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

Arkansas Population

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>2,673,400</td>
</tr>
<tr>
<td>2010</td>
<td>2,915,918</td>
</tr>
<tr>
<td>2013</td>
<td>2,959,373</td>
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</table>

Average Annual Growth

<table>
<thead>
<tr>
<th>Period</th>
<th>Average Annual Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000-2010</td>
<td>24,252</td>
</tr>
<tr>
<td>2010-2013</td>
<td>14,485</td>
</tr>
</tbody>
</table>

Compound Annual Growth Rate

<table>
<thead>
<tr>
<th>Period</th>
<th>Compound Annual Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000-2010</td>
<td>0.87%</td>
</tr>
<tr>
<td>2010-2013</td>
<td>0.46%</td>
</tr>
</tbody>
</table>

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

- $51 billion of output from freight dependent sectors
- 43 percent of total economic output in Arkansas
Freight Dependency of the Arkansas Economy

- 781,000 employees in freight dependent sectors
- 50 percent of total employment in Arkansas
Arkansans’ Journey to Work

- Over 83% of commuters drove alone
- Approximately 10% of commuters carpooled
- The mean travel time to work for those that drove alone was 21.4 minutes
- About 55% of the commuters travel less than 20 minutes
- About 5% of the commuters travel 60 minutes or more
- 74% of the employed work in the county where they live
- 22% of the employed work outside their county of residence
- About 4% of the employed work outside of Arkansas

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?
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- Aviation
- Ports and waterways
- Freight rail
- Bike/ped
- Transit
- Highway expansion
- Highway preservation/maintenance

Operational improvements to help manage traffic like ITS, fiber cable in rights of way, etc
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Don't know
Increase
Remain about the same
Decrease
How important is it to consider the following issues in the LRITP with 1 being not at all important and 5 being very important?

- Sociodemographic changes
- Technology changes
- Economic changes
- Environment
- Economic development
- How funding mechanisms may change
- The interaction of transportation and land use
- Collaboration with partners
- The changing role of AHTD (more multi-modal, more maintenance)
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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
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

- Develop a 20-year plan
- Consult with local & regional governments
- Preserve & maintain the existing transportation system
- Evaluate the performance of the transportation system
- Discuss environmental impacts and solutions
- Publish the LRITP in accessible formats
- Wide participation by individuals and groups
Performance Context

Seven National Goal Areas

- Infrastructure Condition
- System Reliability
- Safety
- Environmental Sustainability
- Congestion Reduction
- Reduced Project Delivery Delays
- Freight Movement and Economic Vitality
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

Under AHTD’s control

Support predictive capacity

Suited for AHTD context

Supported by existing resources

Meaningful to decision makers, stakeholders, and the public

Good Measures

Arkansas Long Range Intermodal Transportation Plan
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
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

<table>
<thead>
<tr>
<th>Mode</th>
<th>Assessment Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway and Bridges</td>
<td>Technical Models</td>
</tr>
<tr>
<td>Freight Rail</td>
<td>State Freight Plan</td>
</tr>
<tr>
<td>Passenger Rail</td>
<td>State Rail Plan</td>
</tr>
<tr>
<td>Transit</td>
<td>Public Transportation Needs Assessment</td>
</tr>
<tr>
<td>Ports and Waterway</td>
<td>State Freight Plan</td>
</tr>
<tr>
<td>Aviation</td>
<td>Department of Aeronautics</td>
</tr>
<tr>
<td>Bike/Ped</td>
<td>Statewide Bike/Ped Plan</td>
</tr>
</tbody>
</table>
Existing and Future Travel Demand

Identify current and future auto and freight demand

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

Present
10 years
25 years
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

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

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

Diagram:

1. Develop framework
2. Develop menu of strategic investment choices
3. Test different resource allocation emphasis
4. Portray alternatives and explain outcomes
5. Understand consequences
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

- Change in demographics, economy, and technology
- Improved vehicle fuel efficiencies
- First performance-base plan for Arkansas
- CAP revenues could allow other use of traditional funding sources
- Lack of Federal aid highway funds
- Change in Energy, Environment, and Government and Regulation
- Lost purchasing power
- Shift from system expansion to system preservation and maintenance
Stay Engaged

Long Range Intermodal Transportation Plan

Project Website
http://www.wemovearkansas.com

Project Email
AR_LRITP@ahtd.ar.gov

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