

ARKANSAS STATEWIDE LONG-RANGE INTERMODAL TRANSPORTATION PLAN

2007 UPDATE



**Planning and Research Division
Arkansas State Highway and Transportation Department**

TABLE OF CONTENTS

I.	Executive Summary	1
II.	Introduction	
	A. Policy Document	2
	B. Federal Legislative Purpose	2
	C. Planning Factors	2
	D. Status of Emerging Issues from 2002 Long-Range Plan	2
III.	Trends and Issues That Impact Arkansas' Transportation Systems	
	A. Demographic Profile	4
	B. Environment	5
	C. Security	7
	D. Safety	8
	E. Freight Movement	8
	F. Intelligent Transportation Systems	9
	G. Emerging Issues	10
IV.	State Highway System Condition and Needs	
	A. State Highway System	13
	B. Financial Considerations	16
V.	Other Transportation Modal Systems Trends and Issues	
	A. Air	18
	B. Bikeways and Pedestrian	19
	C. Public Transportation	20
	D. Rail	21
	E. Water	22
	F. Intermodal Programs and Activities	23
VI.	Conclusions	24
	Appendix A – Description of Airport Levels	25
	Appendix B – AHTD Planning Studies: 2002-2007	26
	Appendix C – Public Involvement Procedures	27

LIST OF FIGURES and TABLES

Figure 1:	Arkansas Population Growth and Decline	5
Figure 2:	Arkansas Natural Areas	6
Figure 3:	Highway Shrinking Dollar	10
Figure 4:	State Highway Capacity Needs	11
Figure 5:	Arkansas Primary Highway Network	13
Figure 6:	Estimated Air System Plan Costs	18
Figure 7:	Network of Arkansas Public and Paratransit Transportation Providers	20
Figure 8:	Commercially Navigable Waterways, Public Ports and Harbors	22
Table 1:	2006 Arkansas State Highway Needs Study Summary	15
Table 2:	Estimated Average Annual Construction Funds Available for Commission Discretion	16

EXECUTIVE SUMMARY

All modes of travel in Arkansas contribute to the State's transportation network. Air, bicycles, highways, public transportation, rail and water transport people and freight to and from destinations in Arkansas. Each plays a strategic role in this service. People typically choose air, bicycles, highways, public transportation, or walking to travel from place to place. Primarily highways, rail or water moves freight.

Development of this document is a result of Federal highway and transit authorization laws and regulations. The current law – Safe, Accountable, Flexible, Effective Transportation Efficiency Act: A Legacy for Users (SAFETEA-LU) – requires the State to carry out a continuing, cooperative and comprehensive statewide transportation planning process that provides for projects, strategies and services that will address eight planning factors. A long-range plan is a required product of this planning process.

The *Arkansas Statewide Long-Range Intermodal Transportation Plan* (2007 Long-Range Plan) is a policy guide document. It describes the transportation systems in Arkansas. Conditions and needs of the transportation systems are also presented as a guide for identifying highway and transit improvement projects to be considered for inclusion in the Statewide Transportation Improvement Plan (STIP). To support the statements presented in this document, the Department presented the findings of the 2003 Arkansas State Highway Needs Study and later the 2006 Arkansas Highway Needs Study and Highway Improvement Plan to the public for review and comment. In February 2007, the Department hosted a meeting with National and State natural resource agencies to discuss environmental issues and areas of concern as part of the planning process.

The STIP is prepared by the Arkansas State Highway Commission in response to 23 United States Code Section 135 - Statewide Planning. It identifies transportation projects that are likely to be implemented within a four-year period. The current STIP covers Federal Fiscal Years 2007-2010.

With respect to urban areas greater than 50,000 in population, projects listed in the local Transportation Improvement Programs (TIPs) that have been developed by the various Metropolitan Planning Organizations (MPOs) are included in the STIP as part of the overall Federal-aid highway and transit program. For additional information on projects located within a TIP area, contact the appropriate MPO.

INTRODUCTION

This *Arkansas Statewide Long-Range Intermodal Transportation Plan* (2007 Long-Range Plan) is the third long-range plan approved by the Arkansas Highway Commission. The first plan was approved in February 1995 followed by the second document in May 2002. This document is a response to changing needs and dynamics of Arkansas' transportation systems and to U.S. Department of Transportation planning requirements.

The 2007 Long-Range Plan is a policy guide document. It describes the transportation systems in Arkansas. Conditions and needs of the transportation systems are also presented as a guide for programming specific highway improvement and transit projects included in the Statewide Transportation Improvement Plan (STIP).

Development of this document is a result of Federal highway and transit authorization laws and regulations. The current law – Safe, Accountable, Flexible, Effective Transportation Efficiency Act: A Legacy for Users (SAFETEA-LU) – requires the State to carry out a continuing, cooperative and comprehensive statewide transportation planning process that provides for projects, strategies and services that will address the following eight factors:

1. Support the economic vitality of the United States, the States, metropolitan areas and non-metropolitan areas, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

Planning regulations developed pursuant to SAFETEA-LU, dated February 14, 2007 state, “consideration of the planning factors shall be reflected, as appropriate, in the transportation planning process. The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues related to the transportation system.”

The 2002 Long-Range Plan addressed Intelligent Transportation Systems (ITS) and Air Quality Impacts as emerging transportation issues that should be addressed as part of the long-range planning process of the Arkansas State Highway and Transportation Department (Department).

The Department has responded to the ITS issue by installing electronic message boards along major highways in Central Arkansas to advise motorists of emergencies and traffic conditions. The Department is assisting the eight urbanized areas to develop regional ITS architectures. These eight areas' ITS documents have been or are in the process of being prepared. Further, the Department is developing a plan for ITS deployment.

Crittenden County has been designated as an air quality nonattainment area. Since the designation in 2004, the Department has been assisting the Arkansas Department of Environmental Quality in developing an emissions modeling and conformity determination for the Crittenden County area.

Although Central Arkansas is currently an attainment area, it is possible for it to be designated nonattainment in the near future. The Department and the MPO participate in the Central Arkansas Ozone Action Days and the Central Arkansas Clean Cities programs in an effort to maintain good air quality and forgo a nonattainment designation.

TRENDS AND ISSUES THAT IMPACT ARKANSAS' TRANSPORTATION SYSTEM

Demographic Profile

One of the responsibilities in developing a statewide long-range plan is to review the demographic and social characteristics of the State. This chapter presents a current and a projected year 2027 profile of the State, based on the United States Bureau of Census (Bureau) 2000 Population data and projections. Population, minority groups, Hispanic(s), elderly and disabled persons and poverty characteristics are presented.

There are over 2.67 million people living in Arkansas, according to the Bureau's 2000 Population count. Arkansas experienced a 14 percent population growth from 1990 to 2000 compared to the Nation's growth of 18 percent. This trend of lagging behind the Nation is expected to continue through the next two decades. The Nation's population is projected to increase 26 percent by the year 2027 while Arkansas' projected population will only increase 18 percent.

Most of Arkansas' population growth occurred in the northwest part of the State or the counties surrounding Little Rock. Benton County had the largest percentage increase among Arkansas counties with a 57 percent growth. In fact, it was one of the fastest growing counties in the Nation. There were ten counties (mainly in northwest and central Arkansas) that grew by more than 25 percent. Four counties – Benton, Faulkner, Lonoke and Washington – are expected to continue to grow at or above the same rate over the next twenty years. In contrast, thirty-five counties, primarily in the east and southern parts of Arkansas, are expected to lose population over the next twenty years. Figure 1 shows this growth and decline in population.

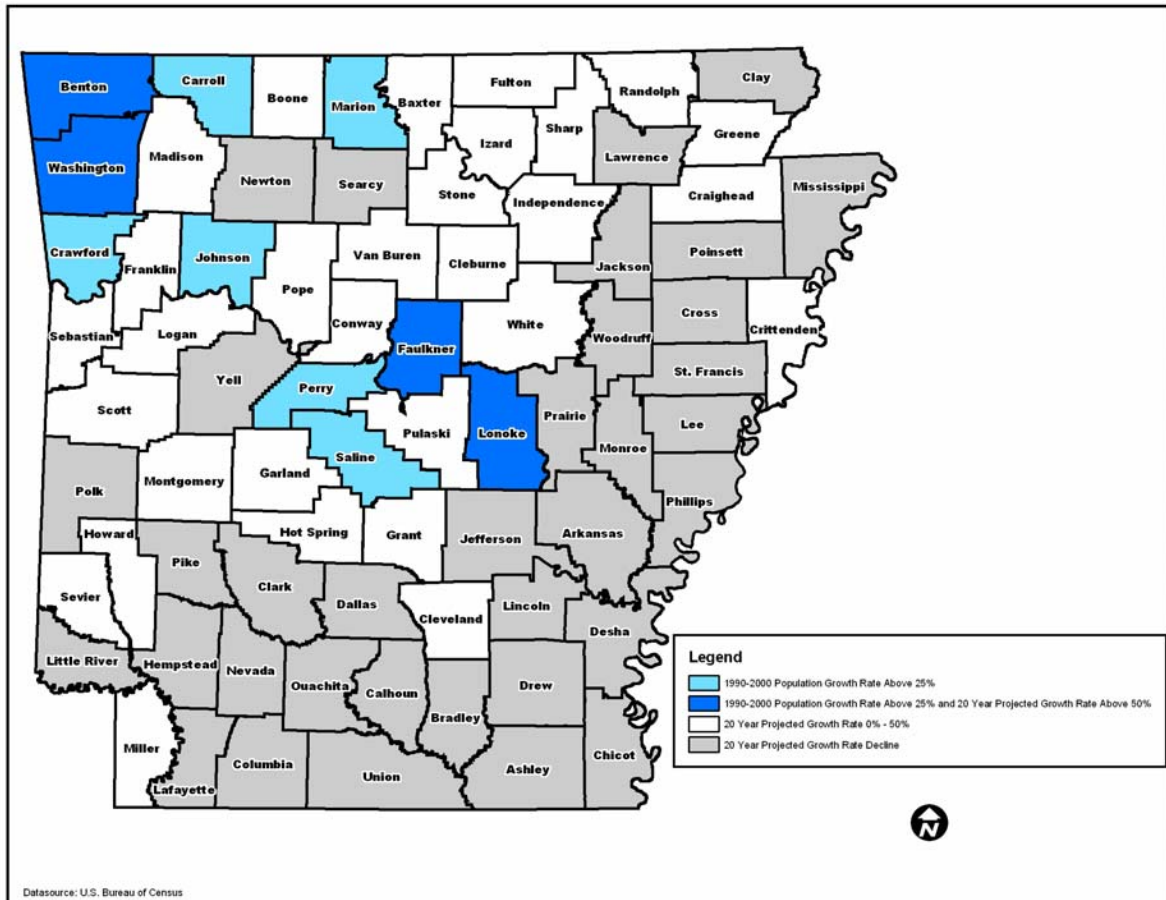
Approximately 20 percent of Arkansas' population is of a minority race compared to the Nation's 23 percent. African Americans comprise approximately 78 percent of Arkansas' minority population. Eastern and southern Arkansas counties have the higher concentration of minority persons, primarily African Americans. Other minority population groups in Arkansas include Multi-racial (7%), Asian (4%), Native American (3%) and the remaining 8 percent are of some other race as defined by the Bureau. These population groups are concentrated in Benton, Pulaski, Sebastian and Washington counties.

There are approximately 87,000 Hispanic persons in Arkansas. They comprise only 3.3 percent of the State's population compared to the Nation's average of 12.5 percent. Arkansas' Hispanic population is concentrated in the western counties primarily because of the intensive labor demands in that area of the State.

Arkansas ranks ninth among all states in terms of elderly population (persons 65 and older). Approximately 14 percent of Arkansas' population is over the age of 65 while the Nation's average is 12 percent. Arkansas' percentage of elderly has exceeded that of the Nation over the past several decades. This trend is expected to continue through the next twenty years with Arkansas' elderly percentage reaching 20.3 percent of the population with the projected

National rate of 19.7 percent. The natural settings, low cost of living, established retirement communities and the fact that people are living longer contribute to Arkansas' high percentage of elderly persons.

Figure 1
Arkansas Population Growth and Decline
1990 – 2027



There are approximately 576,500 disabled persons in Arkansas representing 24 percent of the State's population. This is a high percentage compared to the National average of 19 percent. Forty-five percent of the disabled persons reside in Arkansas' urbanized counties. This is probably due to the ease of access to physicians and disability services most often found in urbanized areas.

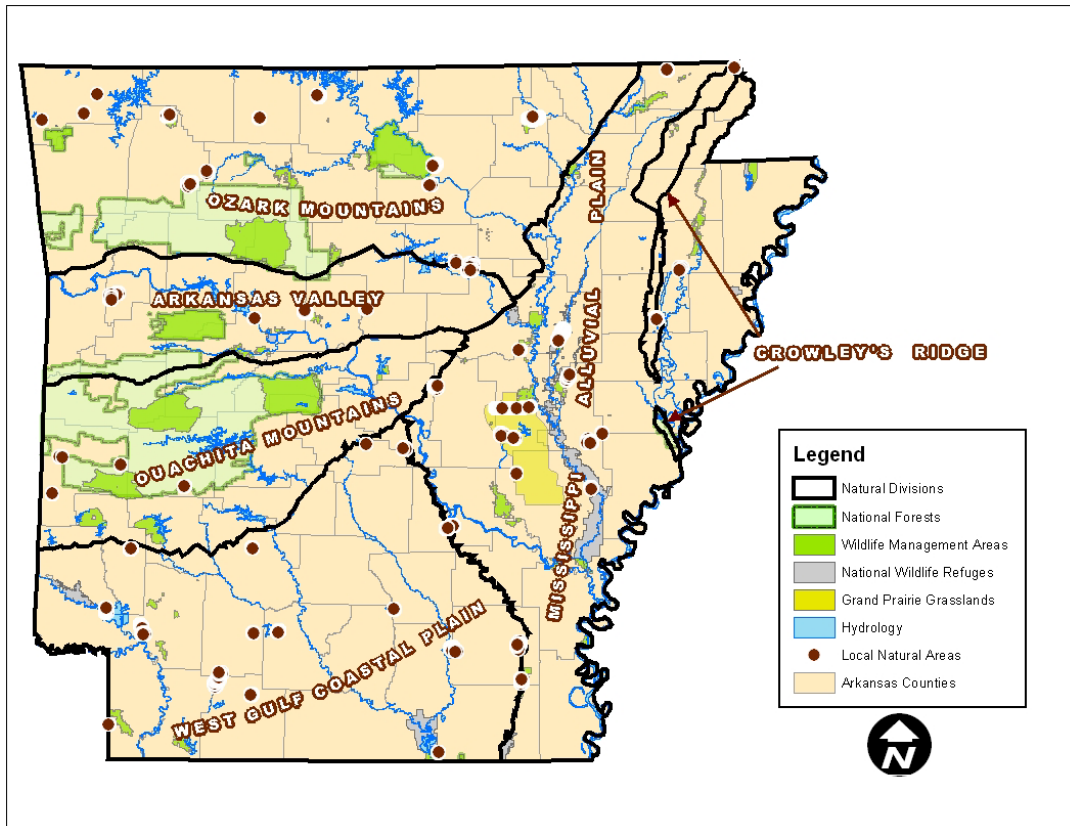
Environment

Arkansas is called the "Natural State" because of its many natural settings. Certain environmental issues directly or indirectly affect transportation, or are affected by transportation. The objective in addressing environmental issues is to minimize impacts on our environment while maintaining the economic health of the State. As transportation projects are implemented

near or through these areas, special considerations are necessary to minimize adverse environmental impacts. In the transportation planning and construction process, appropriate levels of environmental review and permitting (historic preservation, wetland permits, archeological surveys, etc.) take place within the Department to minimize adverse impacts. In addition, there are certain environmental sensitive areas that the Department either avoids, minimizes, or mitigates adverse environmental impacts.

The lands held within the Arkansas Natural Heritage Commission’s System of Natural Areas, as shown on Figure 2, show some of Arkansas’ natural regions and areas. These areas represent some of the best and last remaining examples of the State’s natural communities. These natural areas also comprise vital habitat for a host of plant and animal species, some of which are now endangered or threatened. In addition to these natural areas, wetlands also serve an important role in the local ecosystem. They provide habitat for migratory birds, fish, amphibians and plants as well as help control floods and erosion. Figure 2 also depicts the location of wetlands in the form of National and State Wildlife Management Areas and rivers and lakes.

Figure 2
Arkansas Natural Areas



Air quality is a major concern for all Arkansans since it can affect our health as well as our environment. Most transportation modes contribute to air pollution with the main impact being increased ground level ozone. There are two types of ozone in the atmosphere. Ozone occurs naturally in the upper atmosphere and helps protect us from harmful ultraviolet radiation. There have been ongoing efforts for many years to improve the ozone layer.

The second type of ozone occurs at or near the ground level. Ground-level or "bad" ozone is not emitted directly into the air, but is created by chemical reactions between oxides of nitrogen (NO_x) and volatile organic compounds (VOC) in the presence of sunlight. Emissions from industrial facilities and electric utilities, motor vehicle exhaust, gasoline vapors, and chemical solvents are some of the major sources of NO_x and VOC.

Under the Clean Air Act, the U.S. Environmental Protection Agency (EPA) has set protective health-based standards for ground-level ozone. In 2004, Crittenden County was designated a nonattainment area, as part of the larger Memphis-Shelby County, Tennessee area, by the EPA. This means that air monitors in the region showed higher than allowable levels of ozone. Local, state, and federal government entities must work together to reduce the emissions in the region and attain conformity of the regional emissions to the national ambient air quality standards, while continuing to support and encourage local and regional economic growth as well as provide the necessary services to the public.

While a designation of nonattainment has not occurred for the Central Arkansas area, it is anticipated that designation may occur within the next five years. Currently, there are efforts underway to establish an effective public education campaign to educate the public on the danger of increased ground-level ozone.

The Department will continue to work with the West Memphis-Marion Metropolitan Planning Organization, Metroplan (the Central Arkansas MPO), the Arkansas Department of Environmental Quality, FHWA, and EPA to ensure that long and short range transportation plans in the regions include transportation improvements and activities that reduce congestion and idling, and change driving habits to work toward reducing emissions and providing the region with transportation improvements.

Security

Critical transportation infrastructure points have been identified in Arkansas. In terms of the highway network, these points include the major bridges over the Arkansas and Mississippi Rivers. These bridges are important to the continued intrastate and interstate commerce of Arkansas and the Nation. Cameras and other monitoring equipment have been installed on the Interstate 40, Interstate 55, Helena (Highway 49) and Greenville (Highway 82) bridges crossing the Mississippi River. Equipment has also been installed around the Interstate 540 Bobby Hopper Tunnel for emergency and security purposes. In addition to this equipment, Department has enhanced police patrols at these and other important locations.

Safety

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires the states to prepare a strategic highway safety plan (SHSP). The SHSP is a comprehensive plan of action to improve safety in the State by identifying emphasis areas and listing strategies to reduce the number of fatal and serious injury crashes on the State's roadways. The Arkansas Highway Commission approved the Arkansas Strategic Highway Safety Plan in July 2007.

Arkansas' fatality rate continues to exceed the national fatality rate. Therefore, a goal has been established to reduce the State's total fatalities by 5 percent thus reducing the State fatality rate from 2.1 fatalities per 100 million vehicle miles (MVM) in 2005 to 1.8 fatalities per 100 MVM by the year 2010. Implementation of the following strategies is recommended in the SHSP to achieve this goal:

- Enactment of a primary seat belt law;
- Continue to increase seat belt use through enhanced enforcement of all occupant protection laws and public information and education;
- Expand the installation of shoulder and centerline rumble strips, edge lines, median cable barriers and passing lanes;
- Expand, improve and maintain roadway visibility features such as markings, signs, lightings and signals;
- Identify and deter high-risk drivers such as nonusers of seat belts, impaired drivers, speeders and younger/older drivers;
- Continue to improve work zone safety through innovative design, increased enforcement and public information and education;
- Improve accuracy of identifying the location of crashes and in the timeliness of entering and accessing crash data into the State database;
- Improve timely access for emergency medical personnel and first responders; and
- Continue highway safety improvements as recommended and identified through crash analyses and on-site investigations focusing on rural 2-lane roadways.

As stated in the SHSP, safety partners are encouraged to focus their safety activities and programs to the emphasis areas, targets and strategies listed in the SHSP. Opportunities to increase cooperation and sharing of resources among the four safety disciplines related to engineering, enforcement, education and emergency medical services will be reviewed. To evaluate the effectiveness of the SHSP, safety measures, crash data and other safety indicators will be monitored and analyzed.

Freight Movement

Trucking dominates the national domestic freight movement while rail is critical to the movement of bulky, lower-value commodities and heavy shipments over a long distance. This is also true for Arkansas. Seventy-six percent of Arkansas' freight, in terms of tonnage, is transported (to, from and within the State) by truck. Rail and water transportation account for

18 percent and 6 percent, respectively, for the other freight transported in Arkansas. Air represents less than one percent of freight movements.

One reason for the high percentage of freight being shipped by truck is because trucking is convenient for manufacturers and consumers by providing door-to-door delivery of goods. Another reason is that Arkansas is a “bridge” state as our roadways are heavily used to transport commodities across the Nation. Interstate 40 links the east and west coasts, while Interstate 30, along with Interstate 55, is a major route for products shipped from Canada to Mexico.

By 2035, the national trucking share of total freight tonnage could grow from seventy-four percent to approximately eighty percent according to the U.S. Department of Transportation’s “*Freight Analysis Framework*” (FAF report). From 1995 to 2005, the number of truck crossings into the United States from Canada and Mexico increased 47 percent. This increase in trade volume underscores the growing demands on major transportation corridors traversing our northern and southern borders.

The FAF also indicates that by 2020 most segments along Interstates 30 and 40 in Arkansas will be operating at a Level of Service D or worse. The importance of Arkansas’ Interstate Highway System to truck freight movements cannot be understated. The projected traffic volume, including trucks, indicates a continued growth of commerce in and through Arkansas. As traffic grows, trucks will be exposed to more congestion and delay. Without additional capacity, costs will likely rise and be paid for by Arkansans.

Intelligent Transportation Systems

The *Arkansas Intelligent Transportation System Strategic Plan* was adopted by Arkansas Highway Commission action on July 9, 2003. This ITS Strategic Plan is a guide for the deployment of ITS technologies and systems in the State. The vision of the ITS program in Arkansas is to coordinate operations and incident management activities on the Arkansas Interstate Highway System and appropriate portions of the National Highway System and create an integrated ITS program throughout the State that links any participating traffic operations, emergency response and transit agency.

Intelligent Transportation Systems (ITS) improve transportation safety and mobility and enhance productivity through the use of advanced communications technologies. Intelligent transportation systems (ITS) encompass a broad range of wireless and wire line communications-based information and electronics technologies. When integrated into the transportation system's infrastructure and in vehicles themselves, these technologies relieve congestion, improve safety and enhance American productivity. The Department has installed electronic message boards along major highways in Central Arkansas to inform motorists of traffic conditions. The Department has also assisted each MPO in developing Regional ITS Architectures. These architectures will allow regions to implement projects to improve traffic conditions in the area.

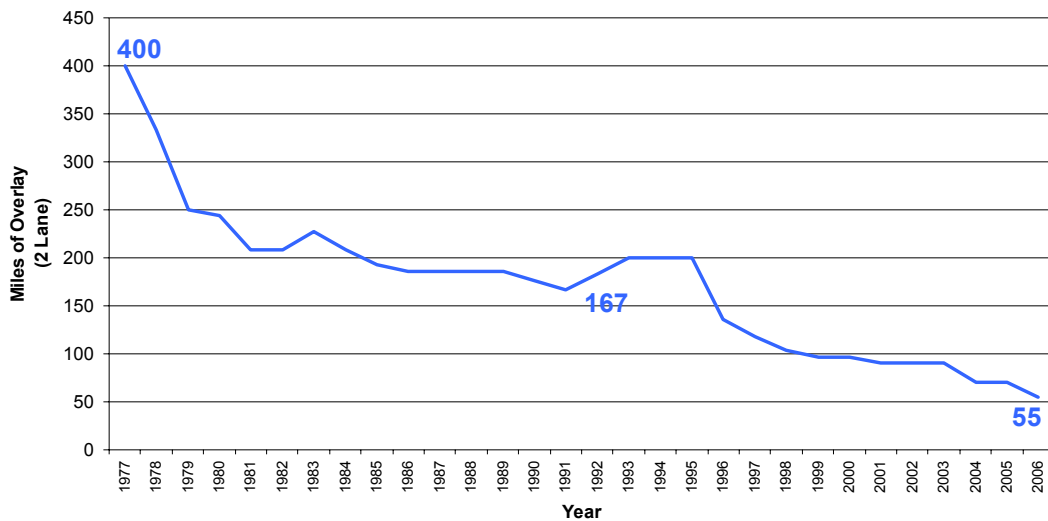
Emerging Issue 1: Construction and Maintenance Costs

Arkansas' construction costs have increased an average of approximately ten percent, annually, over the past five fiscal years. In 2005 alone, construction costs increased 31 percent. Prices for construction materials such as concrete, asphalt and steel are expected to increase as foreign countries strive to support their economies. Therefore, this trend is expected to continue.

This growth in construction and maintenance costs has a direct effect on the State's ability to improve its transportation network. Available funds can only pay for so much construction and maintenance. As costs go up, buying power goes down, thereby reducing the number or scope of projects that can be completed.

The loss of buying power to the Department's maintenance program is illustrated in Figure 3. In 1977, a \$10 million overlay program would have resulted in the improvement of over 400 miles of highways. In 1991, the same size program would have improved 167 miles of highways. Today, a \$10 million overlay program will improve only 55 miles of highways, which is 14% of what could have been improved in 1977 or 33% of what could have been improved in 1991.

Figure 3
Shrinking Highway Dollar
(\$10,000,000 Overlay Program)



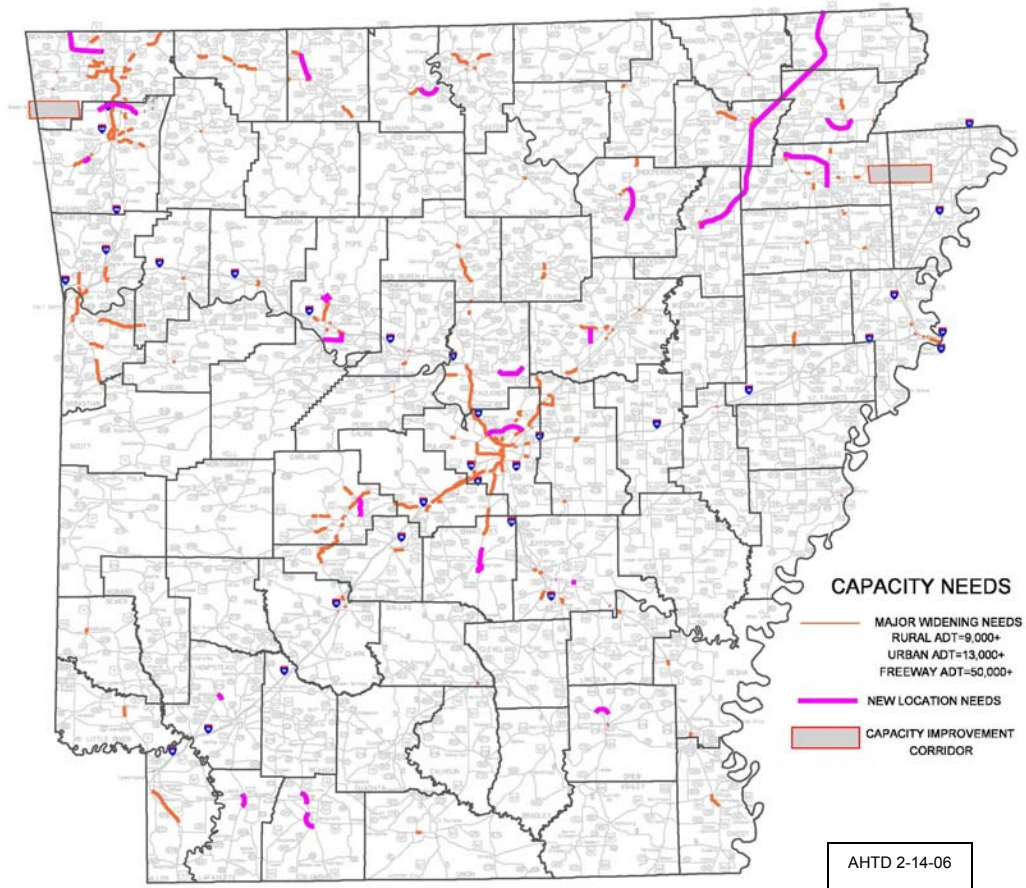
Emerging Issue 2: Highway Capacity

Traffic congestion is often considered a big city problem. This is not necessarily true. Small cities and rural highways can also experience traffic congestion due to increased traffic growth. Many of Arkansas' growing cities and rural highways are experiencing traffic problems and need new highway capacity to accommodate existing and future traffic.

Approximately 516 highway miles will need to be widened within the next ten years, according to the *2006 Arkansas State Highway Needs Study and Highway Improvement Plan*

report. An additional 250 highway miles of new location are needed. Widening and new location needs are shown on the figure below.

Figure 4
State Highway Capacity Needs



National studies show that traffic congestion contributes to traffic delays and lost productivity. Congestion also increases costs to travelers, motor fuels consumption and accidents. Traffic calming techniques and improving intersection design and signalization can improve congestion to some degree. Increased capacity is needed in many areas to solve the problem.

Emerging Issue 3: Transportation Finance

The Federal Highway Trust Fund: Highway Account (HTF) is the primary source of revenue for the Federal-aid Highway program. The HTF is projected to have a \$5.7 billion

deficit in FY 2009 that could result in a \$72 million decrease in Federal-aid funds to Arkansas. [Based on a 1.27 percentage share of Federal-aid highway apportionments to Arkansas.]

At the State level, funding for highway projects is derived primarily from state motor fuel taxes and vehicle registration fees. These revenues have historically increased at a rate of only 1.4 percent per year. This is insufficient to handle the expected annual increase in construction costs noted previously. Therefore, it is impossible for State highway revenues to cover the potentially loss of Federal funds.

Additional transportation revenues are needed at both the State and Federal level. Without these additional revenues, it will be difficult to achieve the goals of maintaining the State Highway System, accommodating traffic growth and supporting economic growth.

STATE HIGHWAY SYSTEM CONDITION AND NEEDS

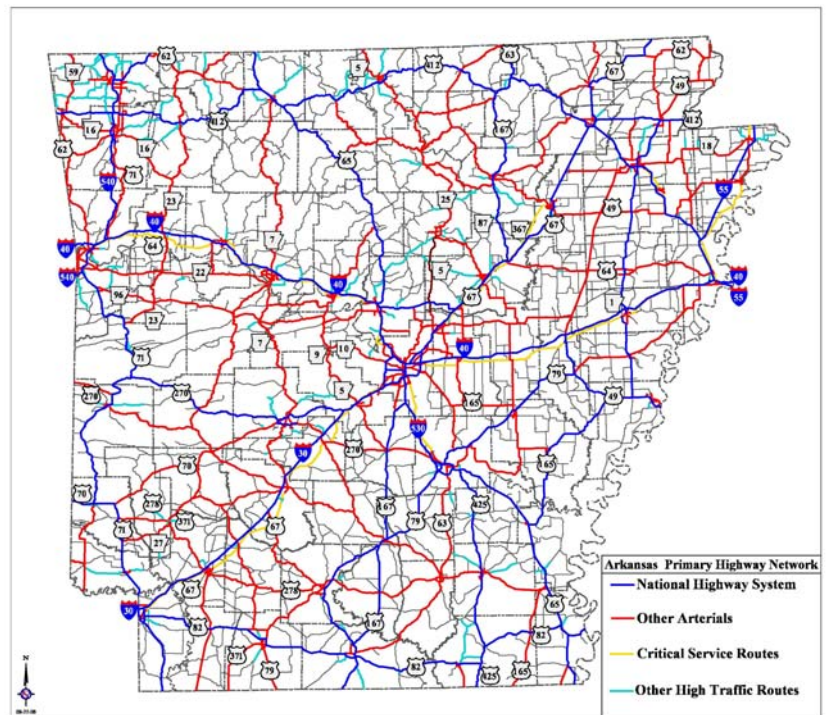
On June 15, 1999, Arkansas voters approved the proposal to issue Grant Anticipation Revenue Vehicle (GARVEE) bonds to fund the Interstate Rehabilitation Program (IRP). The Interstate Rehabilitation Program exceeded \$1.0 billion, which included funds from GARVEE bonds, Federal-aid Interstate Maintenance funds and other Federal and State highway revenue sources. The program provided for major improvements to the Interstate System let to contract in three years and completed in five years. Approximately 355 miles of our Interstate system were rehabilitated under this program. As a result of the IRP, approximately 72 percent of Arkansas' Interstate mileage is in good condition compared to only 22 percent in 1999.

In 2007, the Arkansas General Assembly authorized the Arkansas Highway Commission to issue additional GARVEE bonds, subject to voter approval, to continue rehabilitating the Arkansas Interstate System. A total of \$575 million, new bonds plus the outstanding principle on the 1999 bonds, is authorized. Specified motor fuel tax revenues, specified Federal-aid Highway funds, other Department funds and the full faith and credit of the State support the 2007 bonds.

The Arkansas State Highway System is comprised of approximately 16,444 miles of roadway and 7,120 bridges. It is the 12th largest state highway system in the nation (comparable to larger states such as California, New York, Louisiana, Georgia and Illinois). This system constitutes only 17 percent of the total public roadway miles. However, it carries 80 percent of the total traffic and 95 percent of the heavy truck traffic that uses the public road system in Arkansas.

The Department has identified a portion of the State Highway System important to the State's transportation service on the basis of characteristics and performance. The Arkansas Primary Highway Network (APHN), shown on Figure 5, is a system of 8,447 miles that carries approximately 92 percent of all travel on the State Highway System.

Figure 5: Arkansas Primary Highway Network



Future programs will continue to address the construction and maintenance needs of the system. The Department is working to update the *2006 Arkansas State Highway Study and Highway Improvement Plan*. This report identifies the condition, needs and funding requirements necessary for preserving and improving Arkansas' highways. This report may be reviewed from the Department's website, www.arkansashighways.com. The following is a summary of findings from that report.

The questions of funding new capacity versus the maintenance of existing facilities, the prioritization of funds between immediate needs and long-term corridor development, and the uncertainty surrounding the reduced 'buying' power of traditional funding methods are not new. Since 1998, the Department has addressed these questions many times in various arenas including needs studies, funding analyses and improvement programs. These issues will continue to impact the decision-making process as transportation needs across the State are considered.

- Changes in traffic patterns and economic development occur continually.
- With the increase in vehicle miles traveled, average daily traffic and truck percentages on the system, congestion and roadway and bridge deterioration will follow.
- Highway "needs" may be identified in three basic categories: Capacity Improvement, System Preservation and Other. Other may include Safety, Economic Development, Intermodal Connections, National Corridors, etc.
- Department expenditures over the last ten years have been approximately 48 percent for Capacity and 52 percent for System Preservation Improvements.
- Over the next ten years, 28 percent of the State's identified highway needs are for Capacity and 72 percent are for System Preservation. This does not include the Congressionally-designated High Priority Corridors (HPCs) or Economic Development Connectors. The total cost for Capacity and System Preservation Needs, High Priority Corridors and Economic Development Connectors is approximately \$19.1 billion.
- Over the past five years, construction costs increases have averaged approximately ten percent annually, further deteriorating the Commission's ability to address the State's highway needs.
- The anticipated available funding for the next ten years is expected to be insufficient to meet the State's highway improvement needs. Anticipated funding for this period is expected to be approximately \$4.1 billion – resulting in unfunded needs of approximately \$15.0 billion.

A summary of identified needs and proposed improvements by type is shown in Table 1 on the next page. Table 2 shows the estimated average annual construction funds to Arkansas, exhibited by the "Total for Federal and State Highway Funds minus Deductions" line.

**Table 1
2006 Arkansas State Highway Needs Study Summary**

Needs and Improvements	Construction Cost	Engineering and ROW Cost	Total Cost	Percentage
Capacity Needs				
New Location	\$1.4 billion	\$0.4 billion	\$1.8 billion	
Major Widening	\$1.3 billion	\$0.3 billion	\$1.6 billion	
Subtotal for Capacity Needs	\$2.7 billion	\$0.7 billion	\$3.4 billion	28%
System Preservation Needs				
Interstate Rehabilitation	\$0.9 billion	\$0.1 billion	\$1.0 billion	
Reconstruction	\$3.9 billion	\$0.9 billion	\$4.8 billion	
Resurfacing	\$0.9 billion	\$0.1 billion	\$1.0 billion	
Shoulder Improvements	\$0.3 billion	\$0.1 billion	\$0.4 billion	
Bridge Rehabilitation or Reconstruction	\$1.3 billion	\$0.3 billion	\$1.6 billion	
Subtotal for System Preservation Needs	\$7.3 billion	\$1.5 billion	\$8.8 billion	72%
Total for Capacity and System Preservation Needs	\$10.0 billion	\$2.2 billion	\$12.2 billion	100%
Congressionally-Designated High Priority Corridor Development	\$4.2 billion	\$1.0 billion	\$5.2 billion	
Subtotal for Congressionally-Designated HPCs	\$4.2 billion	\$1.0 billion	\$5.2 billion	
Economic Development Connectors (Four-lane Connections to Cities with a Population Greater than 5,000)	\$1.4 billion	\$0.3 billion	\$1.7 billion	
Subtotal for Economic Development Connectors	\$1.4 billion	\$0.3 billion	\$1.7 billion	
Total for Congressionally-Designated HPCs and Economic Development Connectors	\$5.6 billion	\$1.3 billion	\$6.9 billion	
Total Needs and Improvements	\$15.6 billion	\$3.5 billion	\$19.1 billion	

Note: These costs are in 2006 dollars. The cost for Total Needs and Improvements could increase by as much as ten percent per year. This is based on accounting for increases in the construction cost index.

Table 2
Estimated Average Annual Construction Funds
Available for Commission Discretion
(Fiscal Years 2005-2009)

	Funds Available (Millions)
Federal Funds	
Est. Average Annual Revenue from SAFETEA-LU	\$505
Subtotal for Federal Funds	\$505
State Highway Funds	
Est. Avg. Annual Revenue 2005-2009	\$393
Subtotal for State Highway Funds	\$393
Total for Federal and State Highway Funds	\$898
Deductions	
Non-AHTD Federal Funds, Non-Construction Programs, Federal Obligation Limitation, Fixed State Expenditures and State and Federal Commitment for IRP	(\$487)
Subtotal for Deductions	(\$487)
Total for Federal and State Highway Funds minus Deductions	\$411
Funds Specific to Categories – No Commission Discretion	(\$144)
Subtotal for Funds Specific to Categories	(\$144)
Total Highway Construction Funds Available for Commission Discretion	\$267

Financial Considerations

Even though the State General Revenues have increased substantially, this has not resulted in additional funds for highway improvements since the Department receives no State General Revenues. In the past five fiscal years, the State General Revenue has increased over \$1 billion or an average of 4.2 percent annually. Highway revenue has grown only \$55 million or an average of 1.4 percent annually over that same period.

As shown in Table 2, not all Federal and State highway funds are available for Commission discretion to direct funds to improvement needs. The Department does not share in State General Revenues such as sales and property taxes. Highway improvements in Arkansas are funded only through highway user fees such as fuel taxes and vehicle registrations. Of the highway user fees collected, the Department receives only 67.9 percent of what is collected. Three percent goes to the Central Services Fund and the remaining 97 percent is distributed according to the Arkansas Highway Revenue Distribution Law. The Department receives 70 percent of the remaining funds and Cities and Counties each receive 15 percent.

A similar trend is visible when comparing total Federal revenues to those Federal revenues over which the Commission has discretion. There are budgetary constraints contained in federal laws and the budgetary process. The SAFETEA-LU guaranteed only 83 percent of those funds authorized for highways, highway safety and public transportation. The annual appropriations act contains an obligation limitation amount that defines what a state can actually spend. In recent years the appropriation act has also contained takedowns and rescissions to pay for national objectives such as the hurricane relief. Further, certain funds must be passed through the Department to local entities for local projects, must be used for State non-construction programs, or must be used for specific programs or earmark projects.

This also impacts the State highway revenue because the majority of Federal-aid funds, unless dedicated to local projects, must be matched with State funds. To compound the problem, State highway revenues have remained relatively flat. When considering all these issues with Federal-aid and State funding, the Department's overall highway construction program is greatly impacted.

OTHER TRANSPORTATION MODAL SYSTEMS TRENDS AND ISSUES

Air

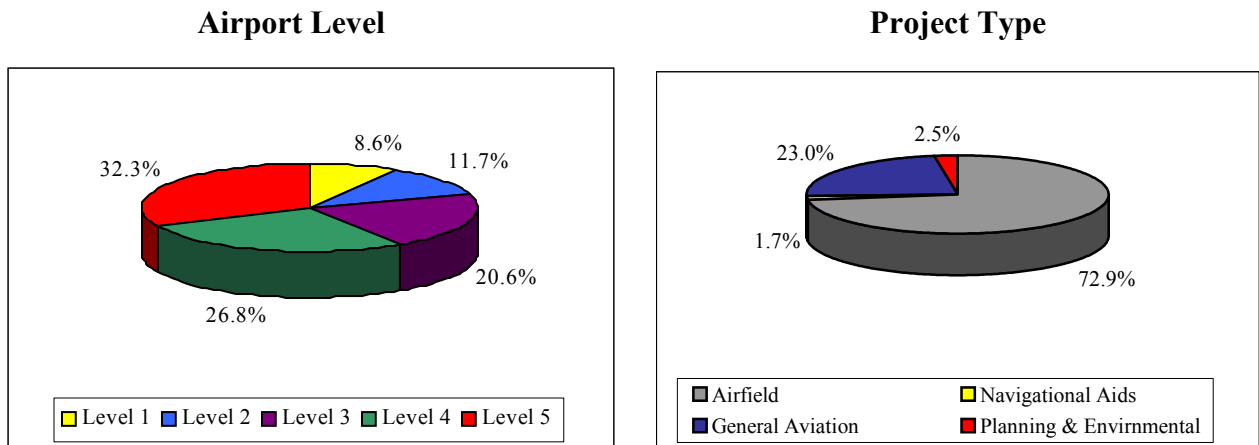
Aviation is an important part of the State’s multi-modal transportation infrastructure. Passengers and air-freight providers are afforded another mode of transportation to travel to desired destinations around the Nation and the world. Within Arkansas, the Arkansas Department of Aeronautics (ADA) is charged with ensuring the State has a system of public commercial and general aviation airports that meets the needs of the State’s residents, businesses and visitors. To help ensure that these needs are met, the ADA has undertaken an update to the Arkansas State Airport System Plan.

There are 91 public airports in Arkansas providing passenger and freight service to and from the State. These airports accommodated just over 2,800 aircraft and almost 2.2 million total annual aircraft enplanements, in 2005. Aircraft enplanements are projected to increase by 50 percent to approximately 3.3 million by 2020.

Arkansas’ airports provide adequate air service coverage. In other words, most of the State is within a sixty-mile radius of an existing public airport. However, improvements to airports are needed.

To meet the performance, facility and service objectives set by the system plan, an estimated \$353.5 million in Federal, State and local funds will be needed over the next 20 years. This estimate is provided through the Arkansas State Airport System Plan: 2006. Master plans for individual airports may identify additional costs. The following figure provides a breakdown of the estimated costs by airport level and project type. Appendix A provides a description of airport levels.

**Figure 6
Estimated Air System Plan Costs**



Bikeways and Pedestrians

The importance of bicycling and walking as modes of transportation in Arkansas is growing. As more Arkansans become health conscious, bicycling and walking will become more important. Furthermore, many individuals living in communities with no access to public transportation systems and working at lower wage jobs rely on bicycling and walking as their sole means of transportation.

There are many Federal funding sources available for the development of bicycle lanes, sidewalks and similar facilities. The Department administers three Federal-aid programs to enhance these modes. The Transportation Enhancements Program allows for the development of bicycle and pedestrian infrastructure. The Department also administers the Safe Routes To School (SRTS) Program, oriented toward encouraging school children in grades kindergarten through eighth grade to safely bicycle and walk to and from school by providing funding for educational programs as well as for infrastructure projects. The National Recreational Trails (NRT) Program is designed to develop and maintain motorized and non-motorized trails for recreational purposes. Many of these projects have been designed and located in a way that strengthens their role as transportation facilities, allowing cyclists and pedestrians to utilize them in their daily lives in a more utilitarian manner. Since 2002, approximately \$6.3 million have been expended or obligated for developing pathways throughout Arkansas. All of these programs offer funding to local communities through a periodic competitive application processes. As these programs continue to be funded, the Department will continue to work with local agencies to develop bicycle and pedestrian pathways projects.

The Department has established guidelines for bicycle and pedestrian pathways. Accommodations for bicycles will be given due consideration when a proposed highway project is on a route that has been designated as a bicycle route by a locally adopted bicycle plan or master street plan and the Department concurs that the route should be a designated bicycle route. The guidelines for sidewalks require when curb and gutter sections are proposed along a highway with existing sidewalks, the sidewalks will be replaced in accordance with the guidelines. Also, when curb and gutter sections are proposed along a highway with no existing sidewalk, sidewalks will be constructed on both sides of the highway in developed areas. Additional accommodations that address local streets and local bicycle policies are included in the guidelines.

In addition to the Department guidelines, each of Arkansas' eight Metropolitan Planning Organizations are required to address bicycle and pedestrian needs and projects as part of their long range intermodal transportation plans. The Department has also encouraged other communities to develop local bicycle and pedestrian transportation plans. Needs for these facilities will continue to be considered during the planning and design phases of project development.

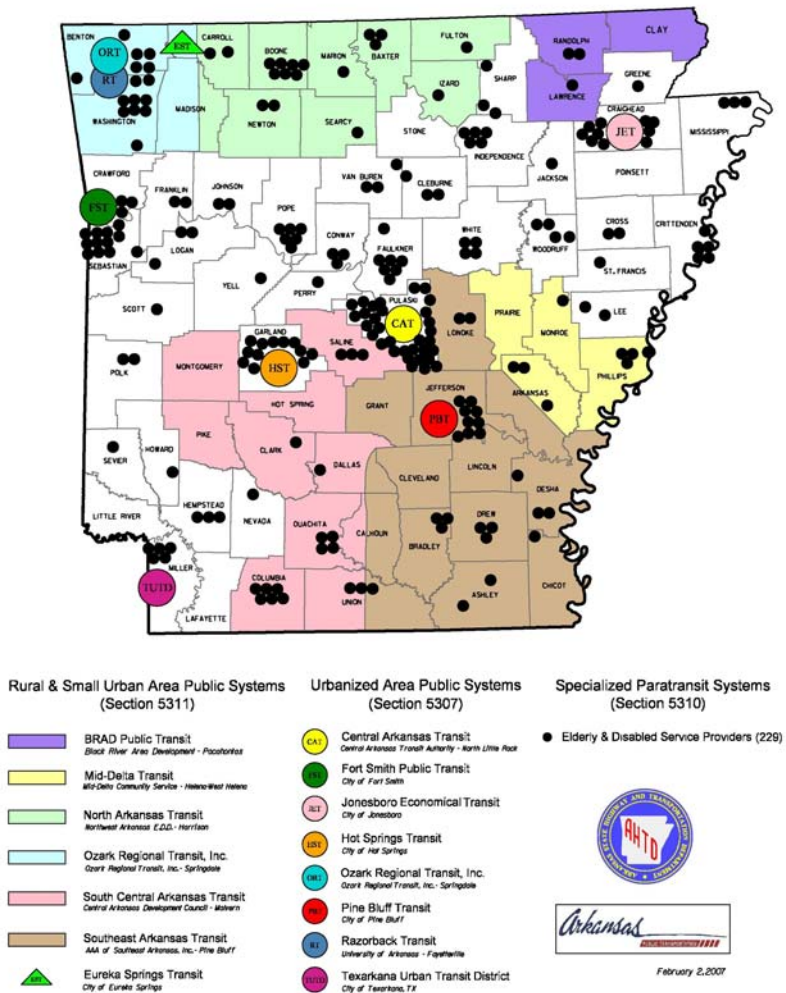
Public Transportation

Public transportation is the mode of travel for many Arkansans. There are eight urbanized area and seven rural area public transportation systems in Arkansas. Additionally, 229 Elderly and Disabled service providers operate under the Department's programs. Often public transportation is the only transportation mode available for persons who are unable to drive or who do not have access to a vehicle. Public transportation provides access to grocery and shopping stores, healthcare services, recreational activities, and other necessary daily trips.

Arkansas' fifteen public transportation systems provide access for over 3 million passenger trips annually. The 229 elderly and disabled providers under the Department's transit program provide an additional 2.2 million trips per year. This ridership level has remained constant for the past ten years and is expected to continue in the future. Figure 7 shows the State's public transit systems and provider agencies under the Department's public transportation programs.

The State General Assembly established a Public Transportation Trust Fund (PTTF) to address the local funding issue. Approximately \$3.5 million are deposited annually into the PTTF generated from a tax levied on rental vehicles. Another source of State funds for transit purposes is a corporate franchise fee. This fee generates about \$350,000 annually for transit purposes. There are several Federal Transit Administration (FTA) programs available to fund public transportation activities in both urban and rural areas. Cities with populations over 50,000 receive capital and operating funds

Figure 7
NETWORK OF ARKANSAS PUBLIC AND PARATRANSIT TRANSPORTATION PROVIDERS



directly with the FTA. Rural areas receive capital, operating, and administrative assistance through a FTA program. The FTA also provides capital assistance to non-profit agencies providing services to elderly and persons with disabilities. Two new FTA programs provide capital and operating assistance funds to low-income and disabled persons.

The main issues affecting transit service in Arkansas are: 1) Insufficient local funds to match federal program funds; 2) Rising operating costs; 3) High insurance rates; and 4) Low population density. Many insurance companies do not insure transit vehicles due to the number and type of passengers and because a transit vehicle is unlike a regular passenger vehicle. Because Arkansas is a rural state, transit providers have to travel long distances to transport passengers from their homes to shopping centers, medical services and recreational facilities.

A new requirement included in SAFETEA-LU is the development of a local public transit – human service coordination plan (Transit Coordination Plan). Agencies requesting funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), the Job Access and Reverse Commute (Section 5316) or the New Freedom (Section 5317) programs are impacted by this requirement. The urbanized and rural regional Transit Coordination Plans will be completed by the end of 2007. These plans will be reviewed annually and updated at least every five years independent of the Long-Range Plan.

The Department continues to provide day-to-day oversight, technical assistance, and fiscal management of Federal Transit Administration programs (rural, low-income and elderly and disabled). Further, the Department will continue to expand service into areas that are presently underserved. Efforts to coordinate services among public and non-profit agencies will also continue.

Rail

As noted previously, rail service is a viable option when transporting heavy materials over a long distance. The primary goods transported into Arkansas by rail include lumber, wood products and coal. The presence of a viable rail freight system has been a major factor in retaining industries or attracting new manufacturing firms. Rail freight is expected to grow 16 percent by the year 2020 but experience a decline in percentage share of freight shipments.

Arkansas' railroad network is concentrated in the eastern and southern sections of the State because large quantities of bulk products are shipped and consumed in those areas. There are approximately 2,750 miles of track in Arkansas, primarily operated by the Class I railroads (1,893 miles of track).

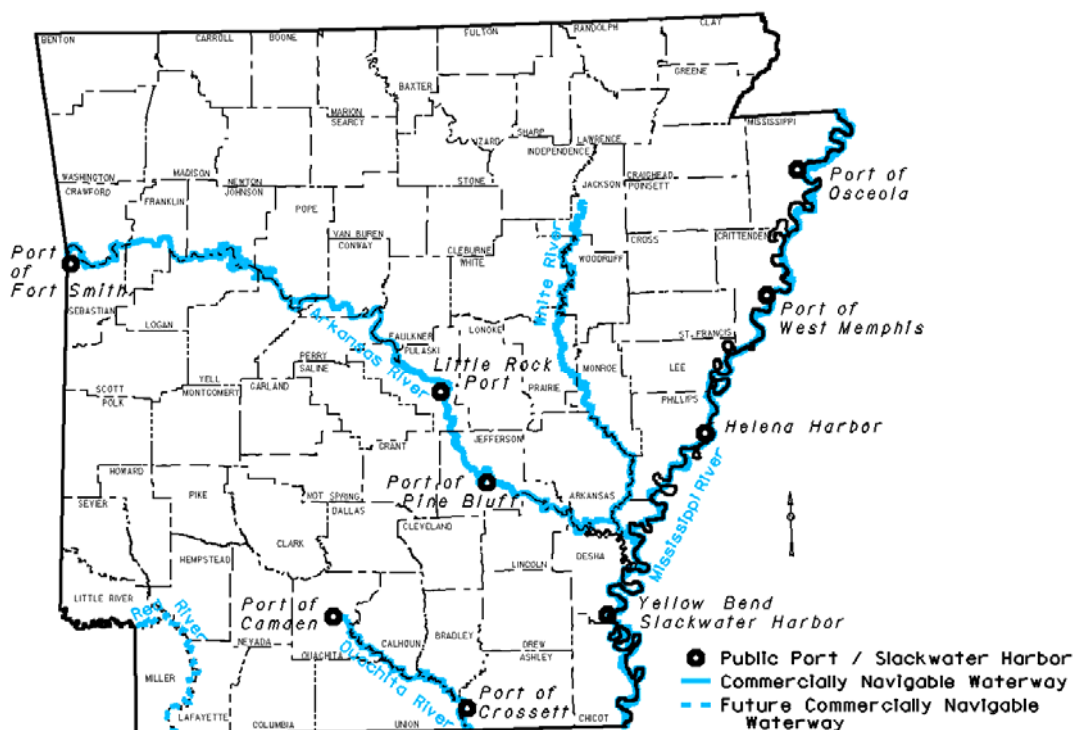
The principal rail freight issues for both providers and users are: 1) Railroad/Highway at-grade crossings; 2) Insufficient funds to properly maintain rail lines; 3) Deteriorating equipment, track and bridges; and 4) Rail line abandonment. To address these issues revenues are needed. Federal and State funds are only available to support the FHWA Railroad/Highway Hazardous Elimination Program.

Water

Arkansas' waterway system consists of four commercially navigable waterways and one river designated as a future navigable waterway. There are nine public riverports and slackwater harbors along the waterways as shown below in Figure 8. These waterways, ports and harbors provide an important component of the State's freight transportation system, providing a cost-effective method for shipping bulk commodities and oversized cargo. In recognition of this importance, the Arkansas Highway Commission, in cooperation with the Arkansas Waterways Commission, prepared a comprehensive study of the State's public riverports and slackwater harbors. The *Arkansas State Public Riverport Study and Needs Assessment: March 2005* report identified needs and strategies for improving the waterway facilities. Almost \$95 million is needed to satisfy all identified capital needs.

In the March 2005 Assessment, it was noted that the annual freight tonnage (inbound and outbound) handled at the ports equaled approximately 13.2 million tons. Field crops, steel products and minerals/aggregates are the leading commodities shipped on the river system.

Figure 8
Commercially Navigable Waterways, Public Ports and Harbors



Seven issues that threaten the future growth and development of the State's public river ports were identified. The development issues are:

• Poor landside access (roadway and railroad).	• Unknown port security costs.
• Dredging and dock operation problems.	• Lack of funding resources.
• Inadequate intermodal capabilities.	• Absence of a marketing plan.
• Deteriorated condition of infrastructure, facilities and equipment.	

Strategies to counteract these issues include the establishment of grant and loan programs, public/private partnerships and marketing activities.

Intermodal Programs and Activities

The Department assists intermodal agencies primarily by conducting planning studies. Freight movements, potential markets, capacity analyses and facility improvement studies are conducted. A list of intermodal planning studies is included in Appendix B.

Intermodal needs must be addressed to accommodate freight movement and economic growth in Arkansas. Issues, such as capacity, facility improvements, expansion capabilities and operational barriers that limit freight movement should be discussed and evaluated.

CONCLUSIONS

Arkansas' transportation system is a dynamic network of highways, air, rail, transit and water facilities. Each plays a significant role in transporting people and freight to and from destinations in Arkansas. This network must be safe and efficient to meet the anticipated growth of Arkansas' economy and population. Each transportation system within the network is experiencing stress at this time. This stress appears in the forms of age, system preservation, capacity, environmental concerns and anticipated future use. Perhaps, more importantly each system presently has significant financial constraints.

Without additional revenues for the entire network, Arkansas' transportation needs can not be met. The State Highway System alone will only have 21 percent of the funds needed to meet identified improvement needs over the next ten years. This represents a \$15 billion shortfall in required revenue.

Existing revenue sources are inadequate to meet these financial needs. New revenue sources are required. These could include:

- portions of general revenues,
- development impact fees,
- mileage or tonnage-based user fees,
- public/private partnerships,
- regional mobility authorities,
- transportation improvement districts,
- revolving loan programs,
- state sales taxes dedicated to transportation programs,
- variable motor fuels/vehicle taxes and fees, and/or
- toll facilities.

In conclusion, it is the policy of the Department to seek ways to meet the challenges of providing a safe and efficient transportation system in Arkansas. Critical analyses for system preservation, economic development, congestion relief, environmental concerns, safety and security issues and financial constraints will be integrated into all phases of the Department's operations. The Department will further seek the participation and cooperation of all transportation stakeholders.

APPENDIX A
DESCRIPTION OF AIRPORT LEVELS

Level 1 Airports: Serves primarily single-engine aviation aircraft and smaller twin-engine aircraft. Supports agricultural spraying. Primary runway should be at least 3,200 feet long.

Level 2 Airports: Serves some smaller twin-engine aircraft and all single-engine aircraft. Primary runway should be at least 3,700 feet long.

Level 3 Airports: Serves most large twin-engine aircraft and all smaller aircraft. Primary runway should be at least 4,500 feet long.

Level 4 Airports: Serves most aircraft in the business/corporate jet fleet. Provides general aviation needs. Primary runway should be at least 5,500 feet long.

Level 5 Airports: Level 5 airports have the highest level of facility and service development. They serve business/corporate jet fleets and scheduled airline and cargo flights. Primary runway should be at least 6,000 feet long.

APPENDIX B
AHTD PLANNING STUDIES: 2002 - 2007

Arkadelphia Truck Route Study - 2006
Arkansas Port Study - 2005
Arkansas State Airport System Plan - 2025 - Executive Summary - 2006
Arkansas State Public Riverport Study and Needs Assessment - 2005
Arkansas Statewide Long - Range Intermodal Transportation Plan - 2002
Cherokee Village Low-Water Crossing Improvement Study - 2003
Concept Endorsement Proposed Highway 270 Bypass/Interstate 30 Interchange - 2002
Eudora Bypass Study - 2005
Fayetteville South Industrial Park RR Access Study - 2003
Greenwood Bypass Study - 2007
Heber Springs Traffic Study - 2006
Highway 7 Corridor Study: I-30 to US 65
Highway 13 Extension Study - White County - 2005
Highway 18 Feasibility Study, Lake City to Hwy 119 - 2002
Highway 26 and Nashville North Access Improvement Study - 2003
Highway 49 Improvement Study, Paragould to Marmaduke - 2003
Highway 62 Improvement Study - Carroll County - 2006
Highway 64 / Highway 65 Connection (Conway) - 2004
Highway 67 / James Street Interchange Improvement Study - 2005
Highway 67 / Vandenburg Boulevard Interchange Northbound Entrance Ramp Study - 2003
Highway 70, Mill Creek Road Interchange Study - 2002
Highway 71 Bella Vista to Pineville Traffic, Revenue & Toll Feasibility Study - 2004
Highway 79 and Mississippi River Crossing Study - 2003
Highway 82 - Stamps - 2006
Highway 128 (Carpenter Dam Rd) Improvement Study Purpose & Need & Findings - 2003
Highway 167 Improvement Study - Batesville to Cave City - 2004
Highway 359 Interchange Feasibility Study - 2005
Highway 412 Improvement Study, Siloam Springs - 2002
Interstate 30 Corridor Improvement Study - 2004
Interstate 30 Grigsby Ford Interchange Feasibility Study - 2003
Interstate 30 Interchange Analysis - 2002
Interstate 40 - Highway 395 Interchange Feasibility Study - 2005
Interstate 540 Improvement Study - 2006
Jonesboro Northern Bypass Study - 2003
LR National Airport Cargo Study - 2004
LR Port Study - 2004
Maumelle/Oak Grove I-40 Interchange Feasibility Study Update - 2003
North Cabot Interchange Study - 2002
Northwest Arkansas Airport Study - 2006
Pavement Condition Assessment Arkansas' Primary Highway Network Summary - 2002
Piggott Traffic Study - 2007
Pine Bluff Port Study - 2003
Procedures for New or Revised Freeway Access in Arkansas - 2004
Proposed Improvements - Highway 227 - 2005
State Rail Plan - 2002
Van Buren Port Complex Landside Access Study - 2004
West Memphis-Marion RR Overpass Study Executive Summary - 2006
White Hall Traffic Study - 2005
Yellow Bend Port Study Phase II - 2004

APPENDIX C PUBLIC INVOLVEMENT PROCEDURES

The Arkansas State Highway and Transportation Department has developed the following public involvement methods and processes to ensure opportunities for public review for transportation planning programs administered by the Department as required by federal regulation 23 CFR 450.210. This process is separate and discrete from transportation policy and project development in metropolitan areas with a population greater than 50,000.

The Department will use the following process to consult, notify, solicit input, receive comments and give notice of availability to interested parties for the Statewide Transportation Improvement Program (STIP) and the Statewide Long Range Intermodal Transportation Plan (Long-Range Plan). Maps and charts will be used as visual techniques as much as possible for presenting information included in these documents. Additionally, the Department believes that an effective public involvement process should engage those individuals who could be traditionally underserved in the transportation planning and programming process. In keeping with the Americans with Disabilities Act, the Department will hold meetings at locations that are accessible to people who have disabilities. Upon request, the Department provides assistance in public meetings to persons who are traditionally underserved, including but not limited to hearing impaired, sight impaired, limited English proficiency, minority groups, etc.

The STIP is a document that contains Federally funded highway and transit projects to be undertaken by the Department and the MPOs in the next four years. The STIP describes specific projects, their funding source, route, job limits, and anticipated construction letting dates and is updated every four years.

The Long-Range Plan contains policies that will guide transportation planning for a minimum of 20 years into the future. It is intermodal, that is, it considers policies for highways, rail, air, waterways, rural transit and pedestrian/bicycle forms of transportation. Unlike the STIP, the Long-Range Plan does not contain specific transportation projects. However, it may identify corridors for transportation improvements. The Long-Range Plan is updated every five years.

Transportation planning studies conducted by the Department are also a part of the transportation planning process. These studies provide an evaluation of a particular segment or corridor of the State Highway System. The results of the studies are used as guidelines when proceeding to environmental and design phases of project development.

Current documents may be viewed on the Internet at www.arkansashighways.com. Additional information may be obtained or questions answered about the public involvement procedures in the following ways:

By Telephone:	Contact Alan Meadors at 501-569-2201
By Writing:	Mr. Alan Meadors Planning and Research Division P.O. Box 2261 Little Rock, AR 72203

Process for Public Involvement of Interested Parties on the STIP

Early Involvement

As the Arkansas Highway Commission is structured, each member serves an area as its advocate for transportation as well as being a voice for transportation needs throughout the State. As such, the Commission members communicate with local elected officials, community leaders, and business leaders to understand the local and regional transportation strengths and needs.

Arkansas Highway Commission members and Department personnel routinely attend local civic meetings during the year throughout the State to gather information regarding transportation in Arkansas. In addition, meetings are held with local elected officials and other transportation stakeholders on a continual basis. These meetings are vitally important in the development of the STIP and the Long-Range Plan. A dialog is established to discuss the benefits, conditions and needs of the Arkansas transportation network.

Also, regional meetings may be offered by the Department to further discuss statewide, regional, and local needs and opportunities. It is from these meetings as well that corridor needs and specific projects may be identified for possible inclusion into the STIP.

Likewise, formal public meetings are conducted periodically during the planning and early environmental review process. Comments from local officials and transportation stakeholders are received and appropriately incorporated into project planning and design phases. The public is also afforded the opportunity to request improvements or project development via the Department's Public Affairs Office and the Department's web site at www.arkansashighways.com.

Finally, local officials, public transit operators, human service providers and transit-dependant persons are afforded an opportunity to comment on roadway and transit projects at an early stage. Agencies applying for transit funding assistance through the Department must publish an opportunity for public comment about their project as part of the application process. In addition, transit agencies are afforded an opportunity to comment on the distribution of Federal and State transit funds and the type of transit projects initiated.

These activities constitute the initiation of the STIP development. In addition, local officials routinely recommend improvement projects for inclusion in the STIP. As projects and improvements are brought forward to the Commission's and Department's attention, they are noted as appropriate for further program development. They are then reviewed and evaluated for inclusion in the STIP as it is being developed.

Development of the STIP

1. Early and continuous involvement occurs as described previously providing input into the preparation of a Draft STIP.
2. A Draft STIP is developed by the Department and approved by the Director relying on information provided by the public and local officials throughout the years, including the Metropolitan Planning Organizations' long-range transportation plans. This draft is also made available on the Department's Internet site at www.arkansashighways.com.
3. A legal notice is published in a statewide newspaper, including those publications that typically serve minority populations, informing the public and local officials that the Draft STIP is available for comment.
4. A press release, including a listing of projects/funding by county, is given to the media informing them of the availability of the Draft STIP for comment.
5. Letters or notices stating the availability of and soliciting oral and written comments on the Draft STIP are sent to the following officials, community leaders, interest groups and State and Federal agencies
 - a. Arkansas Senators and Representatives
 - b. Mayors
 - c. County Judges
 - d. Arkansas Municipal League
 - e. Association of Arkansas Counties
 - f. Representatives of public transportation employees
 - g. Freight shippers
 - h. Natural resource agencies
 - i. Private providers of transportation
 - j. Representatives of public transportation users
 - k. Representatives of bike/pedestrian facilities users
 - l. Representatives of persons with disabilities
 - m. Freight transportation providers
 - n. Low income persons
 - o. Minority groups
 - p. Indian Tribes
 - q. Metropolitan Planning Organizations (MPOs)
 - r. Planning and Development Districts or Economic Development Districts (PDD/EDDs)
6. The Draft STIP is made available in various formats: by download from the Department's website, by mailing copies upon request and by placing them in the District Headquarters, the MPO offices, the PDD/EDD offices and the State Clearinghouse.
7. A thirty-day comment period is provided.
8. Comments received by the Department are addressed and responses are made to the originator of the comment when appropriate.
9. The Draft STIP goes through a final internal review process, including the review of all comments received.

10. The Draft STIP (with any revisions) is then submitted to the Arkansas State Highway Commission (Commission).
11. The Commission approves the STIP by Minute Order.
12. Notification of the availability of the final document is published in a statewide newspaper, including those publications that typically serve minority populations.
13. The Department's Internet site is updated with the Final STIP.

Process for Public Involvement of Interested Parties on the Statewide Long-Range Plan

Early Involvement

As the Arkansas Highway Commission is structured, each member serves an area as its advocate for transportation as well as being a voice for transportation needs throughout the state. As such, the Commission members communicate with local elected officials, community leaders, and business leaders to understand the local and regional transportation strengths and needs.

Arkansas Highway Commission members and Department personnel routinely attend local civic meetings during the year throughout the State to gather information regarding transportation in Arkansas. In addition, meetings are held with local elected officials and other transportation stakeholders on a continual basis. These meetings are vitally important in the development of the STIP and the Long-Range Plan. A dialog is established to discuss the benefits, conditions and needs of the Arkansas transportation network.

Also, regional meetings may be offered by the Department to further discuss statewide, regional, and local needs and opportunities. It is from these meetings as well that corridor needs and specific projects may be identified.

Likewise, formal public meetings are conducted periodically during the planning and early environmental review process. Comments from local officials and transportation stakeholders are received and appropriately incorporated into project planning and design phases. The public is also afforded the opportunity to request planning studies, improvements or project development via the Department's Public Affairs Office and the Department's web site at www.arkansashighways.com.

Finally, local officials, public transit operators, human service providers and transit-dependant persons are afforded an opportunity to comment on roadway and transit projects at an early stage. Agencies applying for transit funding assistance through the Department must publish an opportunity for public comment about their project as part of the application process. In addition, transit agencies are afforded an opportunity to comment on the distribution of Federal and State transit funds and the type of transit projects initiated.

Development of the Statewide Long-Range Plan

1. Early and continuous involvement occurs as described previously providing input into the preparation of a Draft Statewide Long-Range Plan.
2. A Draft Statewide Long-Range Plan is developed by the Department and approved by the Director relying on information provided by the public throughout the years. This draft is also made available on the Department's Internet site at www.arkansashighways.com.
3. A legal notice is published in a statewide newspaper informing the public and local officials that the Draft Long-Range Plan is available for comment.
4. A press release is given to the media informing them of the availability of the Draft Long-Range Plan for comment.
5. Letters or notices stating the availability of and soliciting oral or written comments on the Draft Long-Range Plan are sent to the following officials, community leaders, interest groups and State and Federal agencies:
 - a. Arkansas Senators and Representatives
 - b. Mayors
 - c. County Judges
 - d. Arkansas Municipal League
 - e. Association of Arkansas Counties
 - f. Representatives of public transportation employees
 - g. Freight shippers
 - h. Natural resource agencies
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 - l. Representatives of disabled
 - m. Freight transportation providers
 - n. Low income persons
 - o. Minority groups
 - p. Indian Tribes
 - q. Metropolitan Planning Organizations (MPOs)
 - r. Planning and Development Districts or Economic Development Districts (PDD/EDDs)
6. The Draft Long-Range Plan is made available in various formats: by download from the Department's website, by mailing copies upon request, and by placing them in the District Headquarters, the MPO offices, the PDD/EDD offices, and the State Clearinghouse.
7. A thirty-day comment period is provided.
8. Comments received by the Department are addressed and responses are made to the originator of the comment as appropriate.
9. The Draft Long-Range Plan goes through a final internal review process, including the review of all comments received on the plan.
10. The Draft Long-Range Plan (with any revisions) is then submitted to the Commission.
11. The Commission approves the Long-Range Plan by Minute Order.

12. Notification of the availability of the final document is published in a statewide newspaper, including those publications that typically serve minority populations.
13. The Department's Internet site is updated with the Final Long-Range Plan.

Process for Public Involvement for Developing Transportation Planning Studies

The Department has developed guidelines for the review of transportation planning studies within the Department. The guidelines also indicate at what point local officials and the public is provided an opportunity to comment on the draft study. These are only guidelines and may be modified depending on the scope and complexity of the study. These guidelines are for those studies conducted by Department staff. Transportation studies conducted by consultants often have a public involvement process developed specifically for that study.

The following steps are an abbreviated list of the guidelines. A complete and detail copy of the procedures may be obtained from the Department at the address listed above.

1. Study initiated by local elected officials, local agency or the Department.
2. Department staff meets with community leaders to discuss the scope of the study.
3. Draft document prepared by Planning and Research Division.
4. Draft reviewed and approved by Planning and Research staff.
5. Revised draft reviewed and approved by Assistant Chief Engineer for Planning.
6. Revised draft reviewed and approved by other Department Divisions.
7. Revised draft discussed with local officials from affected jurisdictions, including appropriate MPO staff.
8. Revised draft reviewed and approved by Deputy Director and Chief Engineer and then by the Director.
9. Revised draft reviewed by Highway Commission.
10. Final document prepared for adoption by Highway Commission.
11. Following adoption, copies of the Executive Summary are prepared for external and internal distribution.

Process for Evaluating the Effectiveness of the Public Involvement Plan (23 CFR 450.210(a)(1)(ix))

1. The Department will rely primarily on participants' comments at civic and public meetings to evaluate the effectiveness of the Public Involvement Plan.
2. During civic and public meetings the Department may collect information from written surveys, general discussions from participants, and/or demographic profiles of participants.
3. Specifically for public meetings, the Department may measure effectiveness by comparing such data as the number actually attending the meetings, the number invited to attend, the number of comments received, etc.

Process for Updating the Public Involvement Plan (23 CFR 450.210(a)(2))

1. The Department will evaluate and revise its Public Involvement Plan as needed.
2. Representatives of the interest groups, including traditionally underserved groups, and individuals expressing an interest in the Public Involvement Process will be asked to review and comment on existing procedures.
3. If changes are developed, a draft is prepared for Department review.
4. The Draft Public Involvement Plan is approved by the Director.
5. A legal notice is published in a statewide newspaper informing the public and local officials that the Draft Public Involvement Plan is available for comment.
6. A press release is given to the statewide media informing them of the availability of the Draft Public Involvement Plan for comment.
7. A forty-five day comment period is provided.
8. The Department prepares a final Plan.
9. The Department's Internet site is updated with the Final Public Involvement Plan.