

# ARKANSAS

## Long Range Intermodal Transportation Plan



### Round #1

#### Public Meetings

October 19 - North Little Rock

October 20 - Monticello

October 22 - Springdale

October 27 - Jonesboro

October 29 - Hope



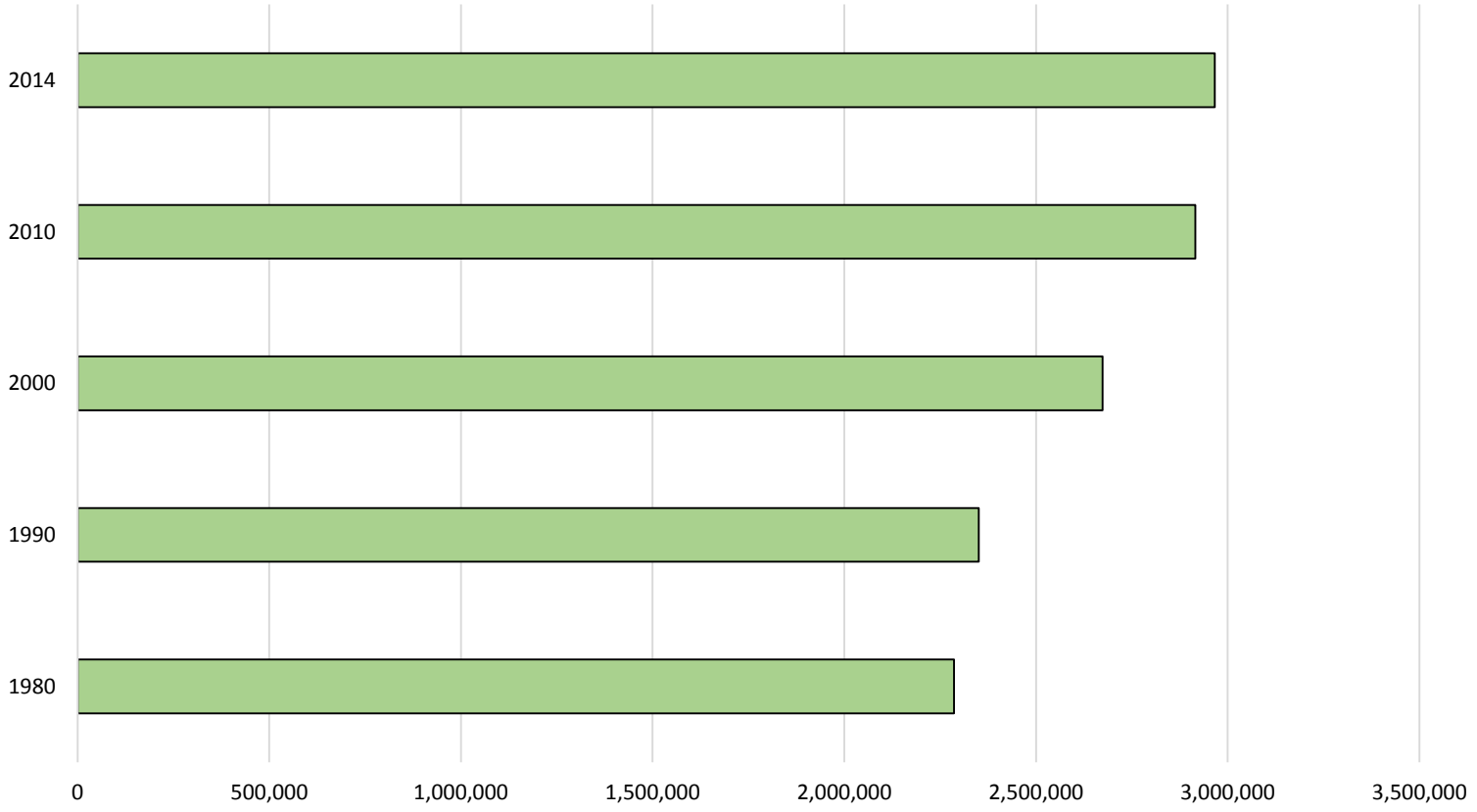
# TRENDS IMPACTING LRITP



# Population Trends

	Year	Arkansas
Total Population	2000	2,673,400
	2010	2,915,918
	2013	2,959,373
Average Annual Growth	2000-2010	24,252
	2010-2013	14,485
Compound Annual Growth Rate	2000-2010	0.87%
	2010-2013	0.46%

## Arkansas Population

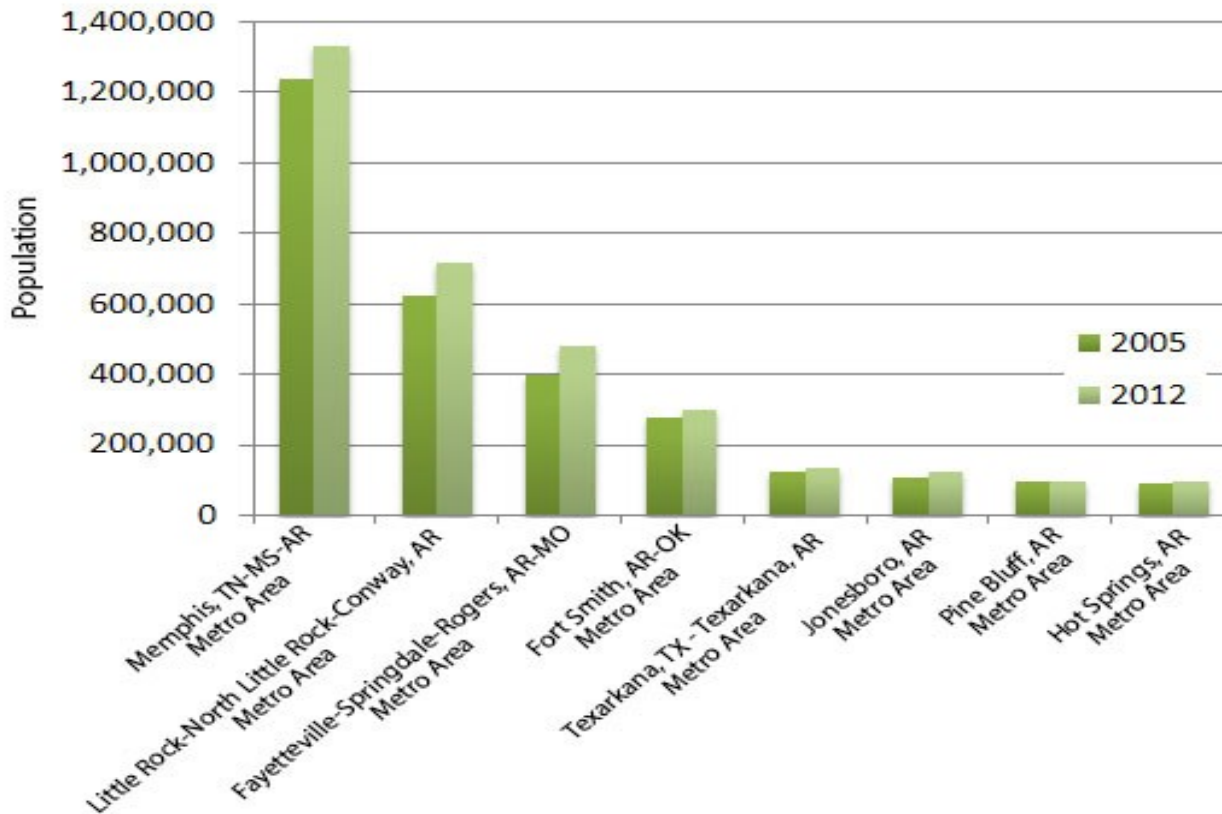


Source: US Census (1980, 1990, 2000, 2010)  
US Census Estimate (2014)



# Population

Metropolitan Area Population, 2005 and 2012

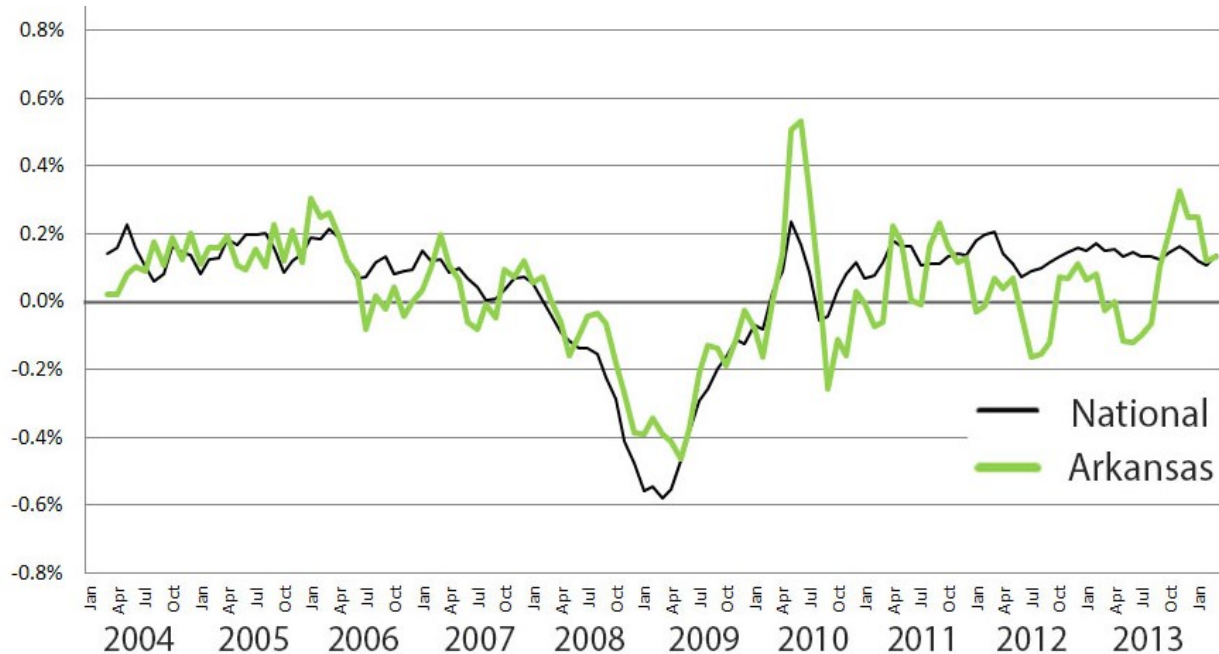


2000 and 2010 population from U.S. Census population count  
 2013 population from U.S. Census Bureau population estimate

# Employment and Income

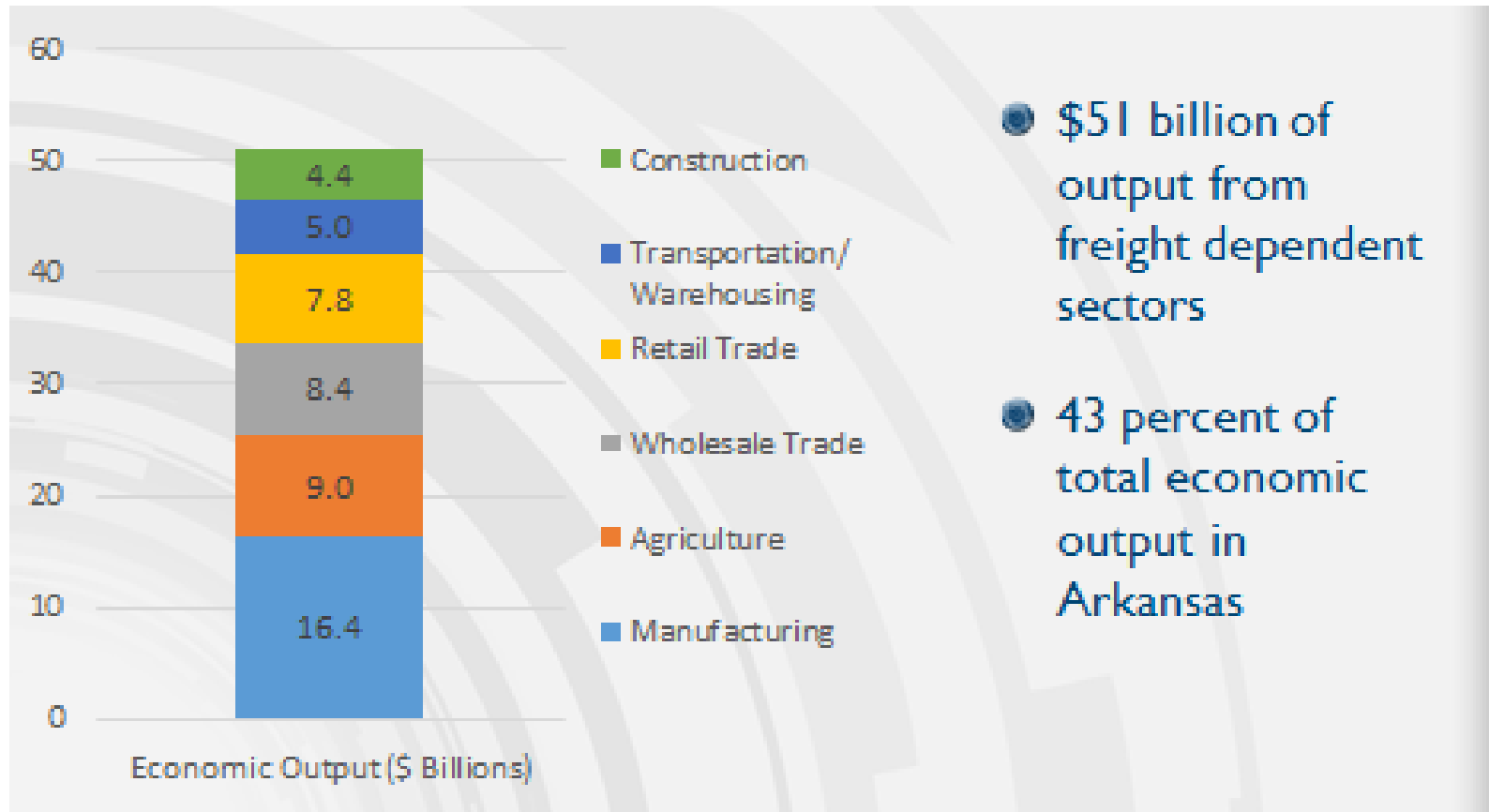
- 2000 Median Income = \$32,182
- 2012 Median Income = \$41,994
- Arkansas Median household income grew 24.6% from 2000 to 2012 as compared to 22.3% nationwide

## Month-to-Month Employment Change

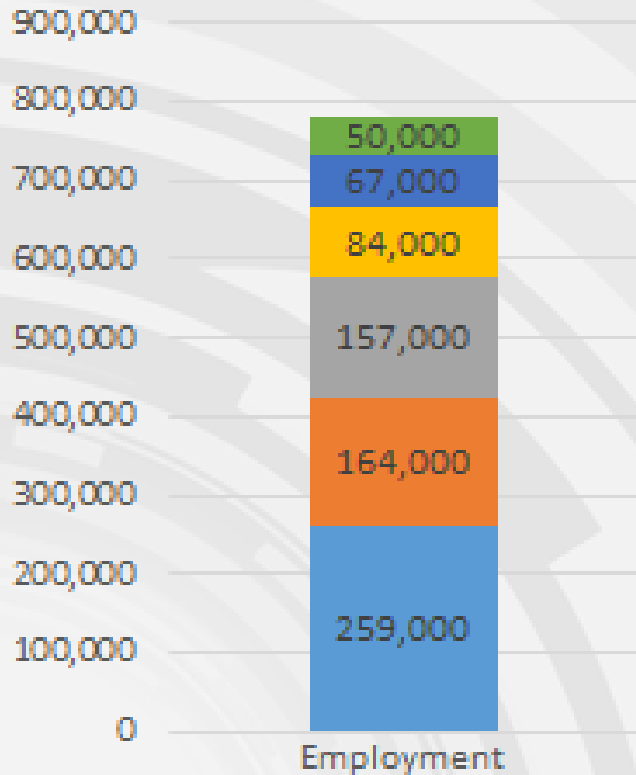


Bureau of Labor Statistics, Total Nonfarm Employment, Seasonally Adjusted

# Freight Dependency of the Arkansas Economy



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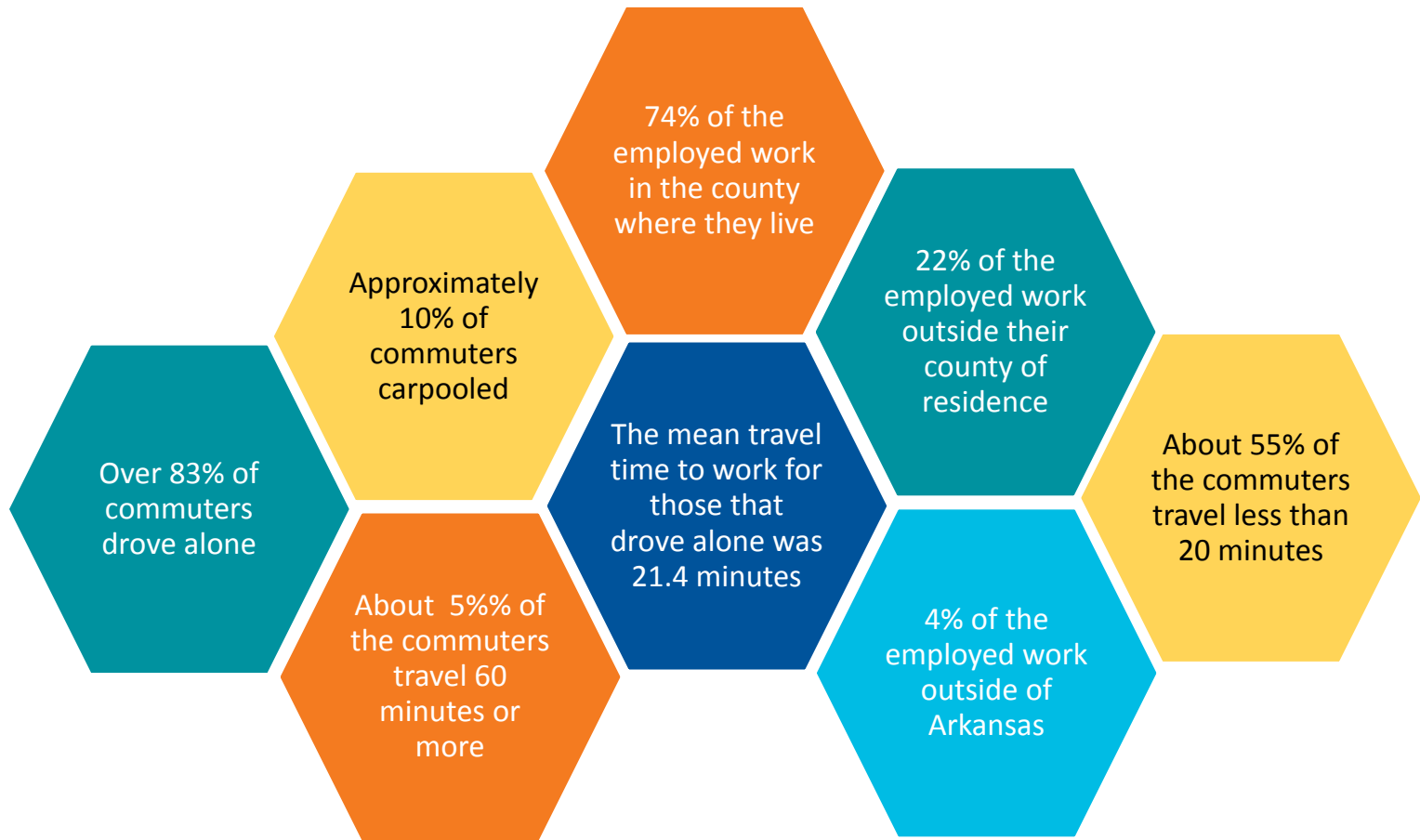


- Wholesale Trade
- Transportation/Warehousing
- Construction
- Manufacturing
- Retail Trade
- Agriculture

● 781,000 employees in freight dependent sectors

● 50 percent of total employment in Arkansas

# Arkansans' Journey to Work



Source: 2013 American Community Survey



# Visioning Exercise

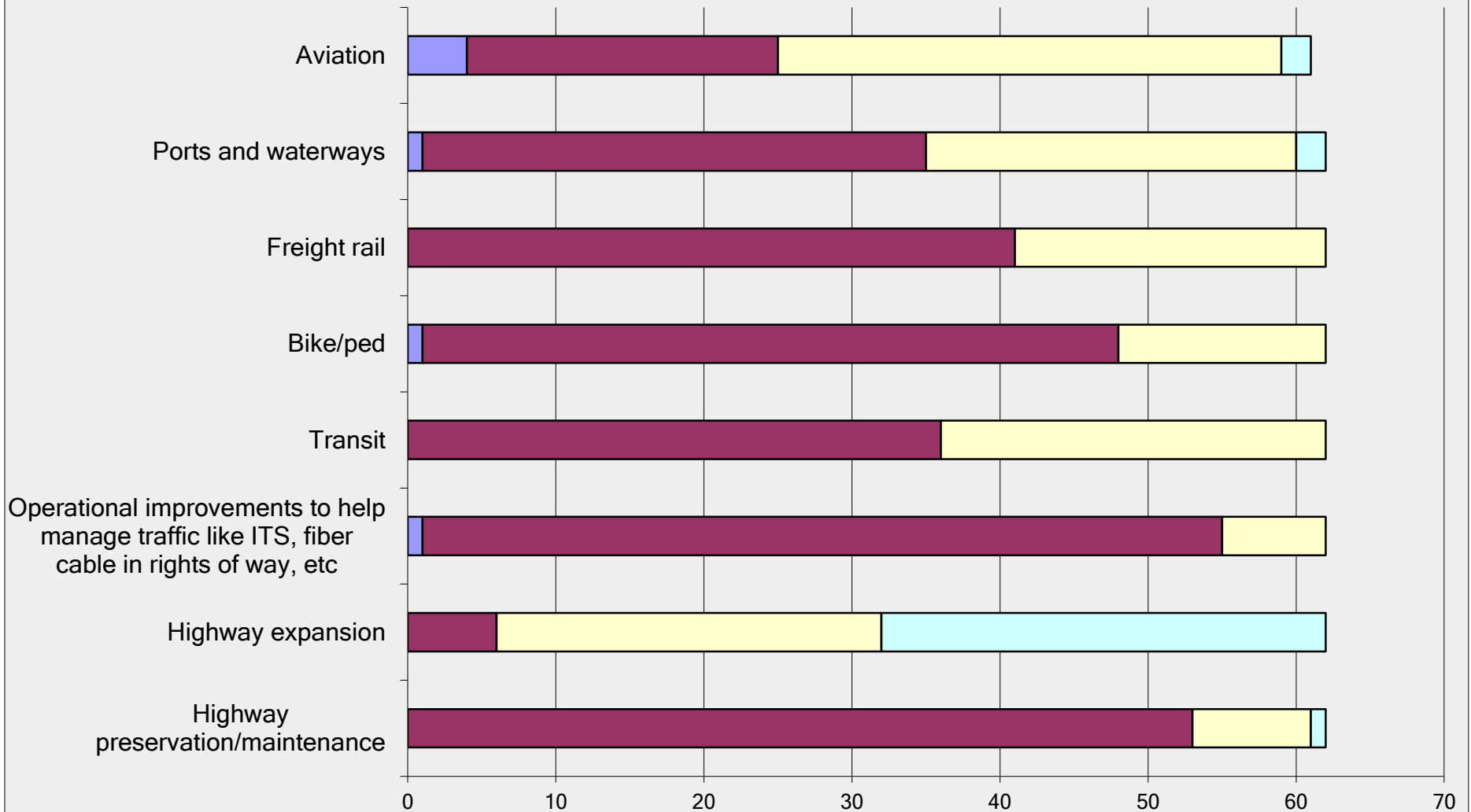
## Arkansas Transportation Planning Conference April 2015

- Using NCHRP's Foresight 750 Series to look at the **future**
- Encouraged **big thinking** about issues like technology, trends and demographics through five scenarios
- 100+ employees and planning partners participated
- Respondents included 60% stakeholders and 40% AHTD
- **Breakout groups** and post-session survey



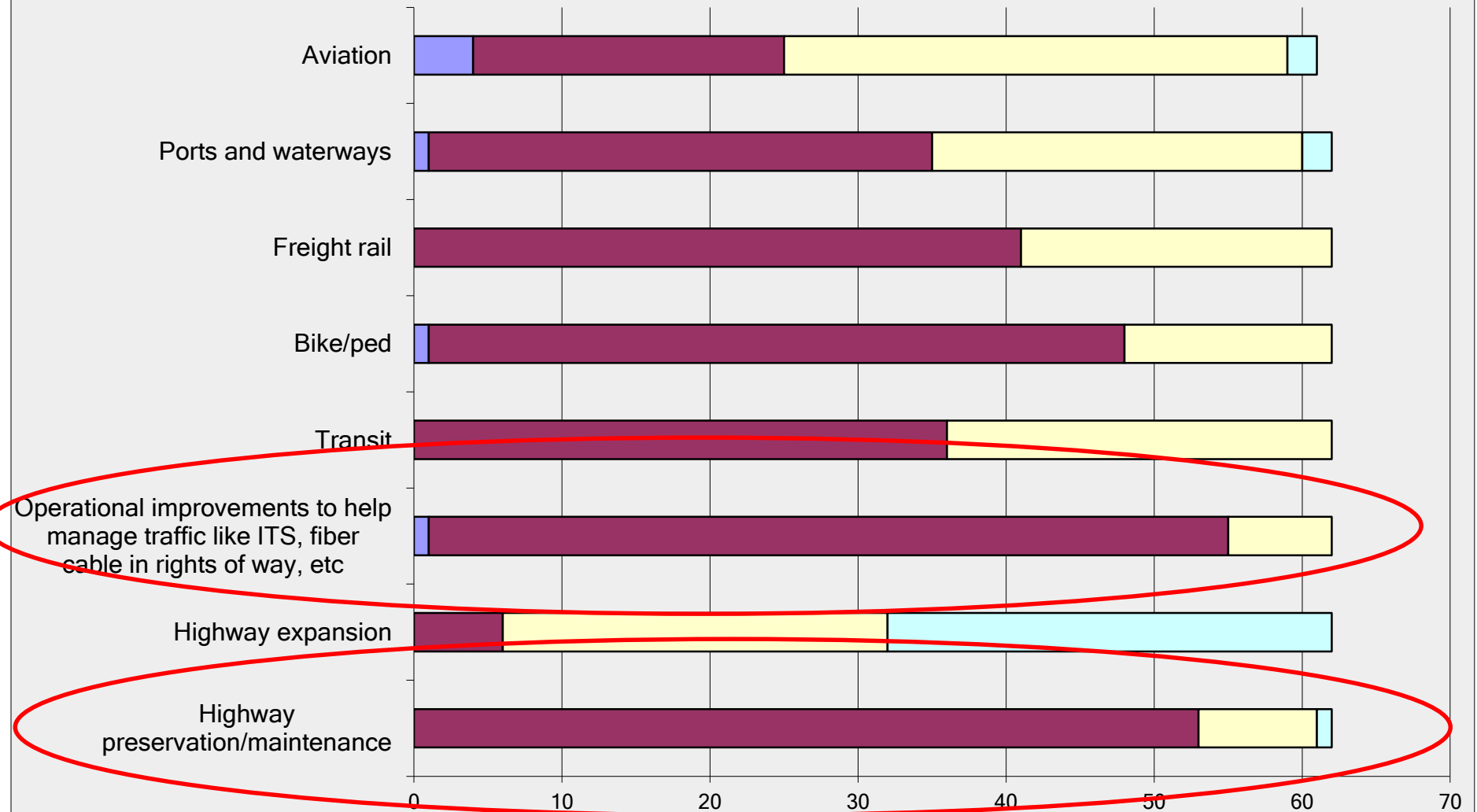
**Based on the workshop discussion and thinking about all of the scenarios, do you think the importance of each of the following over the next 25+ years will decrease, remain about the same or increase?**

■ Don't know   
 ■ Increase   
 ■ Remain about the same   
 ■ Decrease



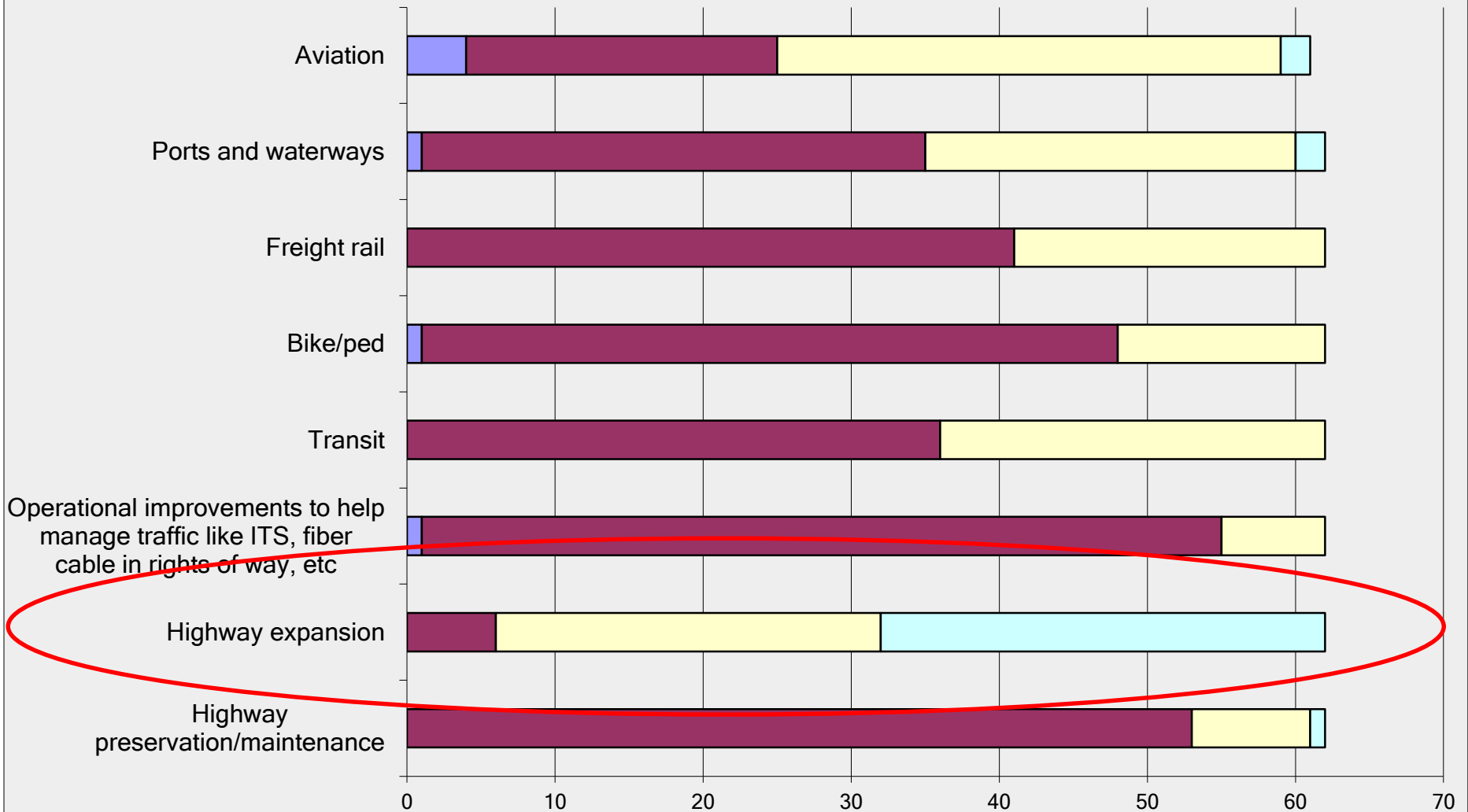
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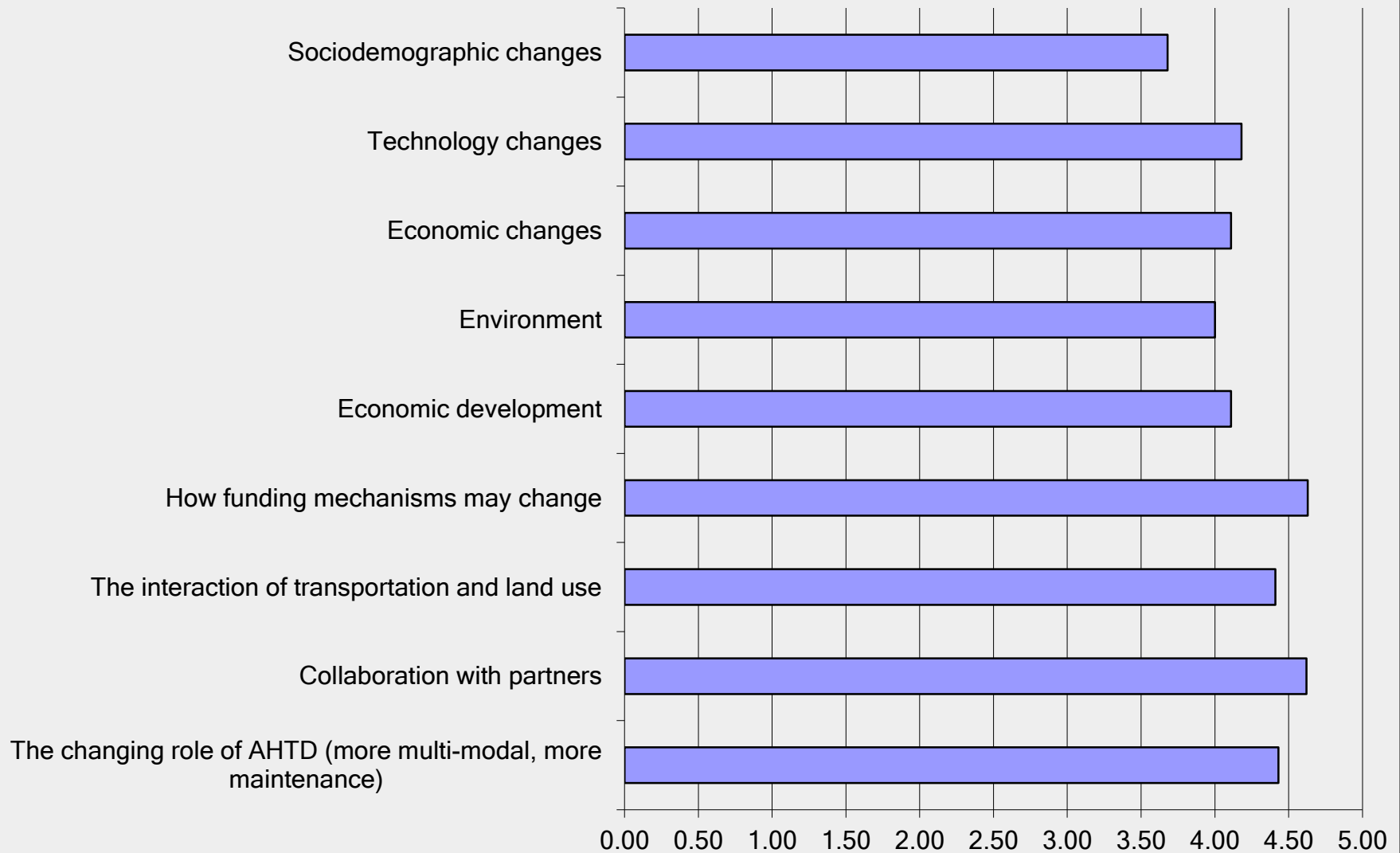


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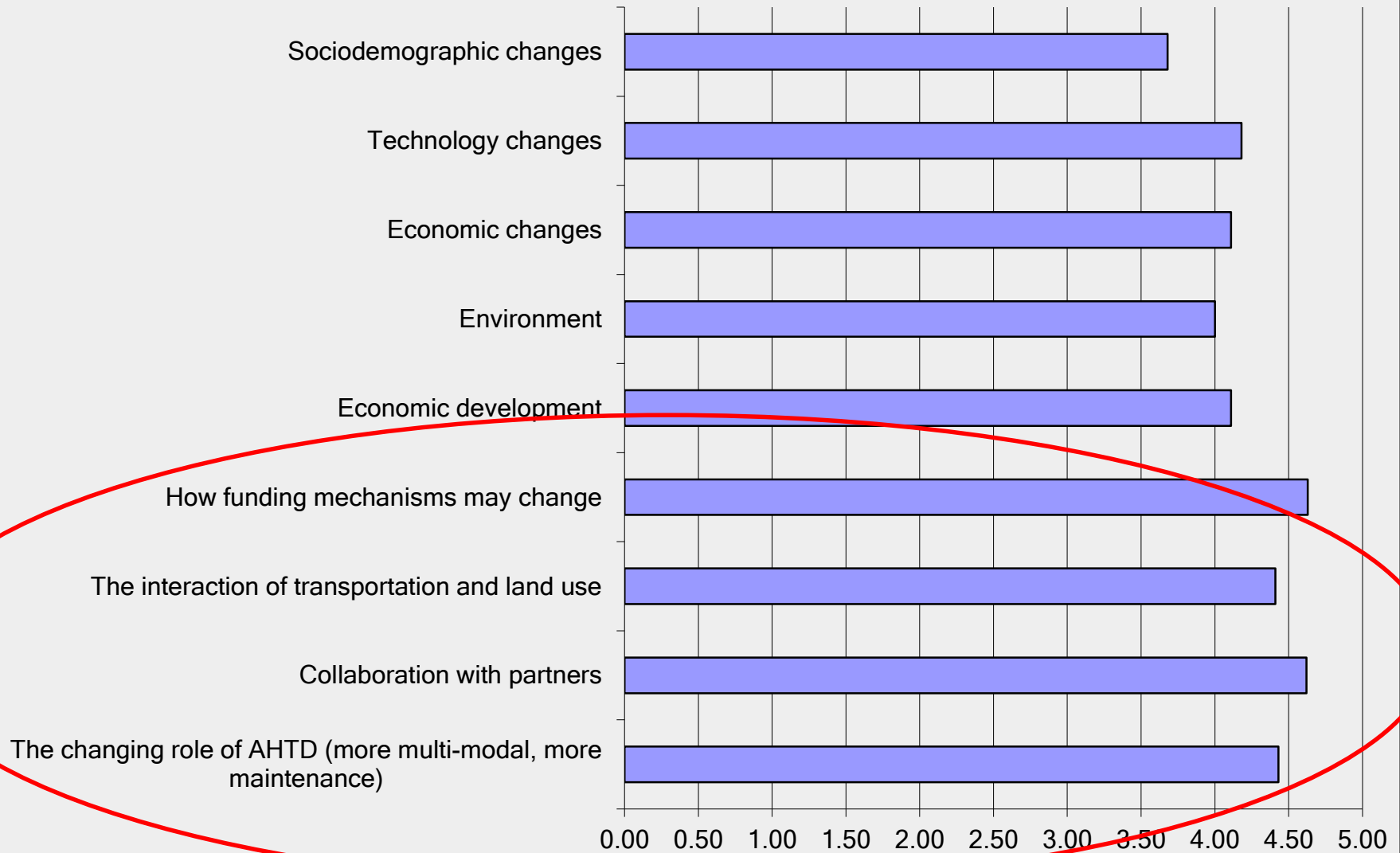
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**How important is it to consider the following issues in the LRITP  
with 1 being not at all important and 5 being very important?**



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with 1 being not at all important and 5 being very important?**



# PROJECT KICKOFF MEETING RECAP





# Kickoff Meeting – Executive Leadership

What, as an agency, do you want to accomplish?

- Improve safety
- Partner better with other agencies
- Preserve the existing system
- Improve data driven decision process
- Maintain an efficient intermodal system
- Have credibility with public
- Highlight the value of transportation (economic development and public perception)
- Improve customer satisfaction
- Identify sustainable funding

EFFICIENT  
PRESERVE  
CUSTOMER  
TRANSPORTATION  
DATA-DRIVEN  
SUSTAINABLE  
FUNDING  
SATISFACTION  
IMPROVE  
DECISION  
OF SAFETY  
CREDIBILITY  
PARTNER  
INTERMODAL  
VALUE



# Kickoff Meeting – Executive Leadership

What are your goals and objectives for the LRITP?

- Identify how to allocate resources
- Be performance-driven/best use of funds
- Be achievable
- Be adaptive to multiple directions and flexible – what must be done no matter the future
- Address Governor’s Working Group recommendations
- Create a document that is reader-friendly, eye-catching, and understandable to the general public
- Partner – but know there is a balance
- Identify transportation’s role in the state economy
- Address the Four-lane Grid System





# Kickoff Meeting – Districts and Divisions

What, as an agency, do you want to accomplish?

## – Communication

- Improved public involvement during planning and project development process
- Communicate efficiently to justify funding for highway needs
- Focus on employee development and training to enhance communication of our core values at all levels in the Department

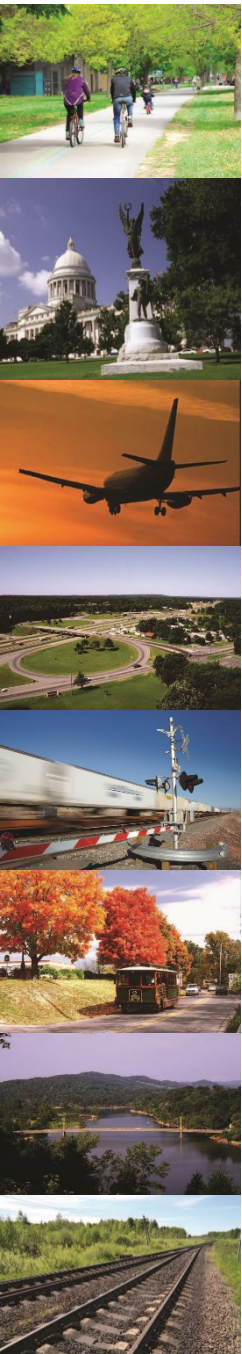
## – Congestion

- Provide relief for passenger vehicles from congestion of truck traffic
- Provide general congestion relief

# Kickoff Meeting – Districts and Divisions

What, as an agency, do you want to accomplish?

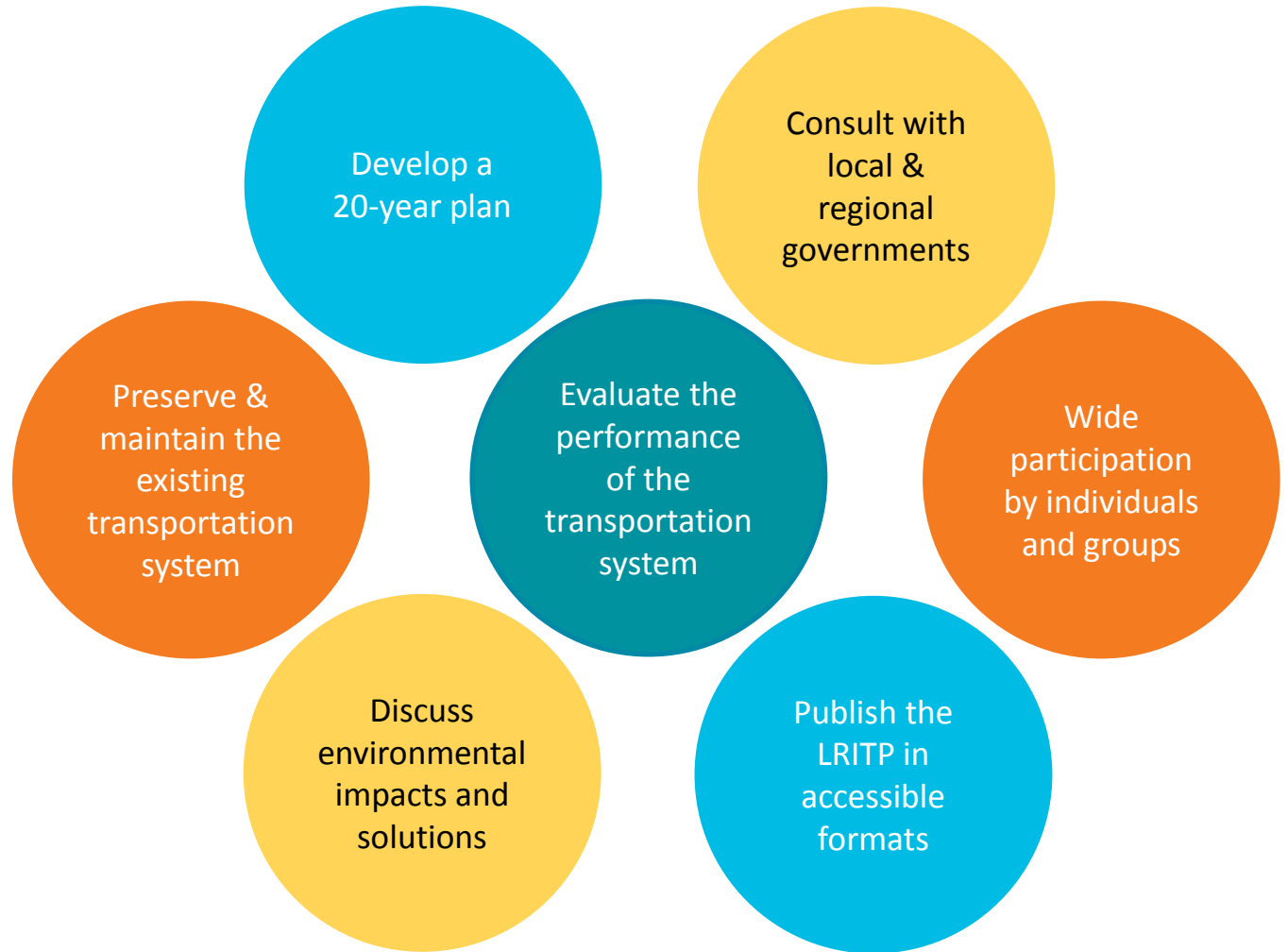
- Create truck-only lanes on I-40
- Improve all major routes
- Complete construction of major corridors



# LRITP OVERVIEW

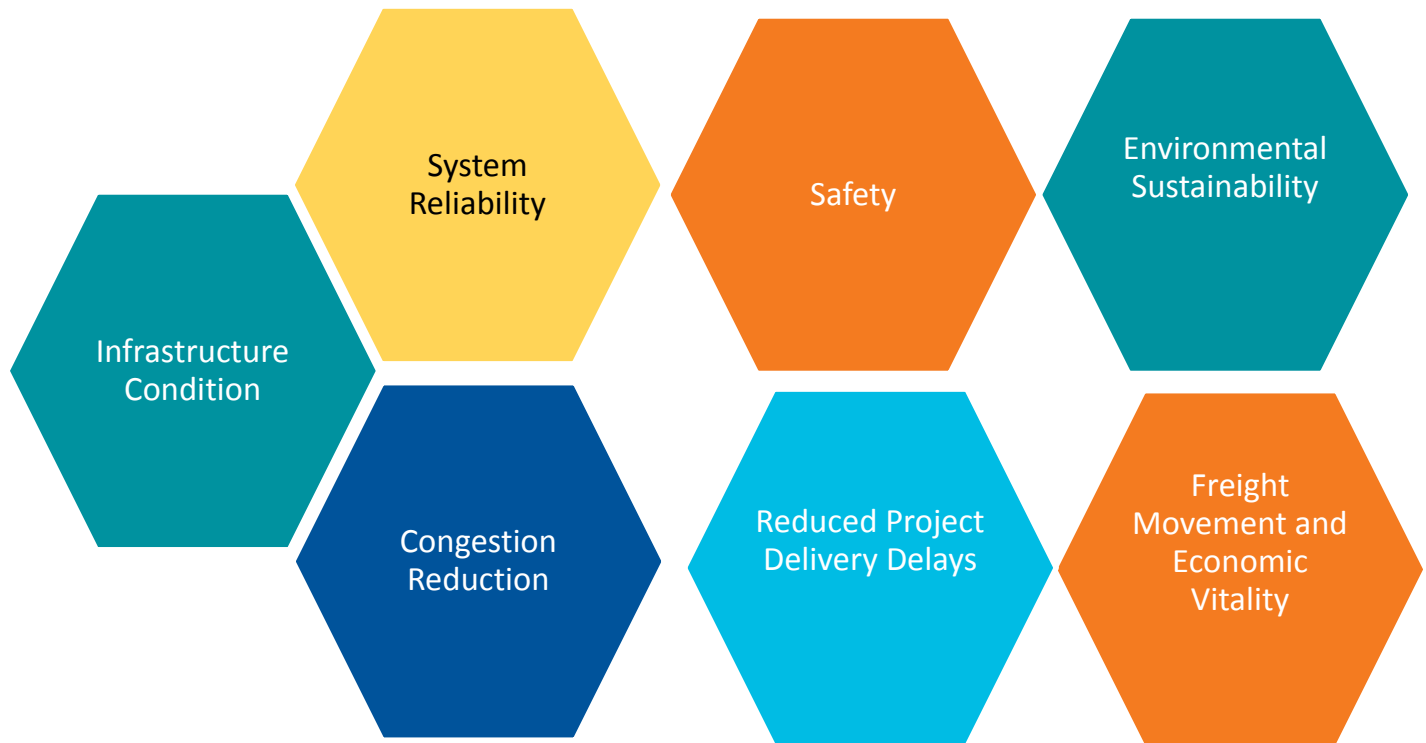


# Planning Requirements



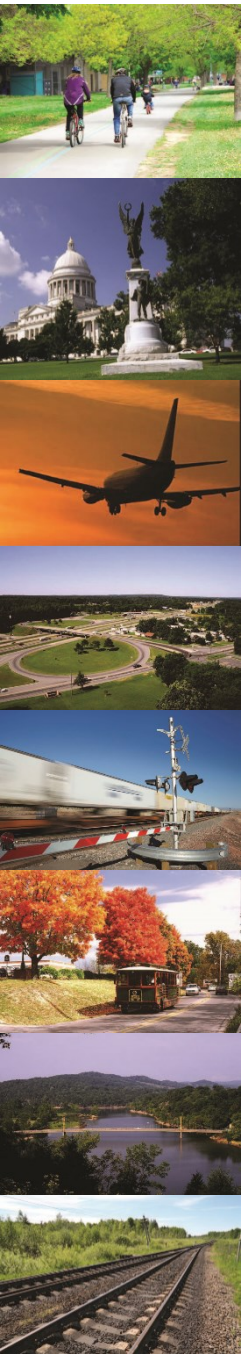
# Performance Context

## Seven National Goal Areas



# Vision, Goals, and Objectives

- Develop a shared ***vision to...***
  - *Preserve, modernize, and expand the multimodal system*
  - *Develop an integrated transportation system for all users and all modes*
- Develop ***goals and objectives***
- Review and identify appropriate ***performance measures***

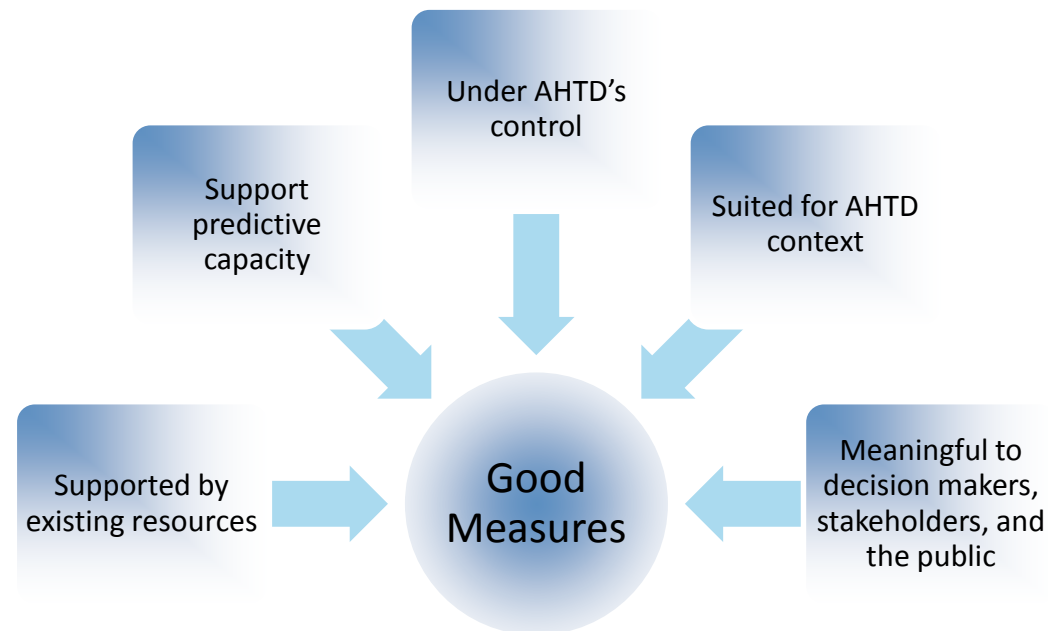


# Principles of Performance-based Planning

Performance measures are linked to a Plan's goals and objectives

Performance measures/targets have multiple roles to assist with:

- ✓ Investment scenario evaluation
- ✓ Performance reporting
- ✓ Programming/project selection





# Public & Stakeholder Involvement

Targeted activities to help shape the plan and make participation effective:

- Website - <http://www.wemovearkansas.com/>
- Interactive engagement tool
- Transportation Plan Advisory Group meetings
- Two rounds of public meetings
- Stakeholder interviews
- Workplace and stakeholder surveys

**3 Explore Approaches** Show Introduction

**1 - System Preservation** ★★★★★

**2 - Metropolitan Mobility** ★★★★★

**3 - Connectivity and Freight Mobility** ★★★★★

**Approach 2 - Metropolitan Mobility**  
Addressing congestion and providing modal alternatives in highly populated areas of the state to reduce the time that drivers spend stuck in traffic.

Full description

**Cost of approach through 2040:**  
**\$475 Billion**

**System performance of your top priorities:**  
You have not chosen any priorities. At random:

Job Creation	★★★★★
Transit and Rail Options	★★★★★
Transit Condition	★★★★★
Bridge Condition	★★★★★
Traffic Congestion	★★★★★
Pavement Condition	★★★★★

**Please rate this approach:**  
1 star = least appealing, 5 stars = most appealing

★★★★★

Optional comment

worse ★★★★★ better

# Trends and Issues

Identify Trends – support scenarios and forecasts

- Demographics
- Economics
- Energy and Environment
- Technology
- Government and Regulations

Identify Transportation's Role in the State's Economy

Identify future Corridor Management Plan areas

Perform Economic Impacts of the Four-lane Grid System



# Modal Needs Assessment

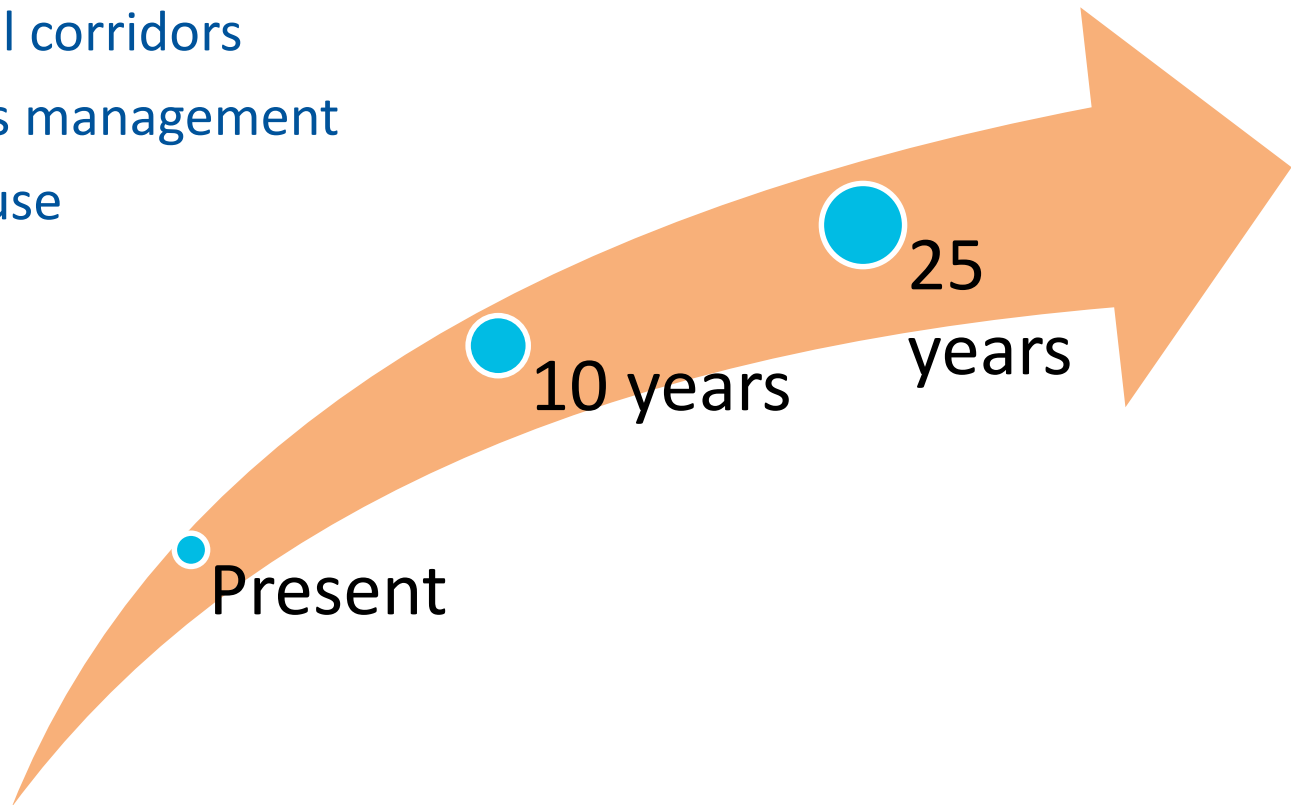
Mode	Assessment Method
Highway and Bridges	Technical Models
Freight Rail	State Freight Plan
Passenger Rail	State Rail Plan
Transit	Public Transportation Needs Assessment
Ports and Waterway	State Freight Plan
Aviation	Department of Aeronautics
Bike/Ped	Statewide Bike/Ped Plan



# Existing and Future Travel Demand

Identify current and future auto and freight demand

- Congestion
- Travel time reliability
- Critical corridors
- Access management
- Land use





# Financial Analysis

Develop baseline revenue forecast to 2040

Coordinate with the Governor's Working Group on Highway Funding

Identify funding gap (needs vs. revenue)

Identify five funding strategies to close gap

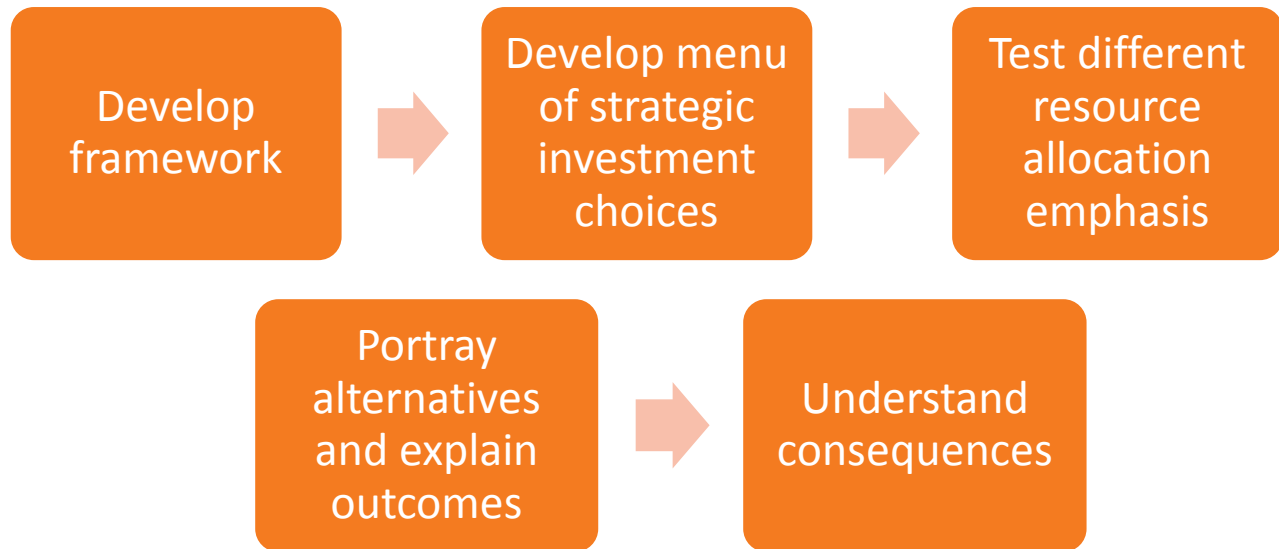
# Significant Loss of Purchasing Power

ITEM	UNIT/DESCRIPTION	1993	2010	PERCENT CHANGE
College Tuition	Average Tuition & Required Fees	\$3,517	\$9,136	160%
Gasoline	Per Gallon	\$1.12	\$2.73	144%
Movie Ticket	Average Ticket Price	\$4.14	\$7.89	91%
House	Median Price	\$126,500	\$221,800	75%
Bread	Per Pound	\$1.08	\$1.76	62%
Income	Median Household	\$31,272	\$49,167	57%
Stamp	One First-class Stamp	\$0.29	\$0.44	52%
Beef	Per Pound of Ground Beef	\$1.57	\$2.28	46%
Car	Average New Car	\$19,200	\$26,850	40%
Federal Gas Tax	Per Gallon	\$0.184	\$0.184	0%



# Alternative Investment Scenarios

- Goal = cohesive investment strategy
- Investment Scenarios combine essential elements
  - Goals & objectives, needs, funding, and priorities
- Alternative Investment Scenario Process





# Investment Scenarios

## Preservation is Job 1

- Focus is on maintaining and preserving the existing highway and bridge system in a State-of-Good-Repair.
- Higher priority will be given toward maintaining highway and bridge assets on the National Highway System (NHS) with a balance struck with APHN and non-APHN assets to ensure equity in meeting systemic performance goals by roadway classification.





# Investment Scenarios

## Serve and Support Freight Movements

- Enhanced infrastructure investments that support industry retention and attraction, with resources focused on existing major Interstates, major four-lane highways, and other freight corridors as identified in the State Freight Plan.
- Focus of this scenario would emphasize increasing capacity and improving asset conditions on key corridors to improve freight efficiency.



# Investment Scenarios

## Economic Competitiveness in Completing the Four-Lane Grid System

- Enhanced infrastructure investments that support economic competitiveness in completing the Four-Lane Grid System.
- Focus of this scenario would emphasize increasing capacity to statewide improve economic competitiveness.
- System preservation and freight movements on existing roadways would be lower in this scenario than the previous two scenarios.

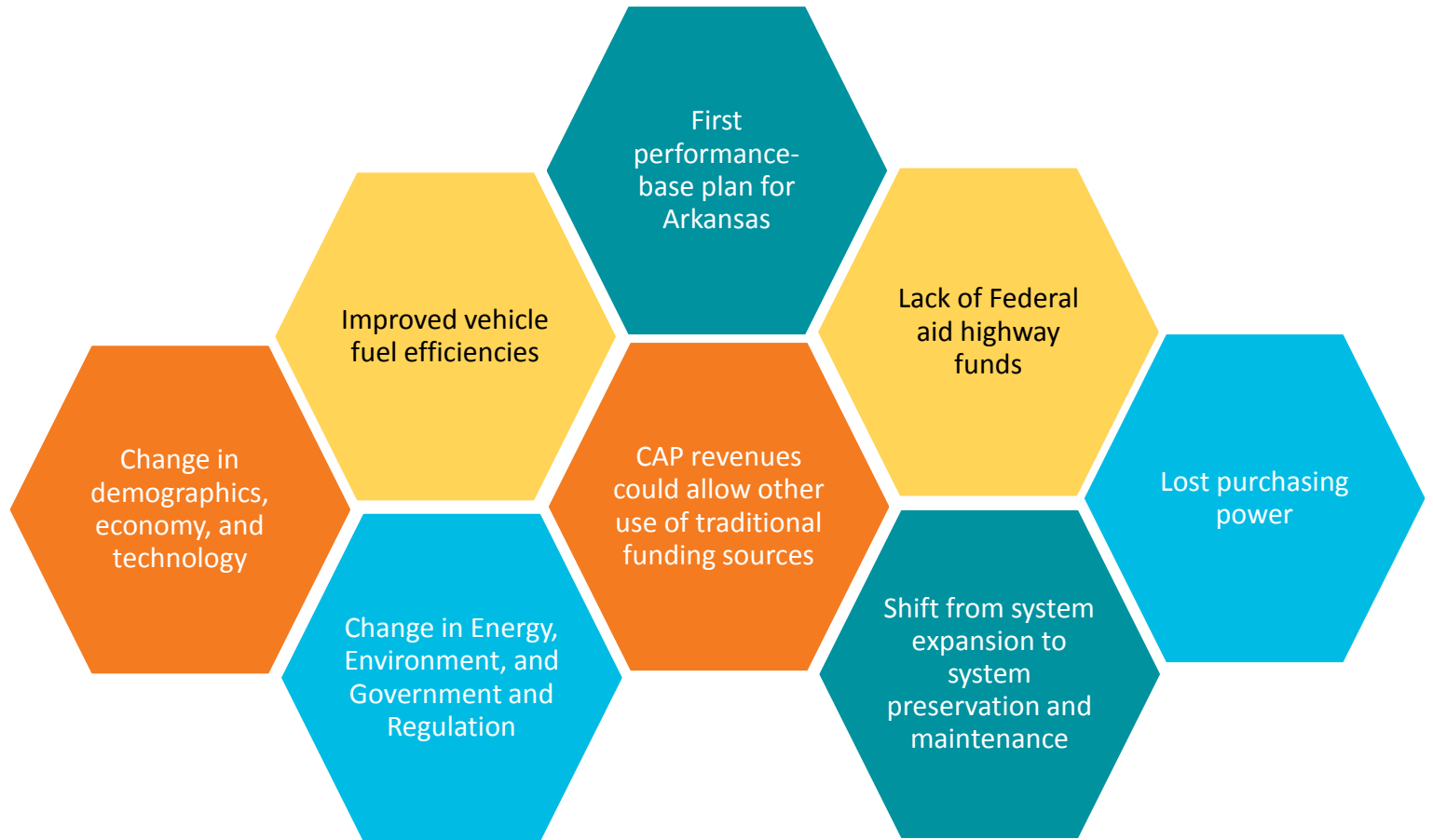


# Investment Scenarios

## Urban-centric approach

- This scenario would have an emphasis on allocating funds to alleviate urban congestion by focusing on congested corridors (TDM improvements), increasing transit operations, preserving the existing urban system, and addressing gaps in the bicycle and pedestrian network.
- Rural system preservation, rural freight movements, and economic competitiveness would be lower in this scenario than those previously defined.

# Policy Issues Driving Change



# Stay Engaged

## Long Range Intermodal Transportation Plan



### Project Website

<http://www.wemovearkansas.com>

### Project Email

[AR\\_LRITP@ahtd.ar.gov](mailto:AR_LRITP@ahtd.ar.gov)



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