Central Arkansas 2050

Sustaining Our Future

December 2018

Updated November 2022
Amendment 4
In conjunction with 2023-2026 TIP

METROPLAN

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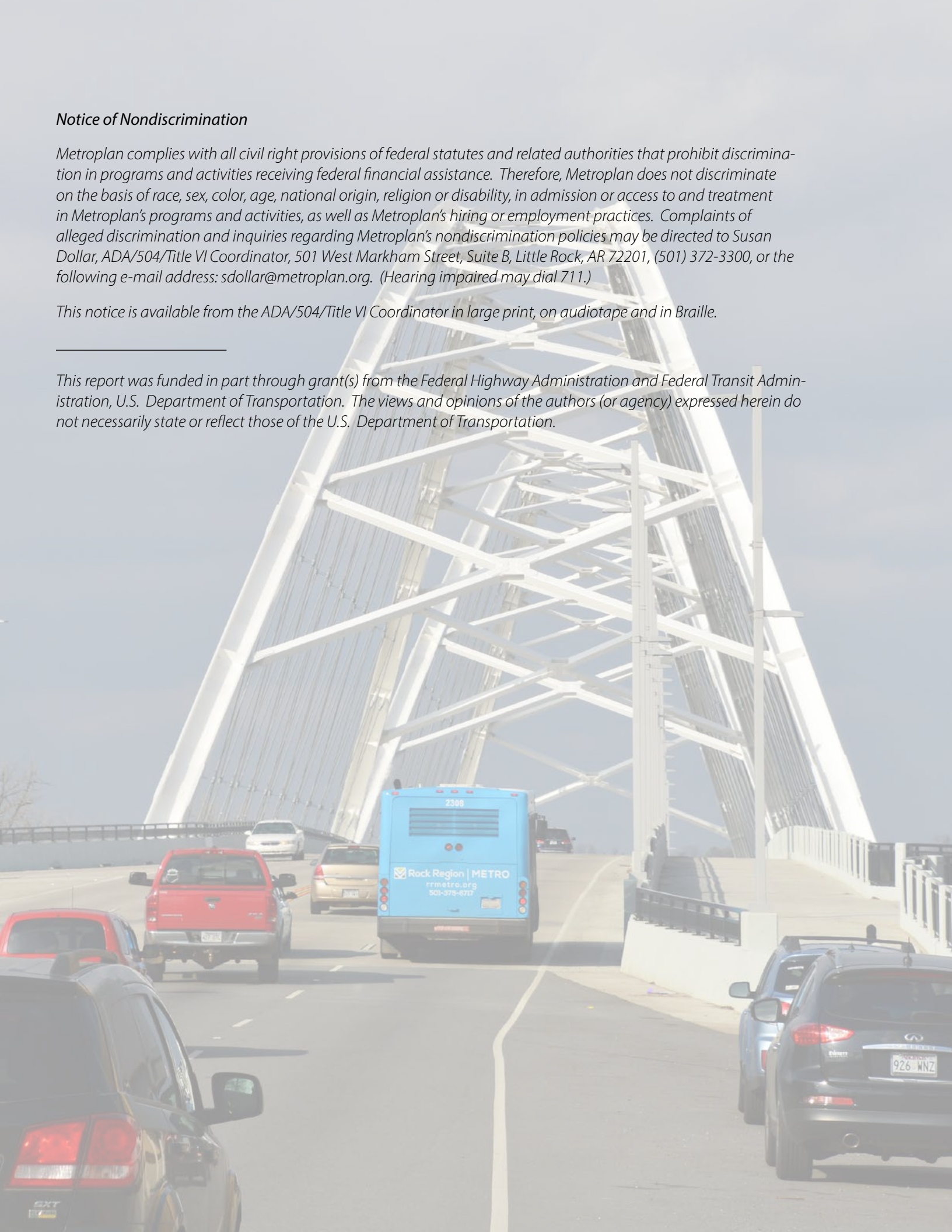

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Infrastructure Investment and Jobs Act

The Infrastructure Investment and Jobs Act (IIJA), signed into law on November 15, 2021, resulted in a substantial increase in federal funds for transportation. It also created several new funding programs and discretionary grant opportunities. The following modifications were made as part of Amendment 4 to METRO 2050 to account for some of these impacts. The overall effect of IIJA is still largely unknown on project funding and project selection for Central Arkansas.

Existing Federal Programs

Adjustments to fund marks for NHPP, NHFP, STBGP, CMAQ, TAP, and FTA were informed by the change in federal funds for these programs (2021 to 2022).

New Formula Programs

The following new formula programs were created in IIJA.

Bridge Formula Program (BFP)

The BFP provides funding for projects such as bridge replacement, rehabilitation, preservation, protection, and construction of new bridges on public roads. Funding is distributed based on a formula that compares replacing all poor bridges in a state and rehabilitating all fair bridges in a state.

The NHPP/NHFP funding group in the MTP was expanded to include 2023-2026 TIP Projects funded from the BFP program.

Carbon Reduction Program (CRP)

CRP funds are eligible for projects that address traffic management, bicycle and pedestrian facilities, congestion management technologies, public transportation, and alternative fuel vehicle deployment support. As part of this program, the state must develop a carbon reduction strategy within two years and update it every four years.

The STBG/CMAQ funding group in the MTP was expanded to include 2023-2026 TIP Projects funded from the CRP program.

National Electric Vehicle Infrastructure Program (NEVI)

The NEVI Program provides funds for projects that are directly related to the charging of a vehicle and only for electric vehicle (EV) charging infrastructure

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Programs (PROTECT)

The PROTECT Grant Program provides funds for improvements to system resiliency.

The following group categories from the 2023-2026 TIP are funded from these programs and are assumed to be financially constrained based on statewide funding levels from IIJA. Specific projects to be funded from these categories will be selected in the future.

Statewide Generic Jobs and Project Types

Funding Summary – Federal-Aid Programs Established by the Infrastructure Investment and Jobs Act (IIJA)

New Federal-Aid Program	Statewide Generic Job Numbers – Project Types	Program Funding in FFY 2023-2026 STIP (in thousands)				
		2023	2024	2025	2026	Statewide Total, 2023-2026
Bridge Formula Program (BFP) – Off System	XX202X-02 – Various Bridge Preservation	$ 1,000	$ 2,000	$ 2,000	$ 2,000	$ 7,000
	XX202X-04 – Bridge Inspection / Inspection Equipment	$ 800	$ 800	$ 800	$ 800	$ 3,200
	XX202X-09 – Various Bridge Rehab / Replacement on City Streets / County Roads	$ 1,000	$ 1,000	$ 1,000	$ 1,000	$ 4,000
National Electric Vehicle Formula Program (NEVFP)	XX202X-23 – Various Elecric Vehicle Infrastructure Projects	$ 11,528	$ 11,528	$ 11,528	$ 11,528	$ 46,112
Carbon Reduction Program (CRP) – Flex	XX202X-24 – Various Intelligent Transportation System (ITS) Projects	$ 6,937	$ 14,420	$ 9,808	$ 15,003	$ 46,168
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program	XX202X-25 – Various Transportation Resiliency Projects	$ 10,188	$ 19,776	$ 20,171	$ 4,255	$ 54,390

New Discretionary Programs

Regional projects funded from new discretionary programs will be included in the MTP upon notice of project awards.

Amendment 101

Amendment 101, passed by the voters of Arkansas in November 2020, made permanent the ½ cent sale tax dedicated to Transportation in Arkansas. Funding from Amendment 101 will be directed to both preserving the existing highway system and to making capital and capacity improvements (with projects in these latter categories sometimes referred to collectively as "CAP2").

Amendment 101 comprises both maintenance projects within the state and CAP2 focusing on capacity improvements.

Funding for the following projects is reported in the MTP in the Earmark and Amendment 101 group (previously listed as One Time sources) :

- 2023–2026 TIP projects are listed in accordance with their funding from the TIP.
- CAP2 projects which are beyond the TIP period are shown in accordance with guidance from ARDOT. Project costs have been increased to the estimated year of expenditure.

Much of the Amendment 101 funding may be used for pavement preservation projects that have yet to be selected or reflected in the MTP.

Photo credit: Arkansas Department of Transportation (ARDOT)

Updated with Amendment 4

What oil was to the 20th century, water will be to the 21st century.
– Jim McKenzie, Former Executive Director, MetroPlan

Chapter 7. Long Range Metropolitan Transportation Plan

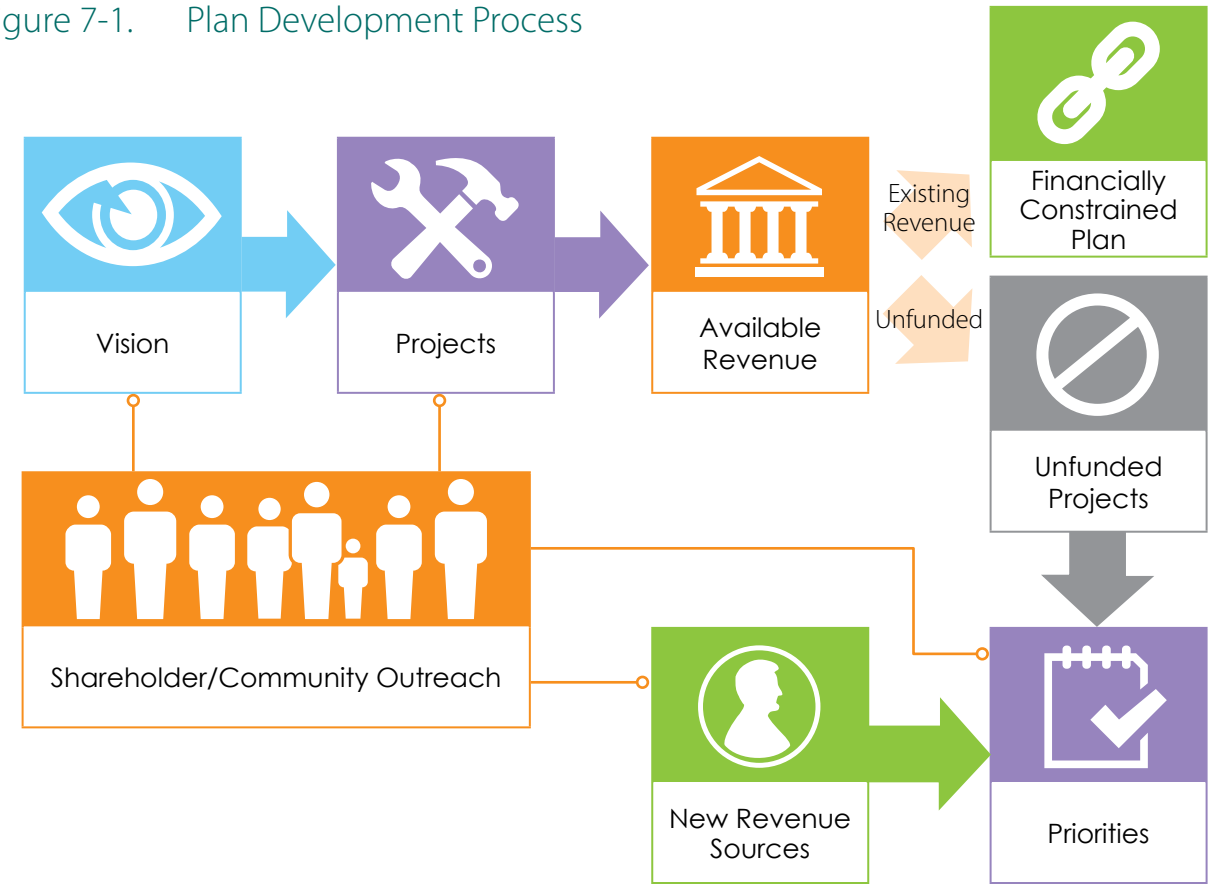
Central Arkansas 2050 conveys the vision for the future of central Arkansas (see Chapter 5). That Vision was subjected to technical analyses and performance measure evaluations to gauge the impact of its implementation upon the region (see Chapter 6). To make the Vision a reality, it must be given life through the development of a plan that is equal parts practical and aspirational.

Chapter 7 of *Central Arkansas 2050* serves as the region's Long-Range Metropolitan Transportation Plan (LRMTP), a requirement for Metropolitan Planning Organizations (MPOs) and transportation planning. However, it is much more than just a legal requirement, as it launches implementation of *Central Arkansas 2050* with specific projects, policies, actions, and other recommendations.

This plan takes the policy recommendations from *Imagine Central Arkansas*, extends financial plan projections by ten years to 2050, updates existing and recommended projects, and adds federal performance measures.

The Plan's biggest concern is the cost to maintain the current transportation system while building infrastructure necessary to implement the Vision, as needs far exceed projected revenues. Tough choices must be made to arrive at a financially feasible plan. This plan prioritizes current funding sources towards maintenance and improvement of existing transportation infrastructure, consistent with the investment strategies of the Arkansas Department of Transportation (ArDOT) and Rock Region METRO. The LRMTP identifies sources of potential additional revenue, and prioritizes projects for new funding, should it

Figure 7-1. Plan Development Process



become available during the 2050 planning horizon. The Plan advocates for policy that focuses resources on maintaining our existing infrastructure before taking on the burden of new facilities.

7.1 Transportation Infrastructure: Project Development

Chapter 5 describes the Vision for central Arkansas in which the freeway system is built-out at six through-lanes of capacity. Future demand is met through a balanced strategic transportation approach, which includes: a robust regional arterial network, development of an extensive regional transit system, expanded local transit and more walking and cycling options for local travel. Of course, this big picture Vision will not happen overnight; it will be realized incrementally over the course of several decades.

Central Arkansas 2050 Amendment #4

Relationship of MTP and TIP

Amendment 4 for METRO 2050 was developed in concert with the 2023-2026 CARTS TIP. MTP Revisions include updating Section 7.2 – Financial Resources and 7.5 – Financial Constrained Plan including Table 7-3. Estimate of Available funding and Table 7–8. 10 Year Projects List by Year of Expenditure for both revised to reflect the 2023-2026 TIP. Funding levels have been adjusted for the Infrastructure Investment and Jobs Act (IIJA) and Amendment 101. Changes to the document are shown in red text.

Policy changes are under consideration for the new MTP scheduled for adoption in 2023.

Inherent to this incremental approach is the need to implement individual projects. These stand-alone projects represent smaller, "bite-size" pieces that can be programmed, designed and built, but when taken together enable the Vision for *Central Arkansas 2050*.

7.1.1 Roadways

Roads serve the primary mode of transportation in central Arkansas. The LRMTP prioritizes investment toward the freeway system and the Regional Arterial Network because these accommodate a majority of regional travel.

Projects on freeways and arterials are typically broken down into four categories: maintenance, operational improvements, widening, and new facilities.

7.1.1.1 Maintenance

Maintaining roads to provide facilities that are in good repair, safe, and efficient is a primary objective of the LRMTP.

Routine Maintenance

Routine maintenance must be undertaken regularly to keep facilities in working order. This generally consists of work done by agency public works staff, and includes tasks such as maintaining joints, minor roadway repairs, traffic signal repair, lane striping, signs, and mowing. Pavement overlays and resurfacing, which can extend the life of a facility, may also fit into this category. There are approximately 911 lane miles of interstate freeway facilities and 5,176 lane miles of arterials that need routine maintenance; see Table 7.1.

Major Rehabilitation and Repair

As roadways reach their useful design life, major reconstruction or rehabilitation may be necessary. These projects typically require complete pavement removal and replacement, utility upgrades and improved or added pedestrian or bicycle infrastructure. Major projects constitute a large portion of roadway expenditures. The recent Interstate Rehabilitation Program (IRP), financed by ArDOT through a bond issue to be repaid with federal funds, and the Connecting Arkansas Program (CAP) have addressed

Table 7-1. Mileage of Roadway Facilities

Facility Type	CARTS Lane Miles Existing	New[1]	Total
Interstate/Freeway	911	53	964
Arterial /Collector	5,176	400	5,576
Total	**6,087**	**453**	**6,540**
Local[2]	10,734	2,900	13,634

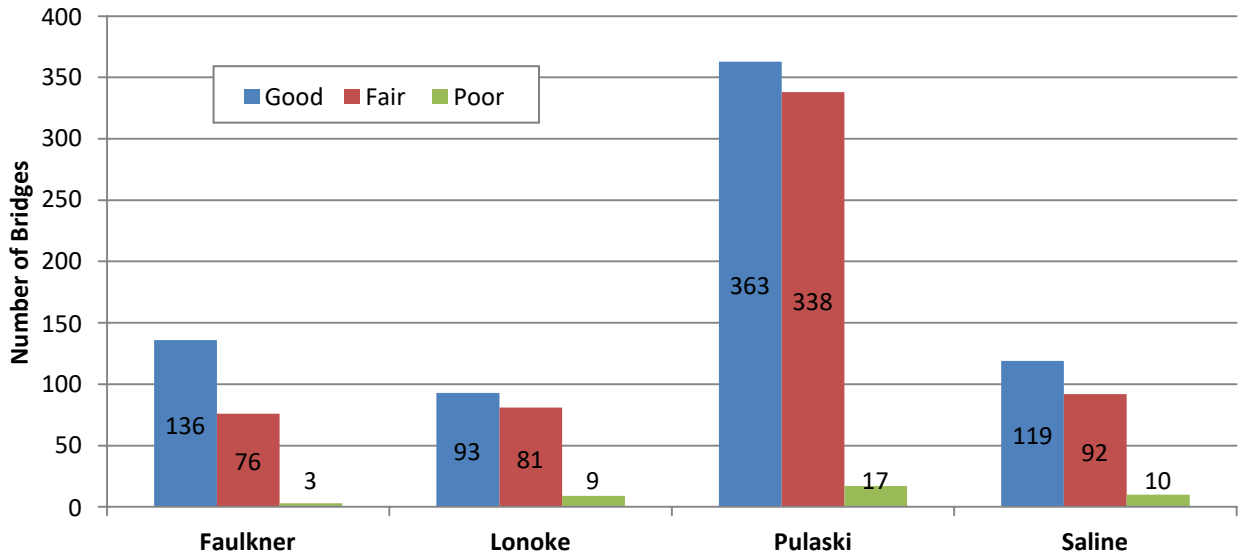
Notes:
[1] New road lane miles for interstates and arterials are based on LRMTP projects. Local road lane miles are assumed based on population growth.
[2] Data for local roads is presented for informational purposes only.

many critical needs on area freeways and principal arterials. Still, over the plan's time horizon several facilities will need to be reconstructed, including I-430, parts of I-630 and Hwy 67, I-30, and many local arterials. Recently completed projects may also require extensive repair, if not a full replacement.

Bridge Replacement

Bridges are rated as in good, fair, or poor condition. Bridges that are classified as in poor condition and those that are functionally obsolete (do not meet current standard) should be replaced. Bridges that are in fair condition are likely to need extensive maintenance or replacement during the plan period. Recent analysis shows that 3% (or 7% of the deck area) of the region's more than 1,350 bridges are rated in poor condition and 44% (or 53% of the deck area) is rated in fair condition (see Table 7.2).

Table 7-2. CARTS Area Bridge Evaluation



Source: Arkansas Department of Transportation and National Bridge Database

7.1.1.2 Operational Improvements

Projects that improve the operation of existing facilities and do not entail the addition of capacity with new through lanes are considered operational improvements. Operational improvements may be conducted as part of larger maintenance projects.

Corridor Operational Improvements: Projects on existing facilities to make them operate more safely and efficiently, including the addition of turn lanes, signals and/or other minor intersection improvements, or deployment of intelligent transportation systems.

Intersection Improvements: Either minor or major projects at intersections that increase vehicle capacity, efficiency, and/or address safety issues.

Interchanges: Improvements to existing freeway interchanges or the construction of new ones to address problems similar to those of intersections. This includes ramp modifications and the addition of auxiliary lanes between intersections.

Rail Grade Separation: Projects (typically overpasses or underpasses) intended to separate and minimize vehicular/rail conflicts and delay, increase overall safety and help rebuild community ties severed by rail traffic within the region. Twelve projects were identified and committed to as part of *METRO 2020* adopted in 1995. The final two projects are included in this plan.

7.1.1.3 Widening

Where additional travel lane capacity is needed, widening of freeways and arterials may be considered to address recurring congestion. Technology changes may also impact capacity needs in the long-term; therefore, widening projects are largely based on current needs. Widening projects are often conducted in association with major rehabilitation projects.

Six Lane Policy

When the number of proposed through lanes exceeds six, the sponsor is expected to do a thorough analysis of alternative methods of meeting travel demand in the corridor. This strategy will be revisited following completion of the Managed Lane Study slated for 2019.

7.1.1.4 New Facilities

New proposed roadways can serve several purposes: relieve congestion on an existing facility, strengthen the road network or provide better connection between destinations. New facilities are expected to be constructed with substantial local contributions.

Figure 5-5 in Chapter 5 identifies regional freeway projects while Figure 5-6 identifies projects on the Regional Arterial Network.

7.1.2 Transit

Transit is a major component of the *Central Arkansas 2050* Vision and was prominent in all phases of public and stakeholder feedback. The vision for transit includes both a regional and local system that work in unison to increase mobility.

7.1.2.1 Local Transit

The Transit Vision calls for expansion of local bus service so that a majority of our residents live within walking distance of safe, affordable transit service that operates frequently throughout the day. To meet this vision the frequency of current buses (headways)

will have to be increased, serve area expanded, and serve hours extended. In addition, local transit routes that feed into transfer stations is an important supporting element of the regional transit system.

Figure 5-9 in Chapter 5 shows areas where local bus service expansion is most likely. In many cases, it is premature to identify specific routes and other improvements to make this happen. The LRMTP identifies subareas of the region for transit investment where specific projects and service providers can be identified through further study.

7.1.2.2 Regional Transit

Regional transit service is used to connect major cities and employment centers. For the time horizon of this financially constrained plan, it is reasonable to envision regional transit as high-frequency enhanced transit service using conventional buses. For major commuting corridors, regional service would start as limited express bus service before transitioning into branded routes. As sufficient demand is established within the corridors, options for providing the "Premium" transit, like rail service described in the regional vision, should be considered (Figure 7.2.) Priorities for this service include:

West Corridor: The West Corridor along I-630 connects west Little Rock, between emerging employment and retail centers along Chenal Parkway, Baptist, St. Vincent and UAMS campuses, downtown Little Rock and Bill and Hillary Clinton National Airport.

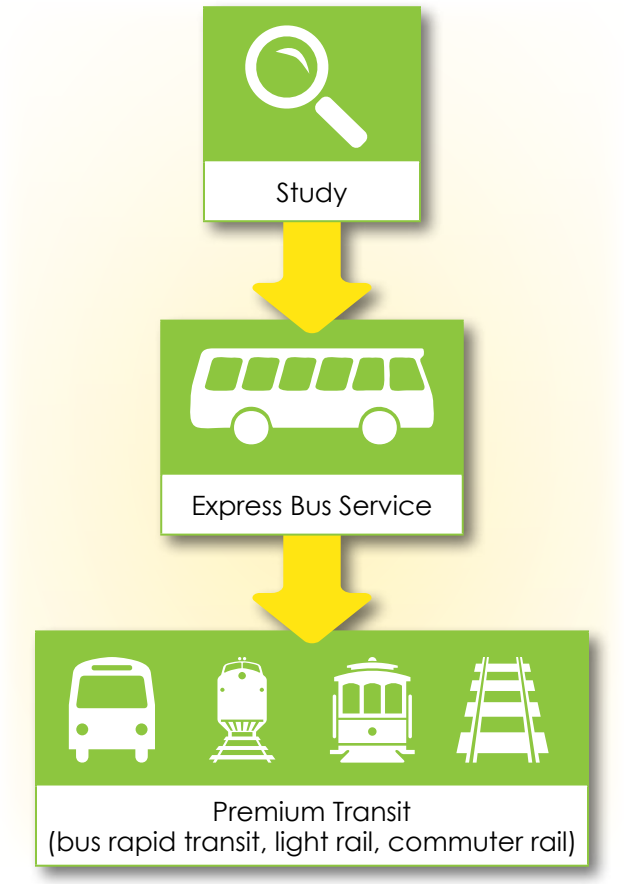
Northeast Corridor: The Northeast Corridor connects Cabot, Jacksonville, Sherwood and North Little Rock to downtown Little Rock along the Highway 67/167 corridor. An alternative alignment runs along Highway 107/JFK Boulevard/Main Street in Sherwood and North Little Rock.

Northwest Corridor: The Northwest Corridor connects Conway, Mayflower, and Maumelle to downtown Little Rock via an alignment following I-40, Maumelle Boulevard, I-430 and I-630. An alternative alignment runs down the existing railroad right-of-way into North Little Rock and downtown Little Rock.

Southwest Corridor: The Southwest Corridor connects Benton and Bryant to the West Corridor in west Little Rock along I-30 via either I-430 or University Avenue.

Successful regional transit cannot be achieved without additional investments and integration with the local transit network. Shared parking opportunities must also be considered along regional routes to provide access to individuals that prefer park and ride opportunities.

Figure 7-2.
Regional Transit Corridor Development



7.1.2.3 Human Service Agencies

In addition to the fixed route and paratransit public transportation services operated by Rock Region METRO in Pulaski County, and the demand-response services operated by SCAT in portions of Saline and Lonoke counties, a number of human service

agencies operate buses or vans to provide specialized transportation to clients of those agencies for travel to agency program activities. The operation of these services are funded largely through human service programs supported by the Department of Health and Human Services, various state programs, local government sources and private grants or contributions. Capital funding for vehicles is available through State administered FTA programs. In all cases, the service provided is limited in scope to designated program related activities. However, all public transportation providers who receive federal or state

money are required to coordinate their services where possible.

7.1.2.4 Transit Maintenance and Operations

Rock Region, which operates transit service in Pulaski County, and SCAT, which operates demand- response service for seniors and persons with disabilities in portions of Saline and Lonoke counties, must provide adequate maintenance and operations to keep existing services between now and 2050. With an anticipated decrease in the availability of federal funds (as a percentage of current cost), it will become increasingly important to generate local funds to fund transit operations.

This includes regular maintenance and repair of vehicles, vehicle replacement, and operation (drivers, fuel, etc.). In FY 2017, Rock Region budgeted $17.6 million to maintain existing transit service. Extrapolated over the course of the LRMTP planning horizon and factoring in real cost increase, the total cost to maintain existing Rock Region service is $925 million through 2050.

7.1.3 Bicycles

The Vision for bicycles includes a regionally connected, contiguous system of on-street and off-road facilities on new and retrofitted streets. This includes completion of the Arkansas River Trail and the Southwest Trail. To the extent possible, bicycle improvements should include dedicated lanes, shoulders and/or parallel paths on RAN road projects, rather than as separate, stand-alone projects.

Regional bicycle connectors and through routes are depicted in Figure 5.10 in Chapter 5. Routes on city and county bike plans are also part of the Vision. For cost purposes, these bicycle routes have been pooled into distinct subareas for additional investment in bicycle facilities. This investment could occur in the form of additional street retrofits, new off-road facilities and/or facilities linking future transit stations with surrounding destinations. Before any facility can become a part of the regional system, jurisdictions must officially adopt bike routes in their local plans.

7.1.4 Pedestrians

Provision of pedestrian facilities is essential to an intermodal transportation network. Pedestrian facilities must be incorporated on all new and retrofitted streets. Pedestrian facilities include sidewalks, parallel paths and/or crossing treatments (both at intersections and at mid-block locations). Expansion of the pedestrian network is primarily accomplished through roadway projects and stand alone Transportation Alternative Projects (TAP).

Bicycle and Pedestrian Facility Maintenance

As central Arkansas adds bicycle and pedestrian facilities to its networks, funds must be set aside for their maintenance. For on-road facilities, these costs are typically included as part of roadway maintenance. For stand- alone facilities, routine resurfacing and general maintenance is typically budgeted by the local jurisdictions. Bridges over the Arkansas River require greater resources to maintain, with jurisdictions entering into local agreements for annual funding. Local funding is the primary source for bicycle and pedestrian facility maintenance.

7.2 Financial Resources

Inherent to a fiscally sound plan is the need to carefully consider available revenue. This section presents a forecast of revenue expected during the course of the plan, considering conventional federal, state and local sources and long term trends. Federal regulations require that plans be financially constrained by year of expenditure. This means that projects in the plan can be implemented only with committed or available revenue sources.

Given that the resources required to achieve the Vision far exceed available revenue, additional revenue sources are necessary for the Vision to become reality. Section 7.5.2.4 includes a look at revenue potential of various sources. Additional detail can be found in Appendix F: Financial Resources.

7.2.1 Putting It In Context: Available Revenue

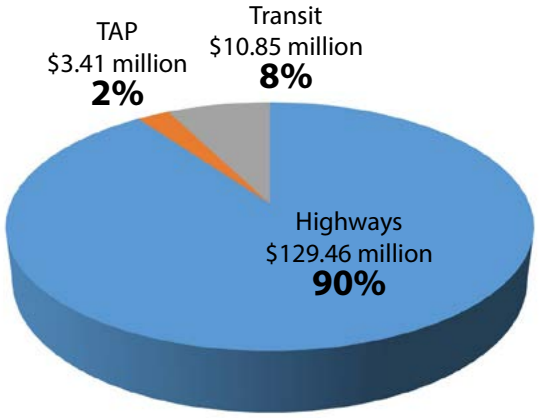
Where Does The Money Come From?

Building, maintaining, and operating our roads, providing a first-rate transit system, expanding pedestrian and cycling options and other basic mobility elements requires significant financial resources. Funding for transportation projects in the CARTS area comes from a mix of federal, state, and local sources. Funding estimates for future revenue are derived from federal fund marks provided by ArDOT, current allocations to urbanized areas by the Federal Transit Administration (FTA) , historical local street budgets, and local contributions to transit.

For the 2023-2026 period available funding was taken from the CARTS TIP project totals for NHPP, NHFP, HISP, STBG, BFP, CRP, State and earmarks (Amendment 4). Funding levels reflect the IIJA and Amendment 101 (Issue 1 passed Nov 2020).

The central Arkansas Region expects to receive $143 Million in federal transportation funds on average based on historical expenditures and ArDOT's fund marks. Figure 7-3 shows this breakdown by funding category. NHP, HSIP, STBG, and CMAQ funds are used exclusively for highways and represent 91% of the total. FTA categories are used to support transit service and planning, which represent 7% of the total, while TAP, used for transportation alternatives (such as biking and walking), represents 2% of the total.

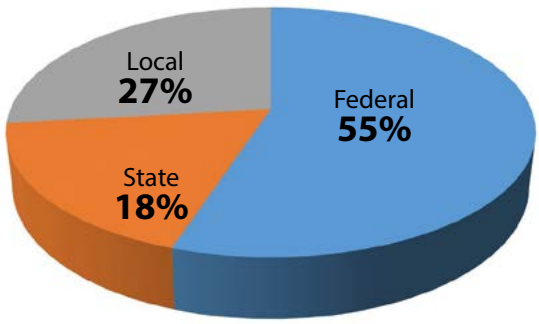
Figure 7-3. Federal Transportation Sources in Central Arkansas



Updated with Amendment 4

Federal funds are provided largely through fuel taxes collected by the state and distributed via the federal government. In addition to federal funds, state, and local funds are also used to support transportation in central Arkansas. These funds come from their respective share of state fuel taxes (70% ArDOT, 15% Cities, 15% Counties), taxes and fees collected by individual jurisdictions, and general fund transfers.

Figure 7-4. Transportation Spending Sources in Central Arkansas



Updated with Amendment 4

One time or temporary funding sources are not reflected in these totals. These sources, like the CAP program and city initiatives supporting transportation improvements, provide a noteworthy percentage of funding to the region, but vary annually. These funds are reflected in individual years of the financial plan based on project expenditure information. These initiatives are largely used to support the transportation vision or to complete critical projects.

State and local funds are used to match federal funds with remaining portions used on general maintenance activities. Figure 7-4 shows the estimated breakdown of federal, state, and local funds.

7.2.2 Long Term Revenue Trends That Impact Central Arkansas

A reasonable projection of existing revenue sources requires an understanding of three long term trends.

1. Fuel efficiency standards: Federally mandated Corporate Average Fuel Economy (CAFÉ) standards govern fuel efficiency rates on all vehicles sold in the United States. While these standards were recently relaxed, fuel economy will continue to increase via a combination of government regulations and automaker innovation. In addition to improvements in fuel efficiency, driving's popularity may be leveling off. Slower growth in the amount of car travel will impact fuel consumption. While this is beneficial for energy conservation and the environment, it presents dire circumstances for transportation revenue. Fuel taxes, which make up the majority of existing transportation revenue, are collected on a per-gallon basis. Increased fuel efficiency and slower growth in automobile travel means fewer gallons consumed, and therefore less revenue.

2. Alternative fuel vehicles: The percentage of alternative fuel vehicles on U.S. Roads has steadily increased. Plug in electric vehicle sales are expected to be near 1.6% of all vehicles sales in the US during 2018. While Arkansas has been slow to embrace electric vehicles, sales have been steadily increasing since the first vehicles were sold in 2010. Electric cars are anticipated to represent a greater percentage of US auto sales, reaching 15-20 percent by 2025. The increase in vehicles not using gasoline or diesel would have major implications for fuel tax revenue, first at the federal level followed by the state.

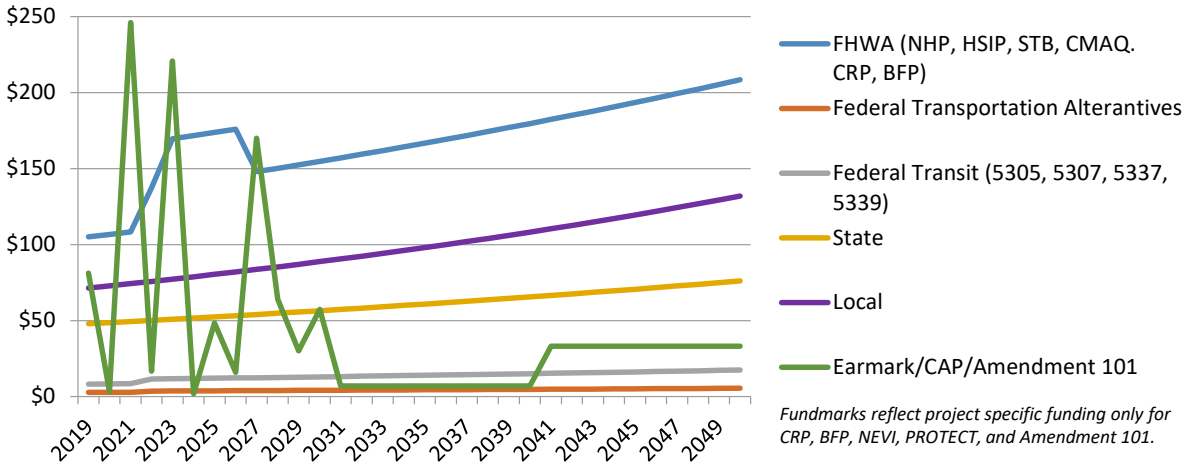
3. Highway Trust Fund and Mass Transit Account Solvency: Recent budget issues at the federal level are well- documented. The portion of federal transportation revenue attributed to transfers from the general fund (intended to keep dedicated highway funds solvent) increased steadily in recent years. The Congressional Budget Office estimates that the Highway Trust Fund will be fully exhausted in 2022, with an annual deficit of $17 billion or 29 percent of the scheduled spending budget. Without a new revenue source, increased general fund transfers will be required if the current budgets are to be maintained.

7.2.3 30-Year Revenue Projections (2023-2050)

While the future of federal transportation spending is largely in doubt, Congress has continually found

Figure 7-5. Annual Estimates of Funding Availablility

Projection of Revenue 2019 to 2050 (in millions)



Fundmarks reflect project specific funding only for CRP, BFP, NEVI, PROTECT, and Amendment 101.

Updated with Amendment 4

a way to fund both the highway trust fund and mass transit account with annual increases through general fund transfers. An increase in the transfer or general funds, or a new revenue source will be required to maintain current funding levels. A 1.5% annual growth is assumed for federal and state transportation spending throughout the plan as an average over the next 30 years. For the local funding share, which is less dependent on gas receipts, two percent annual growth is assumed. Figure 7-5 shows the projected revenue from federal, state, local, and one time sources for the plan period. Estimates show the CARTS area will have $10.9 billion available to spend on transportation facilities through 2050. This includes $5.4 billion in federal revenue, $1.7 billion state revenue, $2.9 billion local (spent primarily on local road maintenance and transit) revenue, and $.9 billion in one time sources. Figure 7.5 and Table 7.3 (previous page) show these funding amounts.

The citizens of Arkansas approved "Issue 1" in November 2020, making permanent the ½ cent sale tax dedicated to transportation. Projects funded from this permanent sale tax are included in the MTP. Projects include those from the 2023-2026 TIP and a list of future projects provided by the Arkansas Department of Transportation.

Table 7-3. Estimates of Available Funding

Category	Fundmark	FY21-24	FY23-26	FY27-30	FY31-40	FY41-50	Total 2023-2050
Federal Highway	**$132.9**		**$706.1**	**$621.5**	**$1,725.8**	**$2,002.8**	**$5,056.1**
NHPP/NHFP/BFP	$76.6		$458.3	$358.5	$995.5	$1,155.3	$2,967.7
STP/CMAQ/CRP	$44.1		$194.3	$206.2	$572.7	$664.6	$1,637.9
HSIP	$8.7		$38.4	$40.8	$113.2	$131.4	$323.8
TAP	$3.4		$15.0	$16.0	$44.3	$51.5	$126.8
Federal Transit	**$9.5**		**$41.9**	**$44.5**	**$123.4**	**$143.3**	**$353.0**
FTA 5307 - Urbanized Areas Formula Grants	$8.2		$36.1	$38.3	$106.3	$123.3	$303.9
FTA 5337 - State of Good Repair-High Intensity Fixed Guideway	$0.5		$2.2	$2.3	$6.5	$7.5	$18.6
FTA 5339 - Bus and Bus facilities	$0.8		$3.6	$3.9	$10.7	$12.4	$30.6
State	**$47.3**		**$208.2**	**$221.0**	**$613.7**	**$712.2**	**$1,755.2**
Local	**$70.0**		**$318.5**	**$344.8**	**$991.5**	**$1,208.7**	**$2,863.5**
Earmarks/Amendment 101	**$0.0**		**$161.0**	**$321.3**	**$70.0**	**$331.0**	**$883.3**
Total			**$1,435.8**	**$1,553.1**	**$3,524.4**	**$4,398.0**	**$10,911.2**

Numbers may not add due to rounding.

Updated with Amendment 4

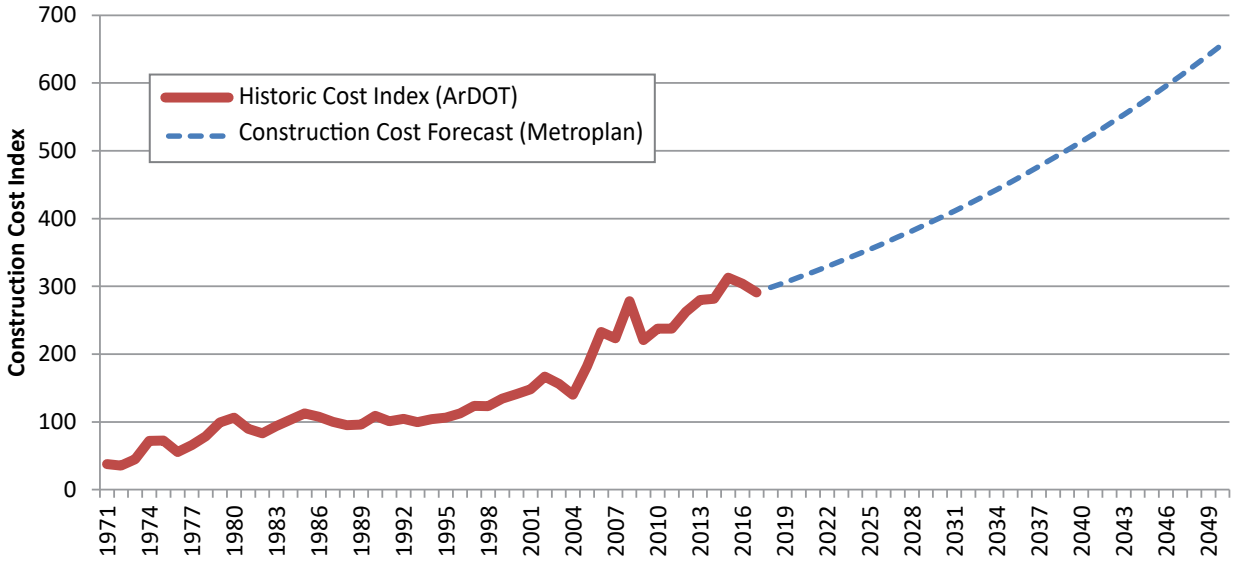
*Maintaining this level of funding will require Congress to solve the current solvency of the Highway Trust Fund and Mass Transit Account and the longer-term impact of fleet fuel efficiency and alternative fuel vehicles impacts of federal fuel tax receipts. Without this assumption federal funding revenue will drop by 30% beginning in 2023.

7.2.4 Year of Expenditure Estimated (Accounting for Inflation)

LRMTP projects must be matched with revenue projections by year of expenditure to make sure the plan is financially constrained, but costs tend to rise each year with inflation. ArDOT's historic construction cost index and the US Energy Information Agency (an approximation for construction cost) were reviewed to estimate annual inflation costs for future projects. For plan years 2027 to 2050, a 2.5% annual inflation factor, from 2022, is assumed. Project cost for 2023–2026 is taken directly from the TIP. This inflation factor is used for highways, transit, and bicycle/pedestrian project. The impact of construction cost increased is depicted in Figure 7-6.

Funding Deficit

Figure 7-6. Rising Cost of Transportation Construction



Energy costs, competition from developing nations, and other national and international trends have contributed to significant increases in the cost to build, operate, and maintain transportation facilities. These trends will continue to impact transportation in the future, however, it is difficult to predict the exact effect over the long term. The forecasted price of diesel fuel, prepared by the US Energy Information Agency for the Annual Energy Outlook (AEO), is a good proxy for potential impacts. Using the historical cost index and the AEO's forecast as a basis, transportation costs could grow by over 130 percent between now and 2050

Increases in cost do not directly affect the amount of revenue the CARTS area receives; however, it does impact the region's purchasing power, which has the same net effect as a reduction in revenue.

While transportation revenue is forecast to increase at only a marginal rate, the cost to provide transportation facilities and services continues to rise significantly. *Central Arkansas 2050* includes a number of roadway, transit, bicycle, and pedestrian projects to meet the growing mobility needs of central Arkansas and to ensure an economically competitive, livable place.

In addition to new infrastructure, maintaining existing transportation infrastructure to ensure it remains in good, safe working order is imperative. Finally, recent and projected trends indicate that construction costs will see a steady increase over the next several decades. As the transportation needs far exceed the funding availability (the cost to simply maintain the current network is estimated at $12.9 Billion—see section 7.5.2.2) a system for prioritizing funding is needed.

7.3 Vision and Project Evaluation

Central Arkansas 2050 represents a significant undertaking, one that cannot be fully implemented with existing revenue sources. The LRMTP imparts a sense of order, or priority, in which to implement Vision projects. To that end, a project evaluation process was created to provide a consistent, objective process for evaluating each individual project.

Projects proposed as part of *Central Arkansas 2050* were scored against 11 criteria, ranging from ten to thirty points, for a maximum possible score of 200. The project evaluation criteria, shown in Table 7-4, are intended as one measure of how well a given project serves to implement *Central Arkansas 2050* Vision, Goals, and Objectives. Note that the score ranking does not represent ordinal project priorities. The ranking score only measures how well each project aligns with the Vision, Goals, and Objectives. The result of the project evaluation process is but one of the factors considered as projects are prioritized. Project scoring methodology and project evaluation results are shown in Appendix E (based on *Imagine Central Arkansas*).

Additional projects suggested by Metroplan Board Members as part of *Central Arkansas 2050* were also added to the vision plan. Projects selected for the constrained plan are based on evaluation and the priorities of Metroplan Board Members, principally representing immediate transportation needs. Technology changes are expected to have a significant impact on future transportation needs (those beyond 10 years). Project priorities, selection and their impact on performance measures will be revisited during the TIP development process.

Table 7-4. Project Evaluation Criteria

Criteria	Description	Goal 1. Quality Corridors and Transportation Choice	Goal 2. Land Development and Housing	Goal 3. Environment Quality and Sustainable Energy	Goal 4.Healthy and Safe Communities
Route Significance and Scale	To what extent does the project impact central Arkansas?				
Freight and/or Passenger Intermodal Connectivity	Does the project enhance connectivity of two or more modes?	●			
Safety	Does the project address a high crash location (motorized or non-motorized)?				●
Efficiency - Congestion and Reliability	What is the congestion level at the project location (or parallel facility)?				
System Preservation	Does the project address a maintenance or operations need?				
Choice in Transportation & Complete Streets	Does the project enhance access to or quality of transit, walking and/or cycling opportunities which can contribute to complete streets, lower household transportation cost and increased physical activity?	●			●
Connectivity	Does the project enhance connectivity to a major activity center (downtown, town center, campus, hospital/wellness center, sports complex, etc.) via alternative modes?	●	●		
Compact, Mixed-Use Development and Reduced Impacts on Environmentally Sensitive Lands	Does the project complement compact, mixed-use development consistent with the development framework in the Vision and/or reduces land consumption and impervious surface??		●	●	●
Air Quality & Energy Efficiency	Is the project likely to improve air quality and/or reduce energy consumption (through improved efficiency or reduced demand)?			●	●
Complementary Land Use	Does the corresponding local government have complementary plans and development practices in place?		●		
Existing Neighborhoods	Does the project support an existing neighborhood through improved local infrastructure (i.e. sidewalks) or improved access?		●		

● *Represents goal impacted by criteria*

[1]*See Appendix E for Project Scoring Methodology and Project Evaluation Results*

Goal 5. Economic Growth and Vitality	Goal 6. Funding Adequacy	Lower <<<<<<<<<<<<<< Score >>>>>>>>>>>>>> Higher[1]			
●		Local 0	Regional 10		
●		No 0	Two 6	Three 4	Four 20
●	●	No 0	Indirectly 10	Directly 20	
●		NA 0	Moderate (0.7 to 0.8) 3	Significant (0.8 to 1.2) 7	Severe (Greater than 1.2) 10
●		No 0	Future Need 5	Existing Need 10	
	●	No 0	Some Elements 10	Local Scale 20	Full Implementation/ Regional Scale 30
		No 0	Yes 20		
	●	No 0	Somewhat 20	Yes 30	
	●	No 0	Somewhat/ Indirectly 10	Significantly/ Directly 20	
		No/Don't Know 5	Yes 10		
		No/ Unknown 0	Indirectly 10	Directly 20	

7.4 National Performance Measures

In 2012, President Obama signed into law the Moving Ahead for progress in the 21st Century Act (MAP-21), which provided needed funds and transformed the policy and programmatic framework for investments for vital transportation infrastructure. Specifically, the act places new responsibilities on MPOs to establish performance- based transportation decision –making and development of plans. The Fixing America's Surface Transportation (FAST) Act was signed into law December 2015 after *Imagine Central Arkansas'* adoption in 2014. One of its aims is to continue performance-based planning outlined in MAP-21.

The law establishes seven goal areas to improve Federal-aid Highway Program funded projects:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

Each of the seven areas is accompanied by a specific goal (Figure 7-7). To reach these goals, the Department of Transportation called for states, as well as MPOs, to adopt performance measures in their planning efforts. From these measures, targets have been set by ArDOT. Metroplan opted to support the State's targets.

Data must be collected for pavement condition on the Interstate System and National Highway System (NHS), reliability of the Interstate System and NHS, bridge condition on the NHS, the number and rate of fatalities and serious injuries on all public roads, traffic congestion, on-road mobile source emissions, and freight movement on the Interstate System.

Appendix H is a full performance measure report for central Arkansas. The report contains specific time requirements for performance measure adoption, a description of each measure, State and regional targets for individual measures, and data for central Arkansas in maps and graphs (Table 7-5).

National performance measures provide another avenue to evaluate our existing infrastructure and tailor project planning to meet the region's needs through 2050 and beyond.

Figure 7-7. National Performance Goals

National Performance Goals
Significantly reduce traffic fatalities and serious injuries on all public roads
Maintain the highway system in a state of good repair
Significantly reduce congestion on the National Highway System
Improve efficiency of the surface transportation System
Improve national freight network, strengthen rural communities access to trade markets, and support regional economic development
Enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduce project costs, promote jobs and the economy, and expedite mobility through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving work practices

MPO/State Measures

Safety

1. Fatalities
2. Serious Injuries
3. Fatality Rate
4. Serious Injury Rate
5. Bicycle/Pedestrian Fatalities and Serious Injuries

Infrastructure Condition

1. Bridge Condition (good/poor)
2. Interstate Pavement (good/poor)
3. Non-Interstate NHS Pavement (good/poor)

Travel Time Reliability

1. Percent of freeway that is reliable
2. Percent of non-interstate NHS that is reliable
3. Truck travel time reliability.

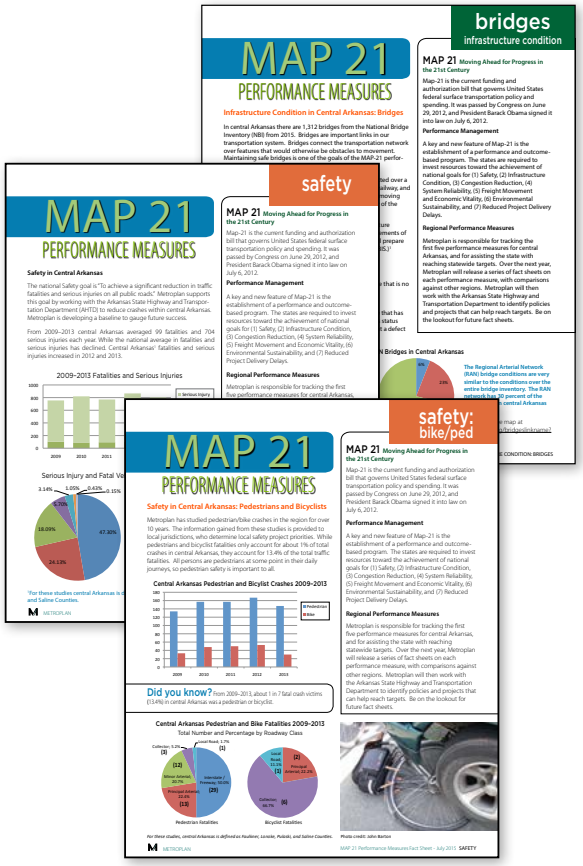


Table 7-5. Performance Meaures

CARTS Baseline Data

Safety	2017	2021
Fatalities	95.2	108.6
Fatality Rate	1.18	1.28
Serious Injuries	631.4	535.6
Serious Injury Rate	7.83	6.33
Non-Motorized Fatalities and Serious Injuries	34.6	68
Bridges	**2017**	**2021**
NHS Bridges in "Good" Condition	33.50%	33.75%
NHS Bridges in "Poor" Condition	7.50%	7.21%
Pavements	**2017**	**2021**
Interstate Pavements in "Good" Condition	51.30%	TBD
Interstate Pavements in "Poor" Condition	10.80%	TBD
non- Interstate NHS Pavements in "Good" Condition	27.60%	TBD
non- Interstate NHS Pavements in "Poor" Condition	15.20%	TBD
Travel Time Reliability	**2017**	**2021**
Person Miles Traveled on the Interstate that are Reliable	91.20%	96.96%
Person Miles Traveled on the non-Interstate NHS that are Reliable	89.68%	93.27%
Truck Travel Time Reliability	**2017**	**2021**
Truck Travel Time Reliability on the Interstate System (LOTTR)	1.39%	1.11%

Updated with Amendment 4

Table 7-6. Summary of 2019-2050 Revenue Projections and Project Eligibility

Source	Interstates	Four Lane Grid System	National Highway System	Other Federal Aid Roads	Local Roads	"Off-system" Bridges
Federal Funds:						
National Highway Performance Program[1]			●			
Surface Transportation Program	●	●	●	●		●
Highway Safety Improvement Program (HSIP)	●	●	●	●		
Transportation Alternatives Program (TAP)						
FTA 5307 - Urbanized Areas Formula Grants						
FTA 5337 - State of Good Repair- Fixed Guideway						
FTA 5339 - Bus and Bus facilities						
TOTAL FEDERAL FUNDS						
TOTAL STATE FUNDS	●	●	●	●		
TOTAL LOCAL FUNDS	●	●	●	●	●	●
Earmarks/Amendment 101	●	●	●	●	●	●

Construction	Maintenance	Transit Capital	Transit Operating	Non-motorized Transportation	Estimated Revenue 2023-2050 x 100,000
●	●				$2,968
●	●	●		●	$1,638
●					$324
				●	$124
		●	●		$304
		●			$19
		●			$31
					$5,388
●	●	●			**$1,755**
					$2,863
●	●	●	●	●	**$883**
			TOTAL FUNDS		**$10,911**

Updated with Amendment 4

7.5 Financially Constrained Plan

The results of the financial analysis clearly demonstrate a significant gap between what is needed to achieve the Vision and the financial resources available to the CARTS area between now and 2050. Integral to this resource gap is the need to prioritize investments to the limited resources that are currently available and those that may become available during the course of the Plan. Figure 7-8 and Table 7-6 (previous page) identify the funding eligibility of different transportation networks for existing revenue sources.

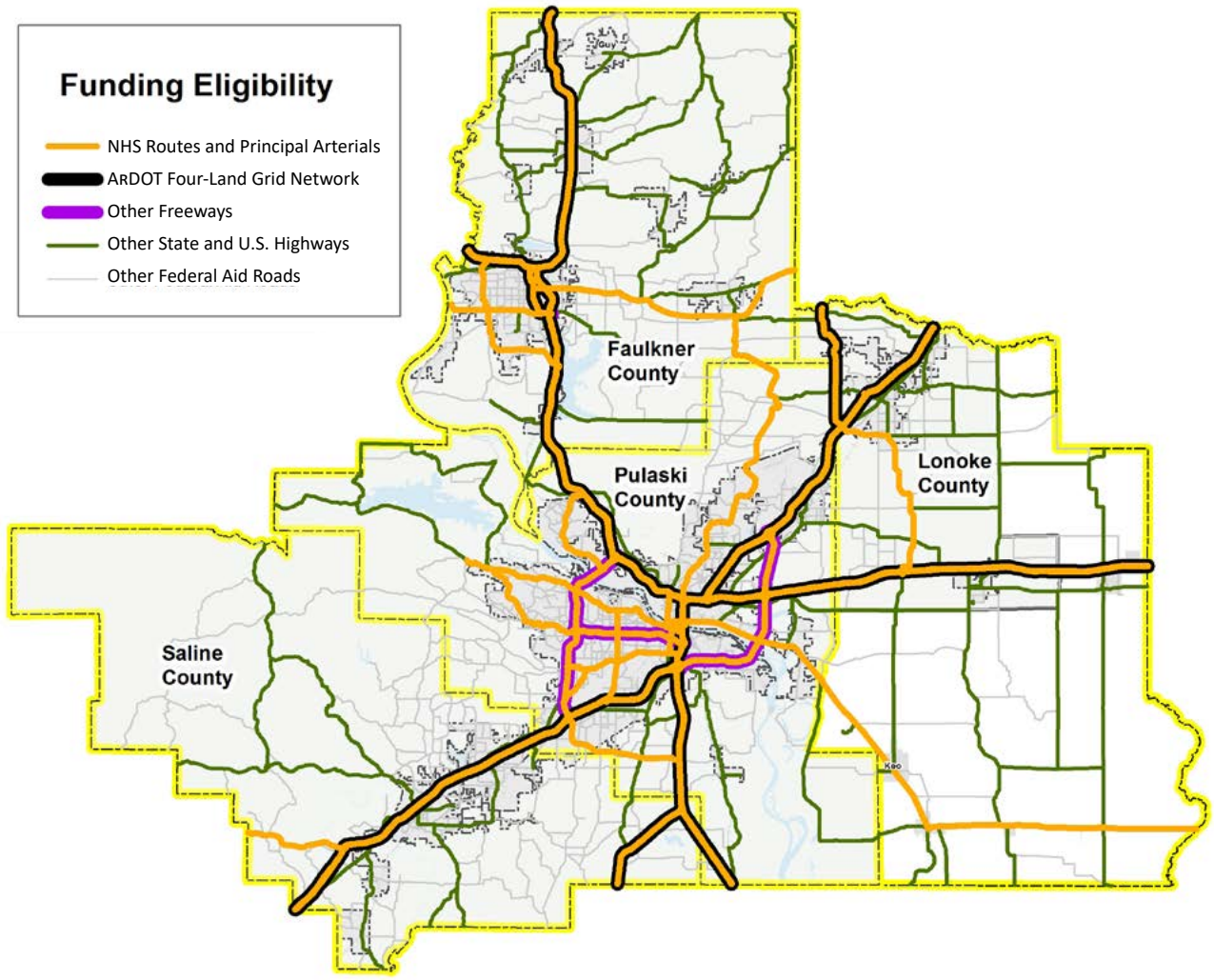
7.5.2 Prioritization Strategy

The prioritization strategy endorsed by Metroplan is a relatively simple one: (1) cover our existing obligations, (2) maintain what we have already built, (3) optimize our existing networks through critical connections, and (4) identify new revenue sources for major new projects. The following sections describe this strategy in more detail. Individual projects are listed in Table 7-8 and shown in Figure 7-10 (page 180).

7.5.2.1 First Priority: Cover our Existing Commitments

A number of project commitments were generated prior to the development of the LRMTP. These

Figure 7-8. Funding Eligibility



are projects that are already "in the pipeline" and should be followed through to completion. They are included in the financially constrained long-range transportation plan. These include:

- The CARTS Transportation Improvement Program (TIP): Project identified in the 2023–2026 TIP are considered part of this first priority. About $1011 Million is programed for TIP Projects (2023-2026).
- The project list provided by ARDOT for CAP2 (Amendment 101) are included in the plan per the information provided by ARDOT.
- Projects with additional phases or for which construction has not yet been scheduled in the TIP are included under this category. As a construction date has yet to be determined for these projects the let date is listed TBD.

30 Crossing

Construction of 30 Crossing began in 2020, with the initial phase consisting of the replacement of Arkansas River Bridge, freeway improvements from I-630 to Broadway in North Little Rock, Widening and replacing the I-30 westbound to I-630 westbound Ramp, and construction of a flyover for traffic traveling from I-30 eastbound to I-40 eastbound. The second phase of the project, constructing a flyover ramp from I-40 westbound to I-30 westbound, is scheduled to begin in 2026.

Figure 7-9.
Overview of Prioritization Strategy

Table 7-6-B. 30 Crossing LRMTP Financial Constraint

Phase	Status	Description	Estimated Construction Cost
Phase I	Under Construction	Widening, Bridge Replacement, and Interchange Improvements from I-630 to Broadway in NLR, Flyover Ramp from I-30 Eastbound to I-40 Eastbound	$595 Million
Phase II	Scheduled for 2026	Construct flyover I-40 Westbound to I-30 Westbound	$75 Million
Future Phase - Date TBD		Widening I-30 from Broadway in NLR to I-40 (North Terminal interchange), UPRR Bridge Replacement	
Future Phase - Date TBD		Widening I-30 from I-630 to I-440/I-530, UPRR Bridge Replacement	
Future Phase - Date TBD		Widening I-40 from I-30 to Hwy 67	

7.5.2.2 Second Priority: Maintaining What We Already Have

Central Arkansas has a significant amount of transportation infrastructure that must be maintained to be kept in good, working order. This includes routine maintenance and major rehabilitation needs of our interstates, arterials, and collectors, plus maintaining existing transit service that will occur between the adoption of this plan and 2050. It is estimated as much as $12.9 Billion in funding would be needed to fully fund this category through 2050 (cost inflated —Table 7.7). Funding for this category includes $925 Million to maintain the current transit service provided by Rock Region through 2050. Highway projects for this priority will be selected based on need during the TIP development process utilizing the non-project specific funding line of the LRMTP.

Table 7-7. Cost to Maintain Existing Infrastructure

Project	Cost (millions)
Regular Maintenance	
Bridges	$680
Freeways	$368
Arterials	$937
Local[1]	$814
Total	$2,779
Rehabilitation (Major and Overlays)	
Bridges	$1,256
Interstates	$1,474
Arterial/Collector	$5,418
Local	$1,085
Total Rehabilitation	$9,233
Transit	
Maintain Existing Service (RRM)	$925
TOTAL COST	**$12,937**

7.5.2.3 Third Priority: Optimization Project and Critical Connections

Given the significant gap that exists between maintenance needs and available revenue, new project commitments should focus on projects that optimize the existing transportation network (see Section 7.1.1.1) and critical network projects. Critical projects that are a priority of the Metroplan Board are included in the first 10 years of the constrained project list. Additional projects may also be selected from this priority during the TIP development process utilizing the non-project specific funding line of the LRMTP.

7.5.2.4 Fourth Priority: New Project Commitments

New major projects (widening and new location) are anticipated to come from new revenue sources (one time/temporary funding). Funding for these types of projects has previously come through the CAP program and city initiated taxes. The highest of these project priorities are included in the plan's project list, but are without funding. In the event that new revenue sources become available, Metroplan can assist the sponsoring agency with identifying the highest priority projects. These unfunded projects comprise the Vision and are prioritized in the following sections and Appendix G. Upon finding a funding source, projects will be included in the constrained project list.

Where to Raise New Revenue

To meet central Arkansas' growing transportation needs and achieve the Vision, the significant gap between cost and available revenue must be closed. New revenue is needed both to fully maintain the current transportation system and for new projects. The Regional Planning Advisory Council (RPAC) considered a number of different strategies for generating more revenue. Potential sources range from sales taxes to fuel taxes to property taxes. The following were identified as potential new revenue sources, representing federal, state, and regional levels. *Metroplan has taken no position on the support of an particular new revenue or extension of an existing revenue source.

This information is taken from the *Imagine Central Arkansas* adopted in December 2014.

Transfer of Sales Tax on Auto-Related Goods
Currently, sales taxes collected on auto-related goods, such as new and used vehicle purchases and auto parts, go to the state general fund. A transfer of the sales tax on these auto-related goods could generate additional revenue for transportation facilities. This does not constitute a "new" tax, but a diversion of existing tax revenue. To mitigate loss of revenue from existing recipients, this tax could be phased in over a number of years, so that natural growth in tax revenue could smooth out the transfer.

New Tax on Motor Vehicle Fuel
For each gallon of fuel purchased, central Arkansans pay 40.2 cents for gasoline and 47.2 cents for diesel. The tax must be implemented in multiple-cent increments to have a major impact.

Wholesale Fuel Excise Tax
Taxes are currently collected to transportation fuel consumption based on the gallons consumed. A tax leveled on the wholesale price of motor vehicles would vary with cost of fuel.

Fuel Tax Index
Rather than increase the number of cents levied per gallon of fuel purchased, another strategy for fuel tax revenue is to index fuel taxes. A fuel tax index adjusts the tax rate based on established criteria (i.e. construction cost/fuel economy). The index is intended to mitigate the flat nature of fuel tax rates to maintain buying power. Three specific indices were considered, each implemented at the state level, but may also be executed at the federal level:

1. Index to fuel efficiency
2. Index to construction cost
3. Index to fuel efficiency and construction cost

Facility Tolling
Tolling has been successfully used in other metropolitan areas to construct new capacity on controlled-access facilities. A recently study by ArDOT found that widening of I-40 between North Little Rock and Memphis could be accomplished with tolls collected on the same stretch of freeway. A similar study found that less than 20% of the construction cost of Northbelt Freeway could be paid for with tolls. The managed lane study will also consider exclusive tolls for express lanes.

Property Tax
Arkansas counties are currently permitted to issue three mills property tax for the County Road and Bridge Fund. Not all counties level a full three mills while other could benefit from an allowable increase in property tax for transportation.

Electric Vehicle Fee
Motor vehicle users generate revenue for transportation through taxes paid on gasoline and diesel fuel purchases. Because electric vehicles do not consume gasoline or diesel fuel, they do not pay taxes. One strategy to generate revenue from the use of electric vehicles is a flat annual fee. The success of such a fee would be closely tied to adaptation of the current gas/diesel fleet to an electric one.

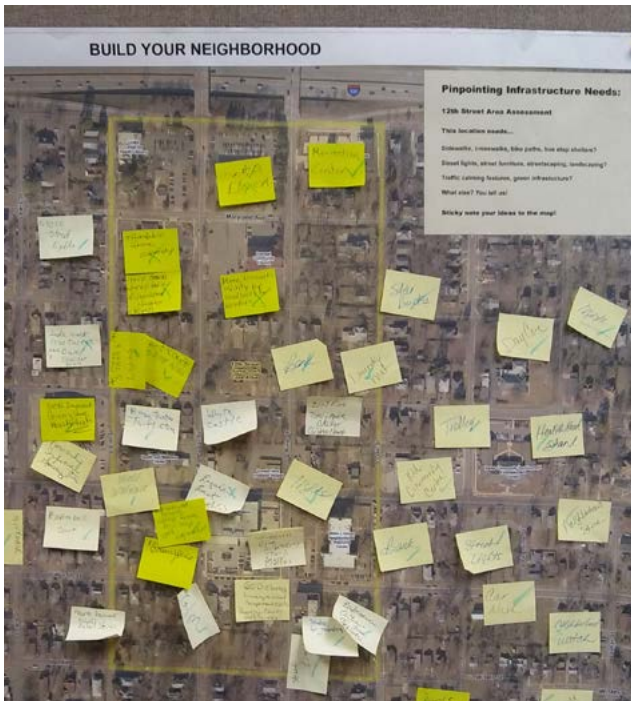


Table 7-8. 10 Year Project List by Year of Expenditure (cost in thousands of dollars)

ArDOT Project Number	Facility	From - To	Improvements	Let Year	Project Cost Estimate *1000 (2022 Cost)	2019
Project Completed, Underconstruction, Bid, Combined - From Prior MTP/TIPs						
CA0601	I-30	Hwy. 70 - Sevier St. (Widening) (F)	Major Widening			$ -
BB0619	I-30	65th St. - South Terminal (Little Rock) (P.E.)	Project Development			$ -
BB0619	I-30	65th St. - South Terminal (Little Rock) (P.E.)	Reconstruction & Capacity			$ -
61622	I-30	Sevier St. - Geyer Springs Rd (Conc. Pvmnt. Pres.) (S	System Preservation			$ -
B60108	I-30	Alcoa Road Interchange (F) (AC Coversion)	Interchange Improvements (AC)			$ -
B60120	I-30	West of Pulaski Co Line - I-430 (F)	Widening (AC)			$ -
CA0602	I-30 & I-40	-530 - Hwy. 67 (Widening & Reconst.) (I-30 & I-40) (F	Capacity Improvements & Reconstruction			$ -
CA0602	I-30 & I-40	-530 - Hwy. 67 (Widening & Reconst.) (I-30 & I-40) (F	Capacity Improvements & Reconstruction			$ -
CA0602	I-30 & I-40	-530 - Hwy. 67 (Widening & Reconst.) (I-30 & I-40) (F	Capacity Improvements & Reconstruction			$ -
080496	I-40	nmorgen Rd.-Mill St. Noise Barrier Wall (I-40) (Conwa	Noise Abatement			$ -
061190	I-40	I-40 Interchange (Maumelle)	New Interchange			$ -
80662	I-40	Hwy. 65 - West (P.E.)	System Preservation			$ -
BB0605	I-40	Hwy. 67 - Hwy. 161 (P.E.)	Project Development			$ -
61685	I-40	Hwy. 161 - Hwy. 31 (S)	System Preservation			$ -
BB0607	I-40	Pulaski Co. Line - Hwy. 31 (P.E.)	Combined with 061685			$ -
61687	I-40	Hwy. 31 - Prairie Co. Line (P.E.)	Pavement Preservation			$ -
BB0606	I-40	Hwy. 161 - Lonoke Co. Line (P.E.)	Project Development			$ -
BB0605	I-40	Hwy. 67 - Hwy. 161 (P.E.)	Pavement Preservation			$ -
11X018	I-40	Conway - North Little Rock (S)	System Preservation			$ -
B60117	I-40	I-430 - I-30 (F)	Widening (AC)			$ -
080508	I-40 & 65	I-40/Hwy. 65 Intchng. Impvts. (Conway) (S)	Interchange Improvements			$ -
61706	I-440	I40/Fourche Dam Pike Intchng. Impvts. (Little Rock) (	Interchange Improvements			$ -
061442	5	Garland Co. Line - Benton (Safety Impvts.) (S)	Safety Improvements			$ -
061262	5	Bryant - Pulaski Co. Line (Widening) (P.E.)	Widening			$ -
061331	10 & I-430	Pleasant Ridge Rd. - Pleasant Valley Dr. (L.R.) (F)	Major Widening			$ -
61610	15	I-40 Str. & Apprs. (Hwy 15)	Str. & Apprs.			$ -
012227	25	Guy - Heber Springs (Safety Impvts.) (Sel. Secs.) (S)	Safety Improvements			$ -
012290	36	Hwy. 64 - Hwy. 5 (Safety Impvts.) (Sel. Secs.) (S)	Safety Improvements			$ -
61609	38	Mill Creek Str. & Apprs.	Str. & Apprs.			$ -
CA0613	67	Jacksonville - Cabot. (Widening & Interchanges) (S)	Major Widening			$ -
061549	67	Hwy. 89 - White Co. Line (S)	System Preservation			$ -
12328	67	Cypress Creek Strs. & Apprs.	Strs. & Apprs.			$ -
080457	89	UPRR Overpass & Realign. (Mayflower) (S)	RR Grade Separation			$ -
80457	89	Beaverdam Creek Str. & Apprs.	Combined with 080457			$ -
061506	176	Shilcotts Bayou Str. & Apprs. (S)	Str. & Apprs.			$ -
061166	176	47th St. - Remount Rd. Safety Impvts. (NLR)	Safety Improvements			$ -
080505	225	Greenbrier Creek Str. & Apprs. (S)	Str. & Apprs.			$ -
061509	321	Hwy. 367 - Hwy. 89 (Cabot) (S)	Major Widening			$ -
061507	365	Palarm Creek Str. & Apprs. (S)	Str. & Apprs.			$ -
061527	CS	JP Wright Loop Rd. Rail Grade Separation (S)	RR Grade Separation			$ -
0	CS	(Bryant Parkway) I-30 - Hwy 183	New Location			$ -
0	CS	(Kanis Road) Shackleford Rd. - Gamble	Major Widening			$ -
2023-2026 TIP Projects						
CA0602	I-30 & I-40	-530 - Hwy. 67 (Widening & Reconst.) (I-30 & I-40) (F	Capacity Improvements & Reconstruction	2023	$110,000	$ -
012410	I-30, I-40, & I-440	Central AR – West Memphis ITS Impvts. Ph. 1 (S)	ITS Improvements	2023	$8,000	$ -
61708	I-30	I-30 Ramp & Frontage Rd. Impvts. (Benton) (S)	Interchange Improvements	2023	$9,000	$ -
061508	5	I-30 - Alcoa Rd. (Benton) (S)	Major Widening	2023	$10,500	$ -
061510	5 & 70	Hwy. 70/Hwy. 5/University Ave. Inters. Impvts. (S)	Intersection Improvements	2023	$1,290	$ -
061454	10	Gill St. & RR Overpass Strs. & Apprs. (S)	Strs. & Apprs.	2023	$16,800	$ -
80634	64	Hwy 64/Hogan Ln Roundabout (Conway) (S)	Intersection Improvements	2023	$2,000	$ -
080364	65B	Hwy. 64 - Bruce St. (Conway) (P.E.)	Major Widening	2023	$4,000	$ -
80633	65B	Hwy 65B/Robins St. Signal (Conway) (S)	Intersection Improvements	2023	$2,400	$ -
61642	67	Hwy 5 - Hwy 89 Widening	Major Widening	2023	$78,000	$ -
CA0602	I-30 & I-40	-530 - Hwy. 67 (Widening & Reconst.) (I-30 & I-40) (F	Capacity Improvements & Reconstruction	2024	$101,000	$ -
61613	13 & 31	I-40 Str. & Apprs. (Hwy 13 & Hwy 31)	Str. & Apprs.	2024	$9,700	$ -
61371	67	Hwy 67 Interchg. Impvts. (Hwy 5 and Hwy 89)	Interchange	2024	$105,000	$ -
61747	176Y	Hwy 176 - Hwy 67	Minor Widening	2024	$2,000	$ -

2020	2021	2022	2023	2024	2025	2026	2027-2030 (CAP2 Next 10 Projects)	2031-2040 (CAP2 10-20 Year Projects)	2041-2050 (CAP2 Beyond 20 Year Projects)	Total
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
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$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ 110,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 110,000
$ -	$ -	$ -	$8,000	$0	$0	$0	$ -	$ -	$ -	$ 8,000
$ -	$ -	$ -	$ 9,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 9,000
$ -	$ -	$ -	$ 10,500	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,500
$ -	$ -	$ -	$ 1,290	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,290
$ -	$ -	$ -	$ 16,800	$ -	$ -	$ -	$ -	$ -	$ -	$ 16,800
$ -	$ -	$ -	$ 2,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,000
$ -	$ -	$ -	$ 4,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,000
$ -	$ -	$ -	$ 2,400	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,400
$ -	$ -	$ -	$ 78,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 78,000
$ -	$ -	$ -	$ -	$ 101,000	$ -	$ -	$ -	$ -	$ -	$ 101,000
$ -	$ -	$ -	$ -	$ 9,700	$ -	$ -	$ -	$ -	$ -	$ 9,700
$ -	$ -	$ -	$ -	$ 105,000	$ -	$ -	$ -	$ -	$ -	$ 105,000
$ -	$ -	$ -	$ -	$ 2,000	$ -	$ -	$ -	$ -	$ -	$ 2,000

Table 7-8. 10 Year Project List by Year of Expenditure (cost in thousands of dollars) continued

ArDOT Project Number	Facility	From - To	Improvements	Let Year	Project Cost Estimate *1000 (2022 Cost)	2019
06X122	381	White Oak Branch Str. & Apprs. (S)	Str. & Apprs.	2024	$600	$ -
12384	Various	Statewide Y-Inters. Safety Impvts. (S)	Intersection Imprvoements	2024	$4,200	$ -
CA0602	I-30 & I-40	-530 - Hwy. 67 (Widening & Reconst.) (I-30 & I-40) (F	Capacity Improvements & Reconstructior	2025	$65,000	$ -
061644	I-30	I-30 Overpass Str. & Apprs. (Saline Co.) (S)	Str. & Apprs.	2025	$3,300	$ -
61677	I-40	I-440 - Kerr Road	Project Development	2025	$500	$ -
61759	I-40	Kerr Rd. - Hwy 31	Project Development	2025	$500	$ -
061262	5	Bryant - Pulaski Co. Line (Widening) (P.E.)	Project Development	2025	$33,000	$ -
061382	10	Taylor Loop Rd. - Pleasant Ridge Rd.	ajor Widening & Operational Improvemer	2025	$22,000	$ -
08X263	65	Hwy. 65 Inters. Impvts. (Greenbrier) (S)	Intersection Improvements	2025	$6,000	$ -
80619	65B	Hwy. 60 - I-40 Inters. Impvts. (Conway)	Intersection Improvements	2025	$15,000	$ -
012440	70	Central AR – West Memphis ITS Impvts. Ph. 2 (S)	ITS Improvements	2025	$7,000	$ -
06X419	365	I-40 – Marche Rd. (S)	Major Widening	2025	$3,600	$ -
06X539	New	East-West North Pualski Connector P.E.	Project Development	2025	$500	$ -
CA0602	I-30 & I-40	-530 - Hwy. 67 (Widening & Reconst.) (I-30 & I-40) (F	Capacity Improvements & Reconstructior	2026	$65,000	$ -
06X507	I-30 & I-40	30 Crossing Phase II	Phase II	2026	$75,000	$ -
60906	5	Hwy 89 - Gregstone Blvd (Cabot) (S)	Widening	2026	$12,000	$ -
061764	70	Hwy. 70 Str. & Apprs. (Little Rock) (S)	Str. & Apprs.	2026	$400	$ -
06X538	100	Hwy. 100/Counts Massie Rd. Inters. Impvts. (NLR) (S	Intersection Improvements	2026	$2,500	$ -
061676	165	Colonel Maynard Rd. – I-440 (NLR) (S)	Major Widening	2026	$20,000	$ -
080493	286	Thomas G. Wilson Dr. - East German Ln. (Conway) (	Major Widening	2026	$3,000	$ -
080658	310	Hwy. 310 Str. & Apprs. (Enola) (S)	Str. & Apprs.	2026	$800	$ -
061765	365	Hwy. 365 Strs. & Apprs. (Pulaski Co.) (S)	Str. & Apprs.	2026	$1,600	$ -
61738	107	General Samuels - Arnold Dr. (Sherwood)	Widening	2026	$10,000	$ -
[1]Project and Estimated Timeframes for CAP2 Projects (information provided by ARDOT)						
61677	I-40	I-440 - Kerr Road	Major Widening & Interchange (Const)	2024-2033	$75,000	$ -
08X324	I-40	Kerr Rd. - Hwy 31	Major Widening (Const)	2024-2033	$75,000	$ -
61759	I-430	I-30 - Hwy 5 (Northbound)	Major Widening	2024-2033	$30,000	$ -
06X392	I-630	I-30 - University Avenue	Operational Improvements	2024-2033	$40,000	$ -
06X512	10	Hwy. 10 Intersection Improvements	Intersection Improvements	2024-2033	$5,000	$ -
06X513	100	Counts Massie Rd. - I-430	Operational Improvements	2024-2033	$20,000	$ -
06X522	165	Lonoke Co Line - Colonel Maynard	Passing Lanes	2024-2033	$5,000	$ -
06X524	286	East German to Shunk Hollow	Major Widening	2024-2033	$7,000	$ -
08X331	286	Shunk Holls Rd. - Rooster Road	Major Widening	2024-2033	$20,000	$ -
06X526	10	Chenal Parkway - Taylor Loop Rd. (Sel Sections)	Major Widening	2034-2043	$20,000	$ -
06X527	25	Conway - Wooster	Passing Lanes	2034-2043	$5,000	$ -
06X327	25	Beaverfork Lake North	Major Widening	2034-2043	$15,000	$ -
08X328	107	Arnold Dr. North	Major Widening	2034-2043	$10,000	$ -
06X409	I-40 & I-430	I-40/I-430 Interchange Improvements	Interchange Improvements	2044+	$50,000	$ -
06+X413	165	England - Pulaski Co Line (Sel Sections)	Passing Lanes	2044+	$17,300	$ -
06X509	I-40	Hwy 31 - Prairie Co. Line	Major Widening	2044+	$65,000	$ -
08X270	64-65 Con	Hwy 64-Hwy 65 Connector	New Location	2044+	$52,400	$ -
Individually Listed Highway Projects (local match included)						
CARTS Suballocation (Includes local match)						
CARTS Attributable Group Categ		**Various CARTS Attrib Projects**	**Miscellaneous**	**2019-2050**		
Attributable Group Category		**Vatious CARTS TAP Attrib Projects**	**Miscellaneous**	**2019-2050**		
Transit (Includes local match)						
Rock Region Metro		**RRM Capital and Operations**	**Transit**	**2019-2050**		
Conway Transit		**Conway Transit Capital and Operations**	**Transit**	**2019-2050**		
System Presevation Projects - Pavement preservation projects are shown for informational purposes. Projects have been established but no let year set. Actual l						
061646	I-30	South St. – I-430 (Frontage Rd.) (S)	Pavement Preservation		$8,300	$ -
061750	I-30	Rockport – Hwy. 70 (S)	Pavement Preservation		$4,500	$ -
012362	I-40	Conway – North Little Rock (S)	Pavement Preservation		$16,200	$ -
061684	I-40	Hwy. 67 – Hwy. 161 (F)	Pavement Preservation		$11,500	$ -
061687	I-40	Hwy. 31 – East (S)	Pavement Preservation		$26,800	$ -
061766	I-40	Hwy. 67 – East (Preservation) (NLR) (S)	Pavement Preservation		$4,800	$ -
061761	I-530	Bingham Rd. – Grant Co. Line (S)	Pavement Preservation		$5,100	$ -
06X434	5	Otter Creek Rd. – I-430 (Little Rock) (S)	Pavement Preservation		$400	$ -

2020	2021	2022	2023	2024	2025	2026	2027-2030 (CAP2 Next 10 Projects)	2031-2040 (CAP2 10-20 Year Projects)	2041-2050 (CAP2 Beyond 20 Year Projects)	Total
$ -	$ -	$ -	$ -	$ 600	$ -	$ -	$ -	$ -	$ -	$ 600
$ -	$ -	$ -	$ -	$ 4,200	$ -	$ -	$ -	$ -	$ -	$ 4,200
$ -	$ -	$ -	$ -	$ -	$ 65,000	$ -	$ -	$ -	$ -	$ 65,000
$ -	$ -	$ -	$ -	$ -	$3,300	$0	$ -	$ -	$ -	$ 3,300
$ -	$ -	$ -	$ -	$ -	$ 500	$ -	$ -	$ -	$ -	$ 500
$ -	$ -	$ -	$ -	$ -	$ 500	$ -	$ -	$ -	$ -	$ 500
$ -	$ -	$ -	$ -	$ -	$ 33,000	$ -	$ -	$ -	$ -	$ 33,000
$ -	$ -	$ -	$ -	$ -	$ 22,000	$ -	$ -	$ -	$ -	$ 22,000
$ -	$ -	$ -	$ -	$ -	$6,000	$0	$ -	$ -	$ -	$ 6,000
$ -	$ -	$ -	$ -	$ -	$ 15,000	$ -	$ -	$ -	$ -	$ 15,000
$ -	$ -	$ -	$ -	$ -	$7,000	$0	$ -	$ -	$ -	$ 7,000
$ -	$ -	$ -	$ -	$ -	$3,600	$0	$ -	$ -	$ -	$ 3,600
$ -	$ -	$ -	$ -	$ -	$500	$0	$ -	$ -	$ -	$ 500
$ -	$ -	$ -	$ -	$ -	$ -	$ 65,000	$ -	$ -	$ -	$ 65,000
$ -	$ -	$ -	$ -	$ -	$ -	$ 75,000	$ -	$ -	$ -	$ 75,000
$ -	$ -	$ -	$ -	$ -	$ -	$ 12,000	$ -	$ -	$ -	$ 12,000
$ -	$ -	$ -	$ -	$ -	$0	$400	$ -	$ -	$ -	$ 400
$ -	$ -	$ -	$ -	$ -	$0	$2,500	$ -	$ -	$ -	$ 2,500
$ -	$ -	$ -	$ -	$ -	$0	$20,000	$ -	$ -	$ -	$ 20,000
$ -	$ -	$ -	$ -	$ -	$0	$3,000	$ -	$ -	$ -	$ 3,000
$ -	$ -	$ -	$ -	$ -	$0	$800	$ -	$ -	$ -	$ 800
$ -	$ -	$ -	$ -	$ -	$0	$1,600	$ -	$ -	$ -	$ 1,600
$ -	$ -	$ -	$ -	$ -	$ -	$ 10,000	$ -	$ -	$ -	$ 10,000
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 84,856	$ -	$ -	$ 84,856
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 8,529	$ -	$ -	$ 8,529
$ -	$ -	$ -	$0	$0	$0	$0	$84,856	$0	$0	$ 84,856
$ -	$ -	$ -	$0	$0	$0	$0	$34,791	$0	$0	$ 34,791
$ -	$ -	$ -	$0	$0	$0	$0	$48,736	$0	$0	$ 48,736
$ -	$ -	$ -	$0	$0	$0	$0	$5,798	$0	$0	$ 5,798
$ -	$ -	$ -	$0	$0	$0	$0	$23,194	$0	$0	$ 23,194
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,943	$ -	$ -	$ 5,943
$ -	$ -	$ -	$0	$0	$0	$0	$23,774	$0	$0	$ 23,774
$ -	$ -	$ -	$0	$0	$0	$0	$0	$27,983	$0	$ 27,983
$ -	$ -	$ -	$0	$0	$0	$0	$0	$13,991	$0	$ 13,991
$ -	$ -	$ -	$0	$0	$0	$0	$0	$6,996	$0	$ 6,996
$ -	$ -	$ -	$0	$0	$0	$0	$0	$20,987	$0	$ 20,987
$ -	$ -	$ -	$0	$0	$0	$0	$0	$0	$89,551	$ 89,551
$ -	$ -	$ -	$0	$0	$0	$0	$0	$0	$30,985	$ 30,985
$ -	$ -	$ -	$0	$0	$0	$0	$0	$0	$116,417	$ 116,417
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 93,850	$ 93,850
			$241,990	**$222,500**	**$156,400**	**$190,300**	**$320,476**	**$69,957**	**$330,803**	**$ 1,532,427**
							$ -			
			$ 18,186	**$ 19,320**	**$ 19,963**	**$ 20,361**	**$ 85,713**	**$ 230,860**	**$ 268,654**	**$ 663,057**
			$ 1,896	**$ 1,935**	**$ 1,973**	**$ 2,012**	**$ 9,396**	**$ 27,983**	**$ 35,821**	**$ 81,016**
			$ 26,054	**$ 26,206**	**$ 26,562**	**$ 26,921**	**$ 126,851**	**$ 377,770**	**$ 483,578**	**$ 1,093,942**
			$ 2,470	**$ 2,486**	**$ 2,498**	**$ 2,498**	**$ 11,745**	**$ 34,979**	**$ 44,776**	**$ 101,452**
ocations are subject to change as schedules and priorities warrant.										
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
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Table 7-8. 10 Year Project List by Year of Expenditure (cost in thousands of dollars) continued

ArDOT Project Number	Facility	From - To	Improvements	Let Year	Project Cost Estimate *1000 (2022 Cost)	2019
061669	10	Goodson Rd. – Chenal Pkwy. (Little Rock) (S)	Pavement Preservation		$1,200	$ -
061670	10	Chenal Pkwy. – Taylor Loop Rd. (Little Rock) (S)	Pavement Preservation		$2,000	$ -
06X433	10	Perryville Rd. – Beechwood St. (Little Rock) (S)	Pavement Preservation		$1,100	$ -
06X445	10	Lake Maumelle – Goodson Rd. (S)	Pavement Preservation		$6,400	$ -
06X458	10	Allsopp Park Rd. – N. Schiller St. (Little Rock) (S)	Pavement Preservation		$1,100	$ -
06X491	10	Mississippi Ave. – Perryville Rd. (Little Rock) (S)	Pavement Preservation		$400	$ -
11X032	10	Williams Jct. – Lake Maumelle (S)	Pavement Preservation		$3,400	$ -
061660	15	Hwy. 70 – Hwy. 89 (S)	Pavement Preservation		$1,200	$ -
080639	25	N. of Beaver Fork Lake – Hwy. 65 (S)	Pavement Preservation		$2,900	$ -
061675	35 & 88	Hwys. 35 & 88 Impvts. (Benton) (S)	Pavement Preservation		$1,500	$ -
06X427	38	Hwy. 367 – Prairie Co. Line (S)	Pavement Preservation		$3,500	$ -
080640	60 & 65B	Hwys. 60 & 65B (Sel. Secs.) (Conway) (S)	Pavement Preservation		$5,600	$ -
08X265	64	Hwy. 65B – Ingram St. (Drainage Impvts.) (S)	Pavement Preservation		$1,100	$ -
AX0002	67	Hwy. 67 Preservation Treatment	Pavement Preservation		$1,700	$ -
06X423	70	I-430 – Brodie Creek (Little Rock) (S)	Pavement Preservation		$900	$ -
06X460	70	Hwy. 365 – Cornish St. (S)	Pavement Preservation		$1,000	$ -
06X475	70	Asher Ave. – Broadway St. (Little Rock) (S)	Pavement Preservation		$1,500	$ -
061661	89	Hwy. 236 – Cabot (S)	Pavement Preservation		$1,300	$ -
061666	89	Cabot – Hwy. 107 (S)	Pavement Preservation		$2,600	$ -
080642	89	Mayflower – West (Sel. Secs.) (S)	Pavement Preservation		$1,300	$ -
06X437	100	Sheltie Dr. – I-40 (S)	Pavement Preservation		$1,300	$ -
06X474	100	Hwy. 365 – Sheltie Dr. (S)	Pavement Preservation		$3,200	$ -
061672	107	I-40 – McCain Blvd. (NLR) (Sel. Secs.) (S)	Pavement Preservation		$500	$ -
06X485	107	Arnold Dr. – W. Republican Rd. (S)	Pavement Preservation		$1,200	$ -
08X306	107	Pulaski Co. Line – Vilonia (S)	Pavement Preservation		$1,900	$ -
06X001	167	Grant Co. Line – I-530 (S)	Pavement Preservation		$3,300	$ -
06X447	176	Hwy. 365 – Remount Rd. (NLR) (S)	Pavement Preservation		$1,400	$ -
061678	183	Hwy. 35 – Hwy. 5 (S)	Pavement Preservation		$4,100	$ -
08X001	225	Greenbrier – Hwy. 107 (S)	Pavement Preservation		$3,000	$ -
061680	229	Grant Co. Line – Hwy. 67 (S)	Pavement Preservation		$3,600	$ -
061681	229	I-30 – King Rd. (S)	Pavement Preservation		$600	$ -
06X457	294	Pulaski Co. Line – Hwy. 89 (S)	Pavement Preservation		$2,100	$ -
06X468	300	Snipes Rd. – Stonewood Ln. (S)	Pavement Preservation		$900	$ -
061664	319	Hwy. 38 – Hwy. 367 (Ward) (S)	Pavement Preservation		$1,000	$ -
06X440	321	Hwy. 89 – Hwy. 321 Spur (S)	Pavement Preservation		$1,600	$ -
06X465	321S	Hwy. 31 – Hwy. 321 (S)	Pavement Preservation		$1,100	$ -
06X494	338	Hwy. 367 – Fuller Junior High School (S)	Pavement Preservation		$1,100	$ -
06X488	365	E. Roosevelt Rd. – Jefferson Co. Line (Little Rock) (S	Pavement Preservation		$6,400	$ -
A60016	365	East of I-40 – Military Dr. (S)	Pavement Preservation		$3,600	$ -
06X481	367	Saline Co. Line – Fourche Creek (S)	Pavement Preservation		$3,300	$ -
06X483	367	Hwy. 167 – Pulaski Co. Line (S)	Pavement Preservation		$1,500	$ -
061665	381	Hwy. 70 – Hwy. 232 (S)	Pavement Preservation		$4,800	$ -
1Non-Project specific funding (Maintenance, System Preservation and Group Categories)						
ederal Highway				**2023-2050**		
TAP (State)				**2023-2050**		
State				**2023-2050**		
Local				**2023-2050**		

[1]The CAP2 Project list provided by ARDOT refers to projects with an anticipated year as "Next 10", "10-20" and "Beyond 20". The 1st ten year period (referred to as Next 10) will begins in 2024. For the MTP Let years are shown as 2027-2033 "Next 10", 2034-2043 "10-20" and 2044+ "Beyond 20". For financial purposes these have been put into the 2027-2030, 2031-2040, and 2041-2050 bands.

[2]The unallocated, or non-project specific, group category is intended to represent general maintenance of the transportation system. This is also intended to represent all regional and statewide generic group projects, including but not limited; IRP Debt Service; Various Project Development Activities; Various Roadway System Preservation Projects; Various Bridge Preservation Projects; Rehabilitation and Replacement Projects; Various Safety Improvement Projects; Various Signal and Intersection Improvement Projects; Various Transportation Alternative Program Projects; Various Electric Vehicle Infrastructure Projects [NEVFP], Various Intelligent Transportation System (ITS) Projects [CRP], and Various Transportation Resiliency Projects [PROTECT]and other Programs, Services and Activities. These projects will be selected during the TIP development process.

2020	2021	2022	2023	2024	2025	2026	2027-2030 (CAP2 Next 10 Projects)	2031-2040 (CAP2 10-20 Year Projects)	2041-2050 (CAP2 Beyond 20 Year Projects)	Total
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
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$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
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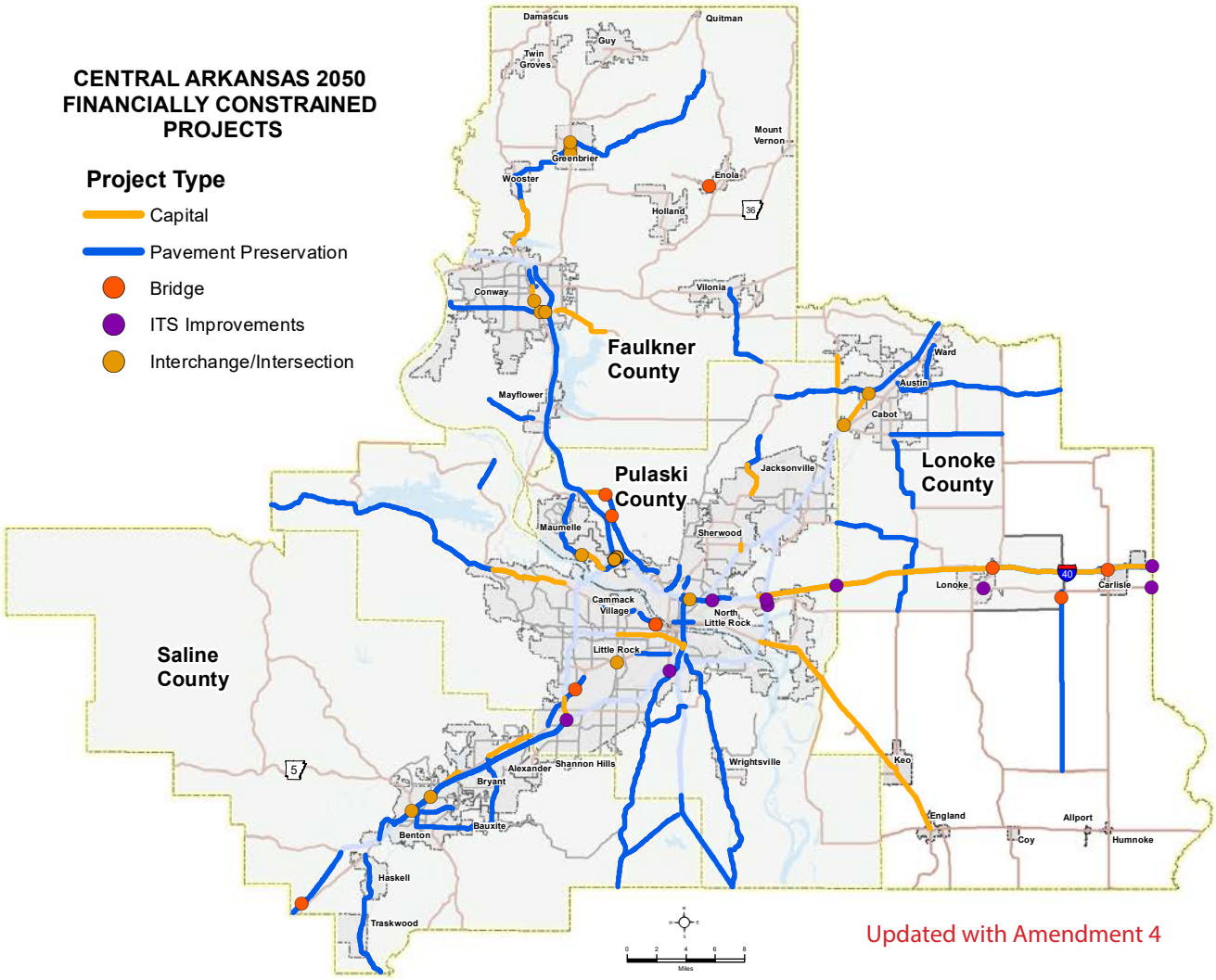
			$8,357				$ 8,452	$ 21,956	$ 22,804	$ 61,569
			$154,500				$ 221,012	$ 613,698	$ 712,221	$ 1,701,431
			$208,564				$ 228,710	$ 645,459	$ 757,261	$ 1,839,994

Figure 7-10. Financially Constrained Projects

(Project limits subject to change based on final construction cost)



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

7.5.4 Financial Constraint Determination

The financial constraint determination is summarized in Tables 7-9 and 7-10 on the following page. The unallocated, or non-project specific, total is intended to represent general maintenance and system preservation of the transportation system. This is also intended to represent all regional and statewide generic group projects, including but not limited to; IRP Debt Service; Various Project Development Activities; Various Roadway System Preservation Projects; Various Bridge Preservation Projects; Rehabilitation and Replacement Projects; Various Safety Improvement Projects; Various Signal and Intersection Improvement Projects; Various Transportation Alternative Program Projects; and other Programs, Services and Activities. These projects will be selected during the TIP development process.

Table 7-9. MTP Project List Funding Expenditures

Category	FY21-24	FY23-26	FY27-30	FY31-40	FY41-50	Total 2021-2050
Federal Highway		**$648.8**	**$76.1**	**$207.1**	**$243.6**	**$1,175.5**
NHPP/NHFP/BFP		$461.9	$0.0	$0.0	$0.0	$461.9
STP/CMAQ/CRP		$176.4	$68.6	$184.7	$214.9	$644.6
HSIP		$3.8	$0.0	$0.0	$0.0	$3.8
TAP		$6.7	$7.5	$22.4	$28.7	$65.2
Federal Transit		**$37.6**	**$42.8**	**$122.1**	**$142.5**	**$345.0**
FTA 5307 - Urbanized Areas Formula Grants		$31.8	$37.1	$105.8	$123.4	$298.2
FTA 5337 - State of Good Repair- High Intensity Fixed Guideway		$2.2	$2.2	$6.0	$7.0	$17.4
FTA 5339 - Bus and Bus facilities		$3.6	$3.5	$10.2	$12.1	$29.4
State		**$53.7**	**$0.0**	**$0.0**	**$0.0**	**$53.7**
Local		**$110.0**	**$116.1**	**$346.1**	**$451.4**	**$1,023.5**
Earmarks/Amendment 101		**$161.0**	**$320.5**	**$70.0**	**$330.8**	**$882.3**
Total		**$1,011.1**	**$555.4**	**$745.2**	**$1,168.3**	**$3,480.0**

Numbers may not add due to rounding

Updated with Amendment 4

Table 7-10. Non-Project Specific Totals (General Maintenance and System Preservation)

Category	FY21-24	FY 23-26	FY27-30	FY31-40	FY41-50	Total 2023-2050
Federal Highway		**$57.3**	**$545.4**	**$1,518.7**	**$1,759.2**	**$3,880.6**
NHPP/NHFP/BFP		-$3.6	$358.5	$995.5	$1,155.3	$2,505.8
STP/CMAQ/CRP		$17.9	$137.7	$388.0	$449.7	$993.3
HSIP		$34.6	$40.8	$113.2	$131.4	$320.0
TAP		$8.4	$8.5	$22.0	$22.8	$61.6
Federal Transit		**$4.3**	**$1.7**	**$1.4**	**$0.8**	**$8.1**
FTA 5307 - Urbanized Areas Formula Grants		$4.3	$1.2	$0.4	-$0.1	$5.7
FTA 5337 - State of Good Repair- High Intensity Fixed Guideway		$0.0	$0.2	$0.4	$0.5	$1.1
FTA 5339 - Bus and Bus facilities		$0.0	$0.4	$0.5	$0.3	$1.2
State		**$154.5**	**$221.0**	**$613.7**	**$712.2**	**$1,701.4**
Local		**$208.6**	**$228.7**	**$645.5**	**$757.3**	**$1,840.0**
Earmarks/Amendment 101		**$0.0**	**$0.8**	**$0.0**	**$0.2**	**$1.1**
Total		**$424.6**	**$997.7**	**$2,779.2**	**$3,229.7**	**$7,431.2**

Numbers may not add due to rounding

Updated with Amendment 4

7.6 Implementation and Next Steps

As demonstrated by the results of *Imagine Central Arkansas*' public outreach, central Arkansas has collectively expressed its desire to pursue a balanced, seamless multimodal transportation system that supports a wide range of users. This balanced approach stands in contrast to the practice of isolated transportation investments that ignore the impacts of these individual projects on the system's overall functioning.

While having a clear vision for mobility is important, there are a number of other challenges to implementing this balanced system. This section describes the actions necessary to implement the Vision, beginning with each of the plan's mobility elements: freeways, the RAN, regional transit, local transit, and bicycle and pedestrian facilities. Also addressed are other key actions, including integrating complementary systems, a strategy for selecting projects, policy changes, and tracking progress, and performance.

7.6.1 Freeways

The Financially Constrained Plan includes a number of projects that will improve the capacity and operation of central Arkansas' freeway system. Major widening on capacity-constrained segments of I-30, I-40, I-430 and I-630 are all either underway or programmed as part of the Connect Arkansas Program (CAP). Rehabilitation is planned or recently been completed along segments of I-30, I-40, I-440, I-530, and Hwy 67 as part of the Interstate Rehabilitation Program (IRP) or National Highway System funding.

Even with considerable progress toward achieving the freeway vision, a number of projects remain.

Top Projects

The Freeway Vision projects will take many years to plan, program, design and build, and will continue to compete for limited resources. While each project carries its own significance to the overall vision, the following are recommended to pursue first, based on cost, imminent need, and consistency with goals and objectives.

- **Close the Funding Gap for Maintenance:** If central Arkansas' roadways are to continue to function adequately, they must remain in good repair and working order. For this to happen, the sizable gap between funding needs and available revenue must be closed, as shown in Table 7-11-A.
- **System Wide Operational Improvements:** The efficiency and function of the freeway system is enhanced through improvements to the way it operates. This emphasis on systems operations management continues to be stressed at the federal level. To that end, the deployment of a system- wide Intelligent Transportation System (ITS) for central Arkansas' freeways should be pursued in the coming years. Additional focus on TSMO should be considered.
- **Interchange Improvements:** In many cases, freeway operations and capacity can be improved by eliminating bottlenecks that preclude the need for large-scale widening via additional general lanes. Several interchange improvements are recommended to address existing capacity issues. See Table 7-11-B.
- **Freeway Operation Improvements**: Additional freeway capacity, through interchange improvements, auxiliary lanes, or mainline widening may be considered for some corridors. See 7-11-C.

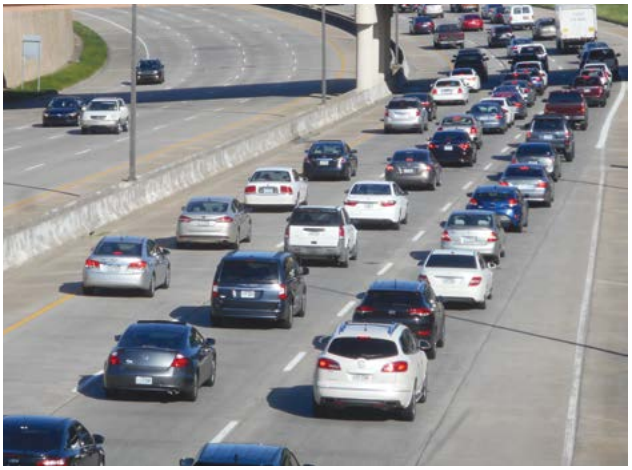


Table 7-11-A. Freeway Maintenance Project Priorities

Facility	From	To	Improvement
I-430	I-30	I-40	Pavement Rehabilitation
I-630	UPRR Viaduct		Bridge Replacement

Table 7-11-B. Freeway Interchanges Project Priorities

Facility	Cross Street	Improvement
I-430	I-40 & Hwy 100	Ramp Improvements and Widening
I-30 & I-430	I-30 EB and I-430 NB	Ramp Improvements and Widening
I-430	Hwy 300 (Colonel Glenn)	Interchange Modification

Table 7-11-C. Freeway Operational Improvements Project Priorities

Facility	From	To	Improvement
I-30	I-40	I-530/I-440	Supplemental CAP Funding
I-30	South Terminal	65th Street	Operational Improvements
I-630	University	I-30	Operational Improvements
Hwy 67	Hwy 5	Hwy 89/North Cabot Interchange	Widening
I-40	I-440	Hwy 31/Lonoke	Widening
I-40	Hwy 67	I-40	Widening
I-30*	I-430	Benton	Operational Improvements

*I-30 Corridor Study Short-Term Recommendations

Projects Linked with 30 Crossing (CA0602)

Three freeway segments have noticeable impacts on or will be impacted by the proposed 30 Crossing improvements. Improvements to these corridors would be necessary to avoid forming bottlenecks, which will impact traffic operations and safety within the 30 Crossing corridor. These projects would be subject to individual corridor and environmental studies. Until funded these projects are considered illustrative.

Capacity Improvements

1. Interstate 30 - I-530/I-440 (South Terminal) to 65th Street (funded in plan)
2. Interstate 30 - 65th to I-430
   - After widening to 65th
3. Interstate 630 - I-30 to University

FHWA Definition of Illustrative Project

Illustrative project means an additional transportation project that may be included in a financial plan for a metropolitan transportation plan, TIP, or STIP if reasonable additional resources were to become available.
See Appendix G for a list of Illustrative Projects.

7.6.2 Regional Arterial Network

The Regional Arterial Network (RAN) is intended to absorb much of the travel demand as an alternative to interstate travel. A host of capacity, intersection, access management, systems operations and bridge projects were identified as part of the RAN vision.

Top Projects

Improvements to the RAN are necessary for it to function as a viable alternative to the freeway network. Top unfunded projects to implement the RAN Vision focus on strategies to keep existing facilities in good repair and to make RAN corridors operate more safely and efficiently.

- **Close the Funding Gap for Maintenance:** Similar to freeways, closing the sizable gap between funding needs and available revenue to keep the region's arterials in good working order is a top priority.
- **Intersection and Operational Improvements:** In keeping with an emphasis on transportation operations, many of the recommended projects are focused on improving how RAN corridors operate. This includes intersection improvements, turn lanes and correction of geometric deficiencies. Advanced traffic control systems are also included in this category.
- **Access Management:** RAN Corridors, by design, plan a prominent role in regional mobility. As such, the corridors should include access management measures commensurate with their high mobility function. A number of projects include access management strategies such as medians and driveway consolidation to align the corridors with prescribed standards.
- **Widening:** Even after corridors have been made as efficient as possible, some may not have enough capacity to handle projected traffic volumes. In these situations, widening to accommodate general purpose lanes or a median/center turn lane should be considered.

Table 7-12. Regional Arterial Network Project Priorities

Highway	Street Name	Location	Length	Improvement Type
65B	Harkrider	Hwy 64 - Bruce Street	0.76	Widening
25		Beaverfork Lake to Wooster	5.4	Widening and Safety
65B	Dave Ward Drive	Hwy 60 - I-40 Interchange	-	Widening
107		General Samuels - Republican	4.9	Major Widening
300	Colonel Glenn	I-430 Interchange at Colonel Glenn/Hwy 300	-	Interchange Improvements
107	JFK	North Hills Blvd	-	Intersection Improvements
365		Ramp Improvements - Morgan	-	Interchange Improvements
176Y	Brockington	176/176Y (Brockington/Brookswood) to Hwy 67/167	-	Corridor Improvements
5		Bryant Parkway	-	Intersection Improvements (Safety)
5		Springhill	-	Intersection Improvements (Safety)
35		Military	-	Intersection Improvements (Safety)
88		Benton Parkway/Alcoa	-	Intersection Improvements (Safety)
183	Reynolds	Hill Farm Road	-	Intersection Improvements (Safety)
183	Reynolds	System Preservation	6.4	Hwy 35 to 4th Street (Bryant)
183	Reynolds	4th Street - Hill Farm Road	0.8	Safety and Widening
229		Hwy 67 - Grant County	9.5	System Preservation
38/CR		Hwy 67 - Hwy 319	4.2	New Location
5		Gateway - Cleland	0.3	Operations

7.6.3 Transit

Building a regional transit system and the basic framework for future growth and mobility of central Arkansas is one of the major elements of *Central Arkansas 2050*. Implementing the vision for regional transit is a significant undertaking considering that no such service exists at this scale today and there is no dedicated source of funding.

The first priority is developing a regional dedicated funding source for transit.

Top Projects

The transit vision calls for an expansion of regional transit in central Arkansas that amounts to an almost complete overhaul of the existing service. As such, there is much work to be done if this vision is to be achieved. As the region's current primary provider of transit, Rock Region will be involved in an significant transit expansion. New service areas may be served by Rock Region or coordinated through another transit provider. Given additional revenue sources, top projects would include updates to transit stop infrastructure (pedestrian access), improvements to current levels of service, and an expansion of service to areas currently not serviced across the region. Many early projects would focus on laying the groundwork for high-quality regional transit through express bus service.

- **Pedestrian Improvements and Marketing:** One of the greatest impediments to using fixed route service is a lack of adequate pedestrian accommodations providing safe and convenient connections between bus stops and origins and destinations. Improvements such as sidewalks, pedestrian indicators at traffic signals and better marked and signed crosswalks create a safer transit user experience.

- **Service Enhancement and Expansion:** Several existing places currently served by fixed route transit are in need of service enhancement and expansion. The creation of branded high frequency routes on Markham and JFK/Hwy 107/ McCain is the first step to providing premium transit service in these corridors. This includes new and expanded routes, increased frequency and expanded operating hours.
- **New Local Service in Conway:** Conway was designated an urbanized area following the 2010 US Census, signifying its growth and giving it a separate allocation of FTA funds for transit (that currently go unused but are planned for a shared ride, commuter van pool). A study completed in 2010 recommended specific fixed routes that could serve local mobility needs and provide connectivity to proposed regional transit.
- **Express Bus Service:** The ultimate vision for regional transit includes fixed guideway—light rail, commuter rail or bus rapid transit—linking Little Rock's central core with each of region's the main corridors: West Little Rock/I-630, Conway/ I-40, Cabot US 67/167 and Benton/I-30. Prior to designating parts of these corridors for transit right-of-way, providing express bus service in the existing right-of-way is a logical first step.

Table 7-13. Rock Region (Maintaining Existing Services- Cost in Millions)

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031-2040	2041-2050
Federal Funds	$5.8	$5.9	$6.1	$6.2	$6.5	$6.6	$6.6	$6.7	$6.8	$6.9	$6.9	$6.9	$76	$86
Locally Generated Funds*	$13.8	$14.2	$14.6	$15.1	$15.1	$15.6	$16.1	$16.6	$17.1	$17.6	$18.2	$18.8	$211	$281
Total	**$19.6**	**$20.1**	**$20.7**	**$21.2**	**$21.6**	**$22.2**	**$22.7**	**$23.3**	**$23.9**	**$24.5**	**$25.1**	**$25.7**	**$287**	**$367**

*A portion of the local funds expected to be offset by transit competitive grants

Table 7-14. Local Transit Vision Project Priorities

Service Area	Project
Region-wide	New local routes and expanded existing service. Addition of flex service. Improvements to pedestrian signals and crosswalks and sidewalks.
Conway/Central Faulkner County	New branded service: Local/paratransit service as recommended in the Conway Transit Feasibility Study plus new local routes.
Central Little Rock	New local routes and expanded hours of existing service. Addition of flex services and thirty-minute headways on all routes.
North Little Rock	New local routes and expanded hours of existing service. Addition of flex services and thirty-minute headways on all routes.

Table 7-15. Regional Transit Project Priorities

Service Area	Project
Conway to Little Rock (RAN Corridor 8/I-40)	Express bus service/fixed guideway study.
West Little Rock to Little Rock/Airport (I-630 corridor)	Short term: Fifteen minute headways on existing bus routes and transit hub Long term: Light Rail Transit
Benton to Little Rock (RAN Corridor 6/I- 30)	Express bus service/fixed guideway study.
Cabot to Little Rock (RAN Corridor 7/US 67/167)	Express bus service/fixed guideway study.

7.6.4 Bicycle and Pedestrian

Many central Arkansans indicated they would walk and cycle more if good, safe facilities were available to them. In many cases, bicycle and pedestrian facilities can be incorporated into the design of new roads and road improvements; however, it may be necessary for bicycle and pedestrian facilities to be standalone projects.

Top Projects

The top projects for implementing the vision for bicycle and pedestrian mobility include a mix of regional connectors and local facilities. These include:

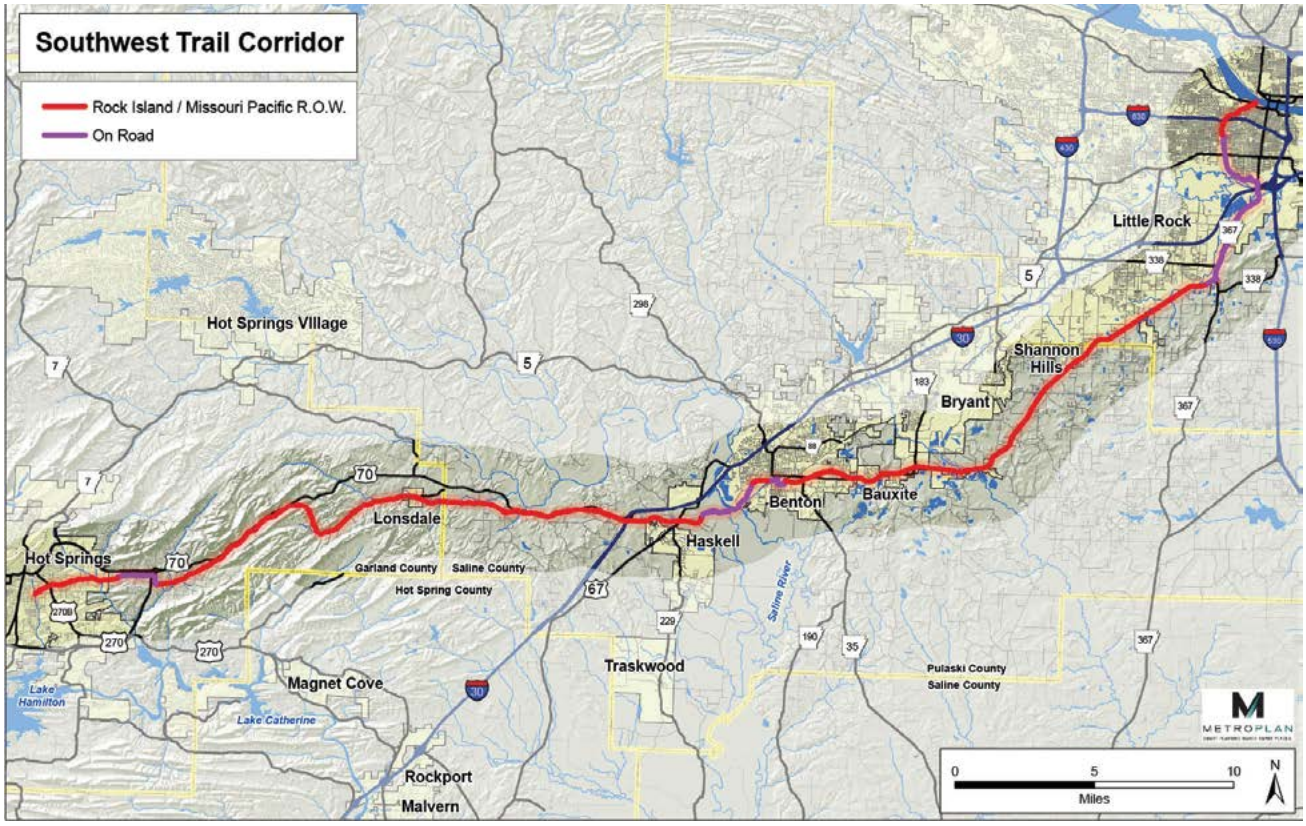
- **Completion of the Arkansas River Trail:** The Arkansas River Trail is one of the most popular outdoor venues in central Arkansas. Completion of the Trail, which included a combination of off- road paths, crossing treatments and on-road facilities, was identified many times as an important initiative during outreach for *Imagine Central Arkansas*. Not only would its completion be a boon for recreation and tourism, it would also create a contiguous bicycle connection between Conway and Little Rock.
- **Southwest Trail:** The Southwest Trail is a proposed multi-use path connecting Little Rock with Hot Springs utilizing abandoned railroad ROW. The trail would serve as a primary connection from communities in Saline County to Little Rock.
- **Regional Connectors:** In addition to the Arkansas River Trail and Southwest Trail, the bicycle and pedestrian vision includes other important connectors that make regional bicycle travel possible. Top projects include a regional connector to Sherwood, Jacksonville, and Cabot and one to the west Little Rock/west Pulaski County.

Local projects: Many areas lack adequate facilities for bicycle and pedestrian travel in and around neighborhoods, corridors, and communities. Investments in sidewalks, crossing treatments, and a mix of on-road and off-road bicycle facilities will make cycling and walking possible on these corridors.

Table 7-16. Bicycle and Pedestrian Vision – Top Projects

Facility	Location	Project
Complete Arkansas River Trail	Maumelle/Faulkner County connection (Hwy 365)	On-road and off-road facilities
	River Bluffs section in Little Rock	Complete off-road path and provide bike alternative
Southwest Trail	Little Rock/State Capitol to Garland County	New multi-use path
Northeast Regional Connector	Little Rock/Levy to Cabot	Regional connector in in Jacksonville/Northeast Pulaski County
West Regional Connector	Downtown Little Rock to Hwy 10	Regional connector along I-630 and Chenal Corridors (combination of on-road and off-road)

Figure 7-11. Southwest Trail



In a 2014 Memorandum of Understanding between nine local jurisdictions, citizen-led groups, and four state agencies, the Southwest Trail was born. Through this effort, multiple central Arkansas communities will be connected by an alternative transportation corridor. When completed, the 65-mile trail will stretch from downtown Little Rock to downtown Hot Springs.

Its path will trace the former Rock Island-Missouri Pacific rail line and the old Southwest Trail, known as Military Road. This massive undertaking will develop through a combination of Federal, State, and local funds over the next several years. Major funding strides in 2017 may accelerate construction on some segments within the next few years.

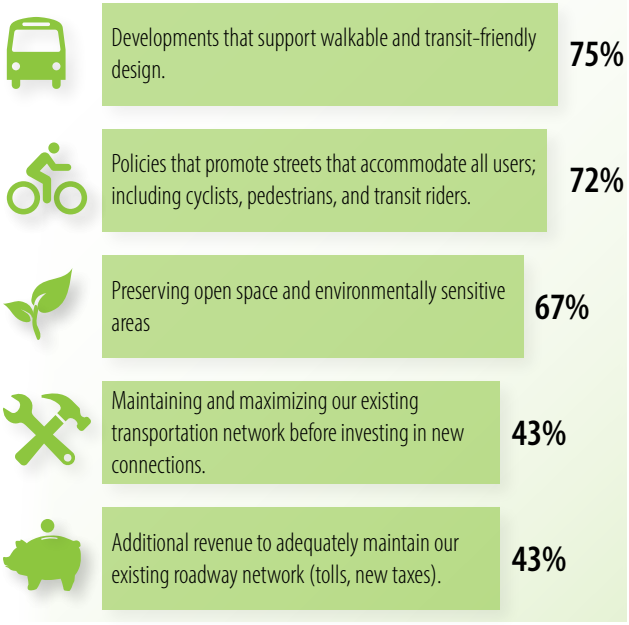
7.7 Project Selection

For a project to be built with federal funds, it must be included in the Transportation Improvement Program (TIP), one of two federally mandated documents produced by Metroplan (with the LRMTP being the other). Project must first be included in the LRMTP before they can be included in the TIP. To be added to the LRMTP and included in future TIPs a project must demonstrate:

- Extent of consistency with and achievement of *Central Arkansas 2050* Vision, Goals, and Objectives as measured through:
  - Improved operations of existing facilities.
  - Quality design in terms of access management, accommodation of all users and consistency with surrounding land use and local government plans.
  - Improved safety for motor vehicles, pedestrians, cyclists and transit riders.
- Availability of federal and state funding (based on the project eligibility).
- Ability of the appropriate local government(s) to provide matching funds for federal and state funded projects.
- Assessment of project readiness to proceed through the project development process.
- Identification of any factors that would preclude the project based on environmental issues.

Figure 7-12. Public Support for Local Policy Changes

Percent who selected 'greatest' or 'second-greatest' support.



Note: Results from the "Are We There Yet?" online tool. For complete details see Appendix B.

7.8 Collaboration, Policy Changes and Actions

The focus of the LRMTP is on a formally adopted Financially Constrained Plan, 10-Year Project list and recommendations for new sources of revenue and top unfunded projects. However, to fully implement the *Central Arkansas 2050* Vision, additional measures are necessary. These include programs, policies and actions.

7.8.1 Collaboration/Organization

There is not one single entity that can achieve the Vision on its own. Instead, it is a combination of key players —Metroplan, ArDOT, local governments, community, and business leaders – that collectively make it happen. Thus, a significant amount of collaboration is necessary. Following are recommendations for programs that engage the region collaboratively. Other opportunities for collaboration may emerge as *Central Arkansas 2050* moves toward implementation.

Regional leadership: Metroplan will engage regional leaders to attain a consensus on new funding sources for achieving the Vision.

Communication and engagement: *Central Arkansas 2050* carries implications for land development decisions that are within local governments' control. Metroplan encourages local governments to support the regional Vision by developing land use plans that are consistent with the preferred growth concept. One way this will occur is through the Jump Start program and similar initiatives that benefit communities. Additionally, Metroplan will continue to develop materials to communicate the Vision and associated strategies.

Economic development: Metroplan maintains an active relationship with regional chambers of commerce, sharing information on how the evolving transportation picture affects quality of life and the ability to attract new growth in central Arkansas. Metroplan will continue and expand relationships with chambers across the region to ensure *Central Arkansas 2050* and regional economic development goals are consistent and to raise awareness of, and advocacy for, new revenue sources for transportation.

Committee Restructure: In 2018, the Metroplan Board voted to reorganize itself, its technical coordinating committee (TCC), and citizen advisory board (RPAC) to enhance communication and funnel expertise into three topic-based planning committees. The Transportation Systems, Livable Communities, and Economic Vitality Committees will approach regional planning from their unique viewpoints, and provide the Board with multiple perspectives for making important policy decisions. The new structure kicks off in 2019. Committees will be tasked with interpreting strategies in *Central Arkansas 2050*, and recommending the best course of action to the Board.

7.8.2 Policy Recommendations

Metroplan is guided by a set of policies, both formal and informal, as it goes about its business of coordinating regional transportation decisions. The findings and recommendations of *Central Arkansas 2050* suggest that new policies and emphasis on and/or strengthening of some existing policies would help to better implement the Vision.

Fix it first: Central Arkansas has many critical transportation infrastructure maintenance needs as documented in this LRMTP. Projected revenue falls short of meeting these needs. As a matter of policy, Metroplan will focus first on addressing maintenance and safety needs before committing to new capacity projects.

Full lifecycle project costing: One reason that central Arkansas, like most regions, finds itself with a funding deficit is because the current project planning and programming process does not take into consideration the "full cost" of transportation projects. Typically, when allocating funds, only the immediate capital cost (i.e. design and construction) is taken into consideration. In future planning and programming efforts, Metroplan and its partners

must include the full lifecycle cost, Including ongoing maintenance and repair/replacement of projects. Additionally, on-going planning efforts, like the managed lane study, would inform existing policies —such as the six lane policy—during the next update).

Operations over capacity: Rather than invest in new and/or expanded facilities which can be costly and add to ongoing untended maintenance liability, Metroplan partners are encouraged to first seek strategies that improve the operation of existing facilities. This could be implemented through prioritization measures for projects seeking committed funding via the TIP process. A similar measure has been included in the LRMTP project evaluation scoring.

New revenue sources: The LRMTP identifies a Ten Year List of new transportation projects to be funded with projected revenue as part of the Financially Constrained Plan. The inclusion of new major projects as part of the Financially Constrained Plan is discouraged until new revenue sources are identified.

Quality design and balance of modes: *Central Arkansas 2050* goals and objectives place significant emphasis on providing for a balance of travel modes, developing high-quality, aesthetically pleasing and livable corridors through access management and other design strategies and being responsive to the surrounding context and local land use plans. Although corridor projects that demonstrate these characteristics are already encouraged, this can be strengthened by assigning higher priority to those projects that achieve the design goals in the TIP project selection process. Several similar measures are included in the LRMTP project evaluation scoring.

Safety: Providing for the safe movement of motor vehicles, pedestrians, cyclists, and transit riders continues to be of prime importance. Adoption of prioritization measures can solidify this position. Safety is reflected in the LRMTP project evaluation scoring. Beyond that, safety studies for specific facilities and locations, as warranted, will be developed.

7.8.3 Actions

In addition to collaboration and policy issues, several actions must be taken to fully achieve the *Central Arkansas 2050* Vision. These actions range from plans and studies to active pursuit of new revenue sources. Some can be completed within the next few years, while others may take up to a decade.

Local government initiatives: Metroplan will continue to champion best practices by creating and supporting local government initiatives that result in efficient transportation and land use patterns and supportive sustainable, livable neighborhoods. Most recently, the Jump Start program provides resources to develop small sub-area plans that implement *Central Arkansas 2050*. Future efforts include additional small sub-area plans or corridor studies, local transit and bicycle/pedestrian plans, design guidelines or fiscal impact analyses that show how different development types impact a jurisdiction's revenue stream.

New revenue sources: The LRMTP identifies several new sources to close the gap between Vision needs and available revenue. Pursuit of these sources must begin in earnest. The source that shows the most immediate promise in terms of revenue potential, ease of public and political receptiveness and administrative feasibility going first.

Scientific survey: Ad hoc feedback tools used during *Imagine Central Arkansas* public outreach showed very high levels of support for new

revenue sources among people who participated. As a first and very specific step toward pursuing these new revenues, a scientific sample survey to more accurately gauge the public's receptivity is required. Such a survey would include a statistically significant participant sample, meaning that results are designed to be reflective of the region's entire population.

Regional Mobility Authority: A Regional Mobility Authority (RMA) is a formally-designated, legislatively authorized, independent body comprised of local government members created to fund construction and operation of regional transportation systems. The findings and conclusions of *Central Arkansas 2050* confirm the need for an RMA in central Arkansas and heighten the importance for the continued pursuit of such an agency.

Promote design for all users: "Complete Streets" is an increasingly popular strategy for communities and regions to support the creation of safe, walkable streets for all users. To date, over 500 jurisdictions in the US have adopted Complete Streets policies. All local governments and ArDOT are encouraged to create and formally adopt a Complete Streets policy or resolution and develop design guidelines. This includes ongoing education on Complete Streets and their benefit.

Rail grade separations: The LRMTP Project Priorities identify a number of rail grade separations that are a top priority for the region. These projects will be completed or substantially underway by 2020.

Regional ITS Architecture: Intelligent Transportation Systems (ITS) represents one of the best ways to improve the operation of central Arkansas freeways and arterials. The Regional ITS Architecture will be updated to reflect changes in technology and local conditions and deployed by 2020.

Arkansas River Trail: The Arkansas River Trail is an important component of central Arkansas' recreation, tourism and regional mobility. Projects necessary to finish the Trail will be completed or substantially underway by 2020.

Access management: To support access management as an effective strategy for safe efficient operation of arterials, Metroplan will continue to develop corridor-specific access management plans. The plans will be consistent with preferred regional growth concept by placing emphasis on more access within designed centers and less access elsewhere. In addition, Metroplan will provide education and technical support to its member agencies on good corridor and access management practices.

7.9 Integration with Complementary Systems

As described elsewhere in this document, transportation in central Arkansas is part of a larger set of interrelated systems that affect and are affected by each other. There are a number of such systems, but some of the more important ones include land development, housing and the environment, energy and natural resources. The future health and prosperity of the region depends in large part on how much care and attention is given to these interrelationships.

7.9.1 Land Development

Transportation investments and other decisions can either complement and support land use or enforce its separation. Likewise, land development decisions will play a large role in determining whether trips can be made via transit, walking, cycling, or a short drive versus a long, cross-town commute.

More often than not, transportation and land development decisions are made independently of one another. This is due in large part, to the fact that many of our transportation decisions are made regionally, while land use decisions are made locally.

As a regional planning entity, Metroplan is in a unique position to encourage and support the integration of transportation and land use planning decision-making. Even though land development decisions reside primarily within the jurisdiction of local governments, Metroplan can engage local governments to share the Vision for mobility and how it influences and is influenced by their land use decisions. The Jump Start Program is an excellent example of collaboration with local governments to coordinate transportation and land development.

7.9.2 Housing

The Housing + Transportation (H+T) Affordability results show that many areas of central Arkansas are considered unaffordable for the average family. This is due, in large part, to the costs associated with long commutes that are required to access much of the region's housing stock and a lack of integration between transportation and housing decisions.

Central Arkansas 2050 represents an opportunity to provide families with a more robust and affordable set of housing options through close integration with transportation. This may happen through a number of ways, including:

- Higher-density housing options adjacent to future transit stations with compact, walkable single family neighborhoods in close proximity.
- The creation of walkable, interconnected neighborhoods served by attractive multi-modal corridors, regional trails and off-road paths.
- Avoiding transportation investments that encourage large-scale, suburban housing developments that are located far from employment centers.

These strategies support recent trends of a slowdown in suburban single-family housing growth and a return to more urban areas. Those trends are expected to continue with an expanding demographic of Millennials and Baby Boomers who demand more medium to high-density and low-maintenance housing options in walkable environments with close-by activities.

As with land development, most housing decisions are made at the local level. Again, programs such as Jump Start are an excellent way to encourage the integration of transportation and housing decisions.

7.9.3 Environment, Energy and Natural Resources

Metroplan's 2011 *Grassroots: Growing Our Green Agenda* documents the link between transportation, energy, and the natural environment. With guidance from the Green Task Force and extensive public input, the Green Agenda features multiple strategies and suggested actions for movement, power, nature, and knowledge in central Arkansas. This coordinated effort supports interagency planning efforts regarding:

- Maintaining good air quality as measured by National Ambient Air Quality Standards (NAAQS).
- Maintaining good water quality by minimizing paved surfaces and reducing urban runoff.
- Reducing the impacts of transportation facilities on sensitive lands.
- Reducing fossil fuel consumption through:
  - The development of mixed use/higher density clusters.
  - Support the substitution of communication technology for transportation.
  - Higher CAFE standards and improved combustion/alternative fuel technologies.
  - Enhanced modal options that reduce roadway congestion and emissions per trip.
- Achieving greater energy efficiency and reliance on renewable energy sources.

Clearly, transportation has tremendous potential to impact central Arkansas' environment, natural resources and energy consumption. Transportation decisions must be made in the context of potential environmental impacts. Metroplan, ArDOT, and other regional transportation interests, should be an integral part of any regional dialogue that takes place where these factors are concerned.

"IT IS NOT IN THE STARS TO HOLD OUR DESTINY BUT IN OURSELVES."
—WILLIAM SHAKESPEARE

7.10 Planning to Progress

A well-functioning roadway system is dependent on supportive land use policies of local governments for success or failure. The relationship is symbiotic: thriving communities with a high quality of living rely on an interconnected transportation network that provides sustainable choices for travel. To reach our potential, our region's decision makers should consider policy and investment decisions to reflect the path blazed in the Plan.

The drive to achieve the Vison began in the last century, with the adoption of METRO 2020. Achieving the Vision in the 21st Century will require an intentional and regionally collaborative focus that prioritizes investments, protects the natural and built environment, and promotes sustainable, livable communities for everyone in central Arkansas.

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