in several counterparts (facsimile or otherwise), all of which, when taken together, shall constitute one MOU, notwithstanding that all Partners are not signatories to the same counterpart. Each copy of this MOU so executed shall constitute an original.

City of Jonesboro

By: _____

Title: MAYOR_____

DATE: 2-27-2023_____

City of Paragould

By: 

Title: Mayor

DATE: 2-21-23

City of Brookland

By: Kenneth D Jones

Title: Mayor

DATE: February 13, 2023

Greene County

By: Rusty A. McMillan

Title: GREENE COUNTY JUDGE

DATE: FEBRUARY 27, 2023

Craighead County

By: Marvin Ray

Title: CRAIGHEAD County Judge

DATE 2/28/23



February 22, 2023

The Honorable Pete Buttigieg
Office of the Secretary of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Secretary Buttigieg,

The City of Jonesboro, Arkansas strongly supports the BRIDGE NEA application, for the Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. The grant enhances economic development, not just for the cities of Jonesboro, Paragould, Brookland, and the areas of Greene and Craighead Counties but for the regions as well. The proposed transportation project improves the marketability and accessibility of Arkansas State University and strengthens our collective opportunities to attract new companies to Northeast Arkansas. The new multi-modal inner-city transportation corridor appeals to a millennial workforce who will work in an enterprising area of Jonesboro.

The grant will help fund a project to build efficient, reliable, multi-modal connectors to Downtown Jonesboro, Arkansas State University, North Jonesboro, and beyond. The proposed trail system will connect the Cities of Jonesboro, Paragould, and Brookland to Craighead County and Greene County trails. Furthermore, this regional trail system will connect two Arkansas State Parks, Lake Frierson to Crowley's Ridge State Park. The project will benefit local and commercial traffic and provide increased accessibility for employees of businesses located in Jonesboro, Paragould, and Brookland, as well as students, faculty, staff, and visitors to Arkansas State University. Additionally, the infrastructure improvements will help accommodate the growth that the City of Jonesboro is currently experiencing by constructing a new two-lane road that connects downtown Jonesboro and connectors leading to and throughout Arkansas State University and North Jonesboro. The project will replace deficient roadways, add a new section of roads, replace pedestrian paths with ADA-compliant infrastructure, and improve drainage to reduce flooding.

The City of Jonesboro, asks that you please consider this pledged commitment of \$2,000,000 as the proposed match by the City of Jonesboro and respectfully consider us as one of the awarded entities for the United States Department of Transportation, FY23 RAISE Grant.

Sincerely,

A handwritten signature in black ink, appearing to read 'H. Copenhaver', is written over a horizontal line.

Harold Copenhaver, Mayor
City of Jonesboro, Arkansas
300 South Church St.
Jonesboro, AR 72401