Population Study Area Density HOUSING Employment Vehicles Arkansas River registration TRAVEL

DATA signalization VMT bikeways Airport TIP trucking economy Regional Arterial Network METROPLAN Streets Crash Data

TRANSIT ECONOMIC DEVELOPMENT Congestion Management AHTD ROCK REGION METRO Air Quality Transportation TRAILS

PEDESTRIANS ARTERIALS Vehicle Miles Traveled sidewalks HIGHWAYS bus Commuting transit

Central Arkansas Regional Transportation Study

2014

METROPLAN

SMART PLANNING MAKES SMART PLACES.

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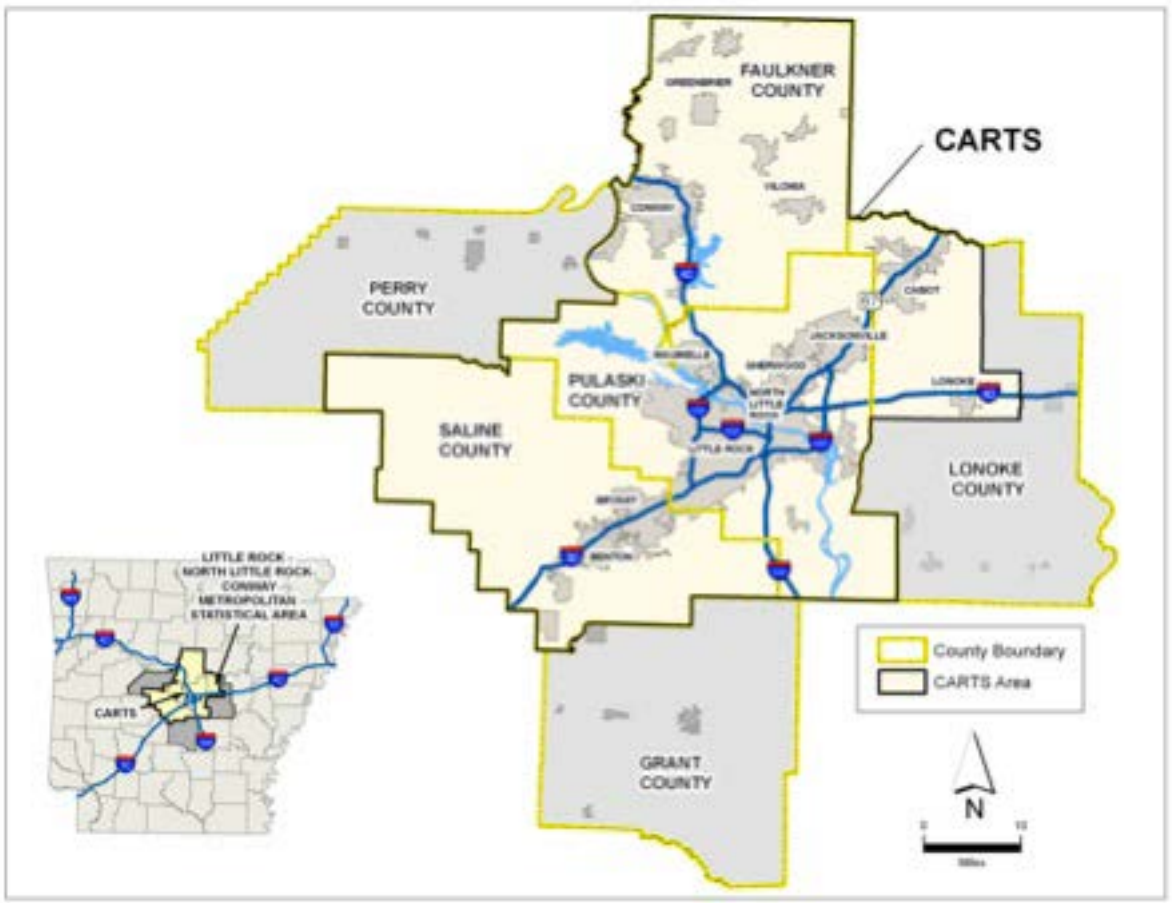
Purpose

The Central Arkansas Regional Transportation Study (CARTS) was established by resolution of the Metroplan Board of Directors in 1992, replacing the Pulaski Area Transportation Study (PATS). The passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 was the catalyst for the change. The study area increased from 319 square miles under PATS to 1,531 square miles and portions of four counties, Faulkner, Saline, Lonoke and Pulaski, under CARTS. The CARTS study area was expanded to 2459 square miles in 2011 to include all of Faulkner, Pulaski, and Saline Counties, as well as additional portions within Lonoke County. The current study area is shown in Figure 1 below. The first major product of CARTS came in 1995 with the publication of METRO 2020, the long-range metropolitan transportation plan. *Imagine Central Arkansa: Blueprint for a Sustainable Region*, published in 2014, is the latest Long-Range Metropolitan Transportation plan for central Arkansas, and also includes sustainability elements developed from a HUD Sustainable Communities planning grant.

The CARTS Annual Report serves to inform cooperating agencies, public officials, community leaders, and concerned citizens of the status of current transportation issues, activities, and accomplishments of the local transportation planning process. Additionally, the report includes a variety of transportation and socioeconomic data.

FIGURE 1: CARTS STUDY AREA



Organizational Arrangements

CARTS is the cooperative effort by participating communities, transportation providers and other interested parties to develop a long-range transportation plan for the North Little Rock-Little Rock-Conway metropolitan area.

Metroplan Board

Metroplan is the designated metropolitan planning organization (MPO) under Title 23 of the United States Code (see specifically section 134 on metropolitan planning) for the LR-NLR-Conway Metropolitan Statistical Area (MSA) and has been since 1972. The Metroplan Board of Directors (also known as the MPO Board) consists of elected officials or delegates from general purpose political jurisdictions with a weighted vote based on each jurisdiction's population relative to the total population of all member governments. The only exceptions are the Arkansas State Highway and Transportation Department (AHTD) and the Central Arkansas Transit Authority (CATA), which sit as special members on the Board for transportation issues.

2014 Metroplan Board of Directors

PRESIDENT	VICE PRESIDENT	SECRETARY	TREASURER
Mayor Jeff Arey City of Haskell	Mayor Randy Holland City of Mayflower	Mayor Gary Fletcher City of Jacksonville	Mayor Art Brooke City of Ward

Mayor Michelle Hobbs
City of Alexander

Mayor Bernadette Chamberlain
City of Austin

Mayor Johnny McMahan
City of Bauxite

Mayor David Mattingly
City of Benton

Mayor Jill Dabbs
City of Bryant

Mayor Bill Cypert
City of Cabot

Mayor Harry Light
City of Cammack Village

Mayor Tab Townsell
City of Conway

Mayor Melton Cotton
City of Greenbrier

Mr. Tom Bryant
Hot Springs Village

Mayor Mark Stodola
City of Little Rock

Mayor Wayne McGee
City of Lonoke

Mayor Mike Watson
City of Maumelle

Mayor Ricky Pearce
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Mayor Joe Smith
City of North Little Rock

Mayor Mike Kemp
City of Shannon Hills

Mayor Joe Wise
City of Sheridan

Mayor Virginia Young
City of Sherwood

Mayor Michael Nash
City of Traskwood

Mayor Terry Don Robinson
City of Wooster

Mayor McKinzie L. Riley
City of Wrightsville

Mayor James Firestone
City of Vilonia

Judge Allen Dodson
Faulkner County

Judge Kemp Nall
Grant County

Judge Doug Erwin
Lonoke County

Judge Buddy Villines
Pulaski County

Judge Lanny Fite
Saline County

Ms. Jessie Jones
Arkansas State Highway and Transportation Department

Mr. Jarod Varner
Central Arkansas Transit Authority

Regional Planning Advisory Council

In September 1993, the Metroplan Board appointed 40 members to a newly created Transportation Advisory Council (TAC). In 2011, the Metroplan Board approved the renaming of the TAC to the Regional Planning Advisory Council (RPAC) and reconstituting all of the members. The RPAC is broadly representative of the geographic areas within central Arkansas and the various groups with an interest in transportation. The RPAC is charged by the MPO Board with developing the long-range transportation plan and with ongoing public involvement in the transportation planning process. The TAC was instrumental in developing METRO 2020, METRO 2025, METRO 2030 and the recently completed *Imagine Central Arkansas*. The members of the TAC prior to reconstitution are shown in the table below.

2013 Regional Planning Advisory Council

ADAMS, Becky	Division of Health/Life Stages Branch
BOWLES, Elizabeth	Latino Community
BOWMAN, Mary Beth	City of North Little Rock
BROWN, Bobby	City of Little Rock
CHAFFIN, Sam	City of Benton
CLARKE, Tom	Little Rock National Airport
COOK, Marcia	City of Sherwood
COUGHLIN, Kelly (Alt)	City of Sherwood
CUMMINGS, Charles	Trucking/Freight Interests
DURHAM, Jim	City of Jacksonville
EASTERLY, Tom	Saline County
Vacant	Union Pacific Railroad
FINN, Lawrence	Pulaski County
FRASIER, Coreen	Bicycle Advocacy of Central Arkansas (BACA)
FREEMAN, Robin	Saline County
GATES, Jamie	City of Conway
GREEN, David	City of Bryant
HAMPTON, (Dr.) Sybil	City of Little Rock
HARDIN, Bob	City of North Little Rock
HASTINGS, Paul	City of Little Rock
HATHAWAY, Jeff	Business/Chamber of Commerce
HUNTER, Scott	Faulkner County
KIDD, Lane	Arkansas Trucking Association
KNIGHT, Aaron	City of Conway
LARSEN, Rodney	Saline County
LARSON, Todd	City of North Little Rock
LATTURE, Paul	Little Rock Port Authority
LEDBETTER, Mark	Faulkner County
LEVY, Ed (Alt)	BACA / LR BFCC
LONG, Matthew	Central Arkansas Transit Authority (CATA)
MAJORS, Tommy	Pulaski County
McMILLAN, Gary	Lonoke County
MEHL, (Dr.) Peter	City of Conway / UCA
MILLER, Pat	City of Little Rock
MITCHELL, Steve	AR State Hwy & Transportation Dept (AHTD)
MONTGOMERY, Marcus (Alt)	Pualski Tech/Youth Outreach
MOODY, Kareem	Education / Youth Outreach
O'MELL, Buckley (Alt)	Business/Chamber of Commerce
RAGSDALE, Tim	Disabilities Community
RAHMAN, Mizan	City of Little Rock
RODA, Dan	City of Little Rock
ROMANO, Kim (Alt)	AHTD
SMITH, Doris	Mainstream/disabilities community
STAIR, Patrick	Sierra Club
STOWE, Jack	City of Maumelle
SUTTON, Tom (Alt)	Little Rock National Airport
TAYLOR, Regina	Youth Outreach / Girl Scouts
UEDA, Nao	Sustainability & Environment
WILLIAMS, Mary Louise	Pulaski County

Technical Coordinating Committee

The Technical Coordinating Committee (TCC) is made up of member government's technical staff or representative. The TCC is in charge of developing the unified planning work program (UPWP), Transportation Improvement Program (TIP) and providing technical support to the TAC and MPO.

2013 Technical Coordinating Committee

Voting Members

Lamont CORNWELL	City of Benton
Vacant	Union Pacific Railroad
Fred FOWLKES	City of Vilonia
Mike HOOD	City of Little Rock
Rodney LARSEN	Saline County
Matthew LONG	CATA
Tim MARVIN	City of North Little Rock
Steve MITCHELL	AHTD
Norma NAQUIN	City of Cabot
Ellen NORVELL	City of Sherwood
Paul POOL	Hot Springs Village
Mizan RAHMAN	City of Maumelle
Sherman SMITH	Pulaski County
Finley VINSON	City of Conway
Jay WHISKER	City of Jacksonville

Non-voting Members

Steven ALEXANDER	AHTD - Transit
Casey COVINGTON	CARTS Director
Gary DAL PORTO	FHWA

Designated Alternates

Lucien GILLHAM	City of Sherwood
Barbara RICHARD	Pulaski County
Kim ROMANO	AHTD
David VONDRAN	City of Conway
Robert VOYLES	City of North Little Rock

Study Area Activities and Accomplishments

1999

- Regional bikeway plan developed
- Dave Ward Drive Access Management Plan
- I-630 study completed

2000

- METRO 2025 adopted
- Metroplan received the National Award for Outstanding Leadership in Metropolitan Transportation Planning from the Association of Metropolitan Planning Organizations

2001

- Ozone Flex Program
- Rural Traffic Shed Management Study
- Regional Arterial Network Study

2002

- Incident Management Study adopted
- Intelligent Transportation System included in METRO 2025
- Regional Arterial Network (RAN) study completed by consultants

2003

- Began public outreach activities for METRO 2030
- CARTS area remained in attainment for air quality
- Consultant team chosen for METRO 2030

2004

- South Loop study initiated
- River Rail trolley system opened
- Mid-Arkansas Water Alliance requested allocations from Army Corps of Engineers for Lake Ouachita and Greer's Ferry Lake

2005

- METRO 2030 adopted
- Consultant team chosen for South Loop study
- Roadway analysis conducted for I-30 study
- CARTS remained in attainment for air quality

2006

- Revised CARTS Public Participation Plan
- Big Dam Bridge Opens
- Riverdale Traffic Study Initiated
- Alcoa Road Access Management Plan Adopted
- South Loop Feasibility Study and Environmental Analysis Conducted

2007

- CARTS Design and Access Management Standards adopted
- CARTS Public Participation Plan (revised) adopted
- CARTS Pedestrian/Bicycle Decade (1995-2005) Crash Analysis completed

2008

- I-630/I-430 Interchange Design Concept approved
- LR Airport Rail Study initiated
- Northbelt Freeway Supplemental EIS finalized by AHTD
- Conway Transit Feasibility Study initiated
- Northbelt Freeway Record-of-Decision (ROD) received

2009

- Census tract and traffic zone boundaries approved for 2010 Census
- Operation Bottleneck undertaken
- TAC decides to pursue update of METRO 2030 as METRO 2030.2
- CARTS Design and Access Management Standards amended to include "Sharrows" markings for bicycles
- I-630 Fixed Guideway Alignment Study consultant selected and scope of work developed
- CARTS Z-Card Bicycle Ride Map published
- ARRA Funded projects selected/ programmed

2010

- METRO 2030.2 adopted
- Conway Transit Feasibility Study completed
- All ARRA/STP Funds successfully obligated

2011

- CARTS designated with Preferred Sustainability Status by HUD/EPA
- River Rail Phase II Study initiated
- ITS Plan updated
- North Little Rock and Conway roundabouts opened
- I-430/I-630 Phase III construction let
- RAN Status Update published
- Green Agenda adopted
- Consultant selected for travel demand model update

- Clinton Presidential Park Bridge construction initiated
- Two Rivers Park Bridge construction completed
- Traffic analysis zone and district delineations submitted to Census Bureau
- CARTS study area expanded
- CATA installed new GFI Fareboxes on all buses and streetcars
- CATA purchased 10 new buses and 8 new Paratransit vehicles
- CATA in final construction stages of the new trolley barn
- CATA Paratransit staff and service expanded
- CATA added new streetcar stop at 2nd and Rock in Little Rock

2012

- *Imagine Central Arkansas* kickoff
- Connecting Arkansas Program (CAP) passed, providing funding for Central Arkansas projects

2013

- South Loop Rail Grade Separation
  Completion of construction of 1.0 miles of two-lane roadway and a grade separation over the Union Pacific Railroad.
- Military Road Widening
  The widening of Military Road was dedicated on September 27, 2013. The project included widening a two-lane roadway to four lanes, with a median and sidewalks.
- Levy Trail
  The City of North Little Rock is utilizing an abandoned railroad line to provide a multi-use path from Levy to Camp Robinson. Metroplan funded right-of-way acquisition and construction of the trail's first segment. The trail is currently complete from 33rd to 52nd Streets.
- South Street Streetscape
  The complete streetscape added sidewalks, curb and gutter, and banner polls from Market Street to I-30. The project connects commercial areas with downtown Benton.
- Haskell Sidewalks
  This project added 0.5 miles of sidewalks along Highway 229 and Grand Road with Harmony Grove School and City Hall to Kennedy St.
- Assistance in housing, EPA, HUD,USDA, DOT
- I-30 Fixed Guideway Study and video completed
- Ward Comprehensive Plan adopted
- Arkansas River Trail signs installed
- Graham Road Widening
  The widening of 1.0 miles of Graham Road from two lanes to four, and the addition of sidewalks was substantially completed in January 2014.

2014

- Shillcutt Bayou Bridge
  Completion of construction of the replacement pedestrian/bicycle bridge along Arkansas River Trail in North Little Rock.
- Main and Harris Roundabout
  Completion of construction of a roundabout at the intersection of Main and Harris Roads in Jacksonville.
- Imagine Central Arkansas completed
- Jump Start completed
- Broadway Bridge construction begun
- Conway-Little Rock Express Bus study completed
- CATA initiating strategic plan (MOVE Central Arkansas)
- I-30 PEL Study initiated

Area Characteristics

Population

U.S. Census data provide the basis for the CARTS area population. Metroplan supplements census figures with annual population estimates to cover the period between each decennial census. Population data are used in transportation planning to estimate travel demand, identify growth areas, or define the scale of a study area.

The CARTS area is shown in Figure 1. CARTS includes that portion of the MSA (Metropolitan Statistical Area) which is officially designated by the U.S. Office of Management and Budget (OMB) as the urbanized area, plus the area expected to become urbanized during the 25-year planning period. During 2011, Metroplan officially enlarged the CARTS area, taking in remaining portions of Faulkner, Pulaski and Saline Counties, and expanding within Lonoke County. As a result of this expansion, total area grew from 1,531 square miles to 2,459 square miles. As a result of this expansion, Census 2010 population within CARTS grew from 621,371, or 88.8 percent of population within the six-county Little Rock-North Little Rock-Conway Metropolitan Statistical Area, to 659,498, or 94.2 percent of regional population.

In 2000, the Little Rock-North Little Rock Urbanized Area had a population of 360,331, and in 2010, it was 431,388. This is a 20 percent increase in ten years. In the aftermath of Census 2010, Conway also became an urbanized area, with a population of 65,277. This included portions of Mayflower and adjacent unincorporated portions of Faulkner County. There were also urban clusters in Maumelle, Lonoke, England, and Ward.

Table 1 on the following page shows the change in population by city and county from 2010 to 2015, based on Metroplan estimates. The fastest growth was in Saline County, which grew by 8.7 percent. Second-fastest was Faulkner County, which grew by 7.3 percent, followed by Lonoke County (5.1 percent), and Pulaski County (3.3 percent). The fastest-growing city was Austin in Lonoke County, which grew by an estimated 53.6 percent.

FIGURE 2. CENTRAL ARKANSAS POPULATION 1980–2040

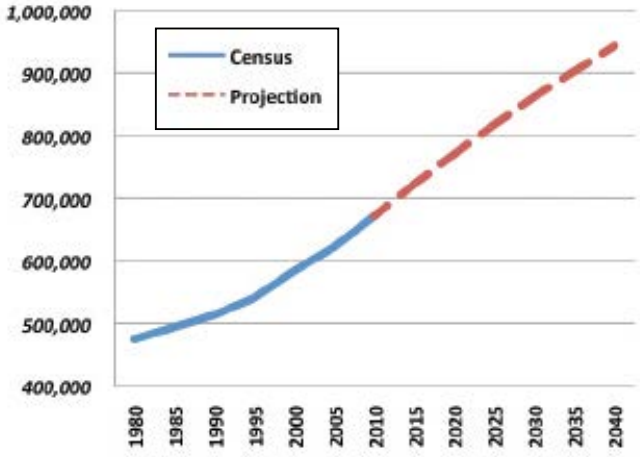


FIGURE 3. CENTRAL ARKANSAS POPULATION BY AGE GROUP 2010–2040

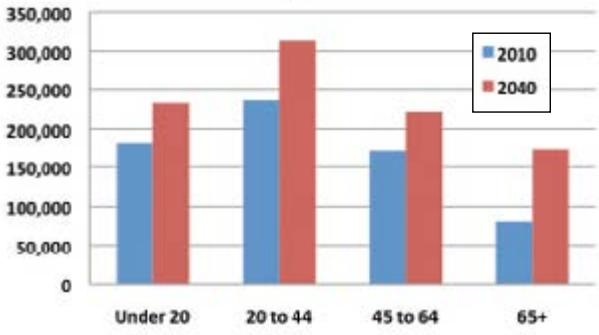


TABLE 1. LR-NLR-CON MSA POPULATON CHANGE 2010-2014

Faulkner County	2010	2014	Change
Conway	58,908	63,278	7.4%
Greenbrier	4,706	5,095	8.3%
Mayflower	2,234	2,365	5.9%
Vilonia	3,815	4,254	11.5%
Wooster	860	949	10.3%
Small communities	2,245	2,434	8.4%
Unincorporated	40,469	42,181	4.2%
County Total	113,237	120,556	6.5%

Grant County	2010	2014	Change
Sheridan	4,603	4,877	6.0%
County Total	17,853	18,045	1.1%

Lonoke County	2010	2014	Change
Cabot	23,776	25,627	7.8%
Austin	2,038	2,239	9.9%
Ward	4,067	4,538	11.6%
Lonoke	4,245	4,290	1.1%
England	2,825	2,697	-4.5%
Carlisle	2,214	2,123	-4.1%
Small communities	751	729	-2.9%
Unincorporated	28,440	28,879	1.5%
County Total	68,356	71,122	4.0%

Perry County	2010	2014	Change
Perryville	1,460	1,461	0.1%
County Total	10,445	10,330	-1.1%

Pulaski County	2010	2014	Change
Little Rock	193,524	197,870	2.2%
North Little Rock	62,304	65,037	4.4%
Jacksonville	28,364	29,303	3.3%
Sherwood	29,523	30,537	3.4%
Maumelle	17,163	18,089	5.4%
Wrightsville	2,114	2,132	0.9%
Cammack Village	768	756	-1.6%
Alexander*	236	244	3.4%
Unincorporated (N)	25,410	25,346	-0.3%
Total North of River	162,764	168,312	3.4%
Unincorporated (S)	23,342	23,283	-0.3%
Total South of River	219,984	224,285	2.0%
Total Unincorporated	48,752	48,629	-0.3%
County Total	382,748	392,597	2.6%

Saline County	2010	2014	Change
Benton	30,681	32,094	4.6%
Bryant	16,688	19,158	14.8%
Shannon Hills	3,143	3,500	11.4%
Haskell	3,990	4,524	13.4%
Alexander*	2,665	2,709	1.7%
Traskwood	518	511	-1.4%
Bauxite	487	513	5.3%
Unincorporated	48,946	52,516	7.3%
County Total	107,118	115,525	7.8%

Hot Springs Village CDP (Unincorporated area)	2010	2014	Change
In Saline County	6,046	6,331	4.7%
In Garland County	6,761	6,908	2.2%
HSV Total	12,807	13,239	3.4%

City of Alexander Total (County splits shown above)	2010	2014	Change
Alexander	2,901	2,953	1.8%

4-County Region	671,459	699,800	4.2%
6-County MSA**	699,757	728,175	4.1%

*Represents portion of Alexander by county.
**Official MSA since May 2003

Housing

The region's nine largest cities issued building permits for 1802 new housing units in 2014. This was a decrease of 14 percent from 2,094 units in 2013. New single-family permits decreased 11 percent from 2013 to 2014. New multi-family permits declined 25 percent. Little Rock issued the most single-family permits, with 360, followed by Benton (203) and Conway (119). In multi-family permits, North Little Rock was the leader with 556, followed by Conway (67) and Jacksonville (12). The single-family, multi-family, and total housing unit permits can be seen for 2002-2014 in Table 2 through Table 4, respectively, and is illustrated graphically in Figure 4.

Housing Unit Permits 2004-2014
Cities over 5,000 Population in Little Rock-North Little Rock-Conway MSA

TABLE 2. SINGLE-FAMILY HOUSING UNIT PERMITS

	2006	2007	2008	2009	2010	2011	2012	2013	2014
Benton	496	372	260	198	223	147	210	205	203
Bryant	110	158	115	138	157	144	143	110	73
Cabot	416	183	113	111	95	93	101	97	50
Conway	409	303	192	259	223	153	187	148	119
Hot Springs Vill.	299	213	80	62	68	53	45	72	40
Jacksonville	126	125	54	51	55	31	100	31	28
Little Rock	810	707	360	317	337	328	395	353	360
Maumelle	221	144	108	85	85	83	76	76	98
N. Little Rock	93	104	84	96	162	155	155	103	70
Sherwood	218	219	123	97	104	79	144	158	151
Total SF*	2,899	2,315	1,409	1,352	1,441	1,213	1,511	1,281	1,152

TABLE 3. MULTI-FAMILY HOUSING UNIT PERMITS

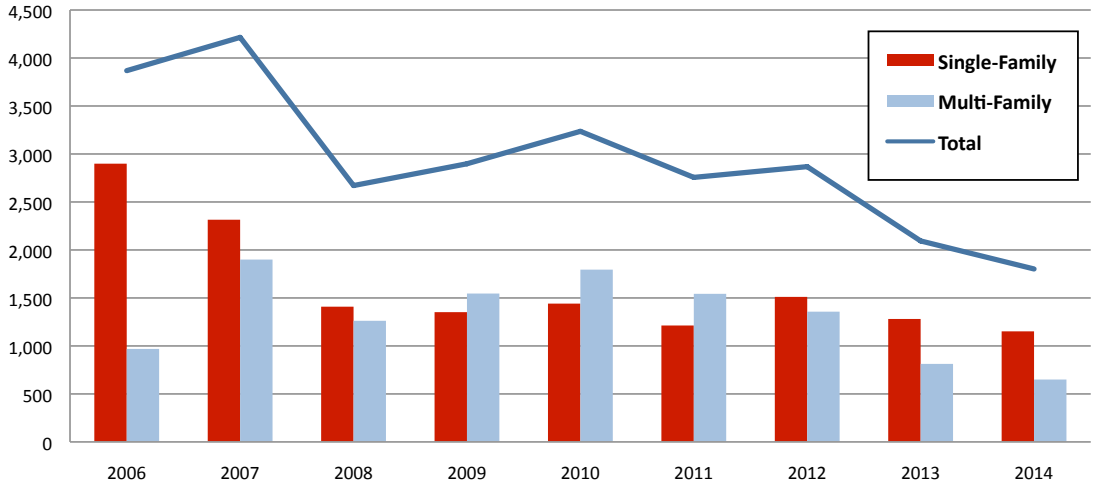
	2006	2007	2008	2009	2010	2011	2012	2013	2014
Benton	0	10	0	0	6	0	0	0	0
Bryant	2	412	8	8	568	22	26	0	0
Cabot	152	0	0	72	55	24	308	0	11
Conway	222	152	741	874	736	14	144	152	67
Hot Springs Vill.	0	0	0	0	0	0	0	0	0
Jacksonville	34	22	25	12	6	0	8	0	12
Little Rock	15	564	280	330	214	1,022	275	265	556
Maumelle	0	0	72	22	0	0	108	0	0
N. Little Rock	540	740	136	226	210	461	488	396	4
Sherwood	4	0	0	2	0	0	0	0	0
Total MF*	969	1,900	1,262	1,546	1,795	1,543	1,357	813	650

TABLE 4. TOTAL HOUSING UNIT PERMITS

	2006	2007	2008	2009	2010	2011	2012	2013	2014
Single-Family	2,899	2,315	1,409	1,352	1,441	1,213	1,511	1,281	1,152
Multi-Family	969	1,900	1,262	1,546	1,795	1,543	1,357	813	650
Total	3,868	4,215	2,671	2,898	3,236	2,756	2,868	2,094	1,802

*Hot Springs Village SF and MF excluded from totals for lack of data pre-2005.

FIGURE 4. REGIONAL HOUSING UNIT PERMIT TOTALS 2006–2014



Employment

Table 5 gives a general overview of the labor force in the four-county area (Faulkner, Lonoke, Pulaski, and Saline) from 2004 to 2014. The labor force grew by about 4.6 percent over this period, while the number of employed persons grew more slowly, by about 3.7 percent, during the same years. The unemployment rate rose from 5.0 percent in 2004 to 7.0 percent in 2010 and 2011, then declined to 5.7 percent in 2014. The rapid rise in unemployment during the years 2009-2010 can be attributed to the Great Recession, from which the local and U.S. economies were recovering by 2012.

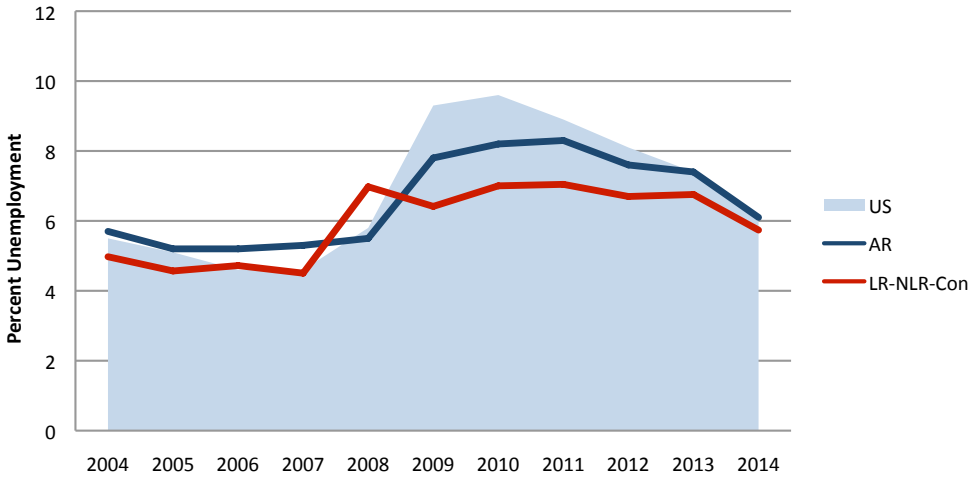
Figure 5 shows that, while local unemployment for 2010 reached its highest level since at least the early 1990s, it remained lower than state and U.S. averages. During the interval 2009-2010, there were nonetheless major job losses in the local manufacturing, construction, and transportation and warehousing industries. The central Arkansas region has historically tended to lag national economic recessions, but also to emerge from them more slowly than average. In line with this tendency, local job growth has been slow from 2010 onward. Total nonfarm payroll employment in 2014 was 345,800, or still 0.6 percent below its pre-recession peak of 347,900 in 2008. Since 2012, annual job growth has remained below 1 percent annually.

TABLE 5. 2004-2014 LABOR FORCE AND EMPLOYMENT
FOUR-COUNTY LITTLE ROCK-NORTH LITTLE ROCK-CONWAY MSA

Year	Labor Force	Employment	Unemployment	Unemployment Rate
2004	321,650	305,650	16,000	5.0%
2005	332,800	317,600	15,200	4.6%
2006	335,650	319,800	15,850	4.7%
2007	339,675	324,375	15,300	4.5%
2008	350,850	326,375	24,475	7.0%
2009	339,450	317,675	21,775	6.4%
2010	341,275	317,375	23,900	7.0%
2011	342,075	317,975	24,100	7.0%
2012	343,375	320,375	23,000	6.7%
2013	340,825	317,800	23,025	6.8%
2014	336,467	317,163	19,304	5.7%

Arkansas Department of Workforce Services.

FIGURE 5: UNEMPLOYMENT RATES 2004-2014



Source: U.S. Department of Labor, Bureau of Labor Statistics, and Arkansas Department of Workforce Services.

TABLE 6. NONFARM PAYROLL EMPLOYMENT (THOUSANDS) 2004-2014
LITTLE ROCK-NORTH LITTLE ROCK-CONWAY MSA

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Total Nonfarm	328,200	332,900	340,900	346,100	347,900	338,300	337,600	338,800	342,500	344,600	345,800
Total Private	263,500	267,700	274,100	278,100	278,700	267,800	266,400	268,000	271,800	273,600	275,000
Goods Producing	42,600	43,000	43,900	44,400	43,700	39,400	37,100	36,900	37,100	36,100	36,300
Service-Providing	285,500	289,900	297,100	301,800	304,200	298,900	300,500	301,900	305,400	308,500	309,500
Natural Resources, Mining & Construction	17,400	17,700	18,600	19,500	19,200	17,200	17,000	17,000	17,000	16,400	16,300
Manufacturing	25,200	25,300	25,300	24,900	24,400	22,200	20,200	19,900	20,000	19,700	20,000
Trade, Transportation and Utilities	68,900	69,500	70,500	70,400	69,400	65,100	64,300	65,300	66,500	67,000	66,900
Wholesale Trade	16,700	17,100	17,500	17,300	17,700	17,100	16,500	16,000	15,700	15,600	15,000
Retail Trade	35,800	36,000	36,200	36,600	36,400	35,100	35,700	36,500	36,900	37,000	37,800
Transportation, Warehouse, and Utilities	16,400	16,400	16,700	16,500	15,400	12,900	12,100	12,900	14,000	14,400	14,100
Information	9,500	9,300	9,300	9,400	9,000	8,400	7,900	7,600	7,300	7,200	6,700
Financial Activities	19,500	19,500	20,000	20,200	19,900	19,500	19,000	19,200	19,800	20,200	20,500
Professional and Business Services	41,100	41,700	43,100	43,400	43,300	41,400	43,500	43,600	43,500	44,800	45,200
Education and Health Services	42,200	43,600	45,200	46,900	48,100	49,300	50,000	50,400	51,800	51,300	51,300
Leisure and Hospitality	25,800	27,000	27,800	28,700	29,400	29,300	29,600	29,800	30,500	31,200	32,100
Other Services	13,900	14,100	14,500	14,800	15,900	15,400	14,900	15,200	15,400	15,700	16,100
Government	64,600	65,200	66,800	68,000	69,100	70,500	71,200	70,800	70,700	71,000	70,800
Federal Government	9,200	9,100	9,100	9,100	9,300	9,500	9,800	9,500	9,500	9,500	9,500
State Government	29,400	29,800	30,700	31,400	31,900	33,000	33,300	33,200	33,200	33,800	34,100
Local Government	26,000	26,300	27,000	27,500	27,900	28,000	28,100	28,100	28,000	27,600	27,200

Source: Arkansas Department of Workforce Services.

Vehicle Registration

Motor vehicle registration increased by 13.69 percent, or 93,868 vehicles, between 2013 and 2014, whereas population increased by a mere 4.1 percent in the metropolitan area. Figure 6 depicts vehicle registration between 1997 and 2014.

FIGURE 6: MOTOR VEHICLE REGISTRATION 1997-2015 MSA AREA

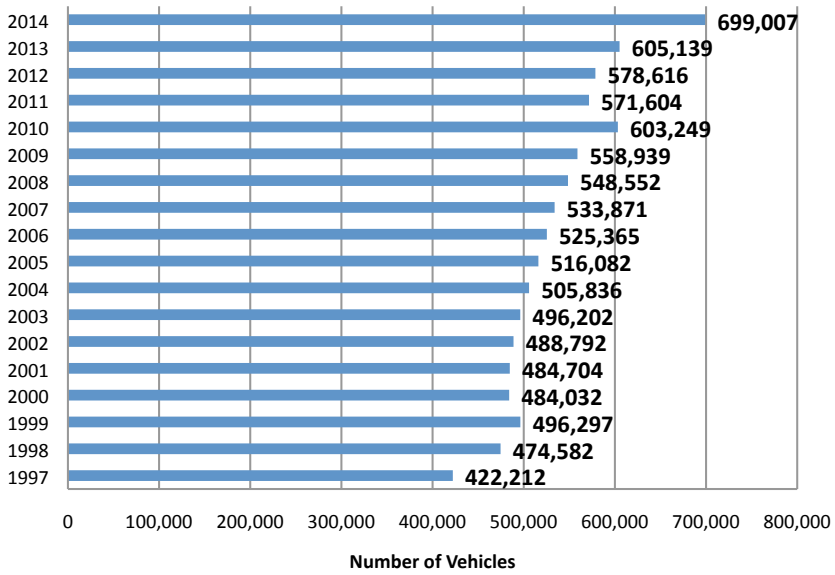


Table 7 shows the number of registered motor vehicles 1997-2014 by county. Although the region experienced declines in the number of registrations after 2010, a likely consequence of the Great Recession, the number of overall registrations has risen substantially in 2014. All counties saw an increase in vehicle registrations in the past year. The greatest increase was in Pulaski County (16.1 percent) followed by Lonoke County (15.7 percent). Faulkner County (14.5 percent) and Saline County (14.3 percent) experienced nearly identical rates of increase. Figure 7 shows the breakdown of motor vehicles by vehicle type.

FIGURE 7: 2014 MOTOR VEHICLE REGISTRATIONS BY CATEGORY

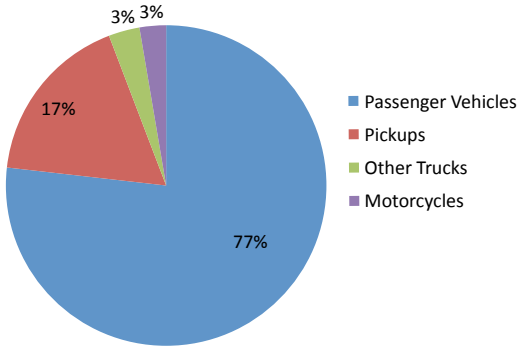


TABLE 7: MOTOR VEHICLE REGISTRATION BY COUNTY 1997-2015

	Passenger Vehicles				Pickups				Other Trucks				Motorcycles/Other				Total Motor Vehicles				
	F	L	P	S	F	L	P	S	F	L	P	S	F	L	P	S	F	L	P	S	Total
1997	33,122	21,678	193,693	33,275	17,670	13,293	58,580	18,686	764	1,020	7,843	580	2,454	1,634	15,315	2,605	54,010	37,625	275,431	55,146	422,212
1998	36,315	23,579	206,663	36,897	18,939	13,988	59,744	20,276	897	1,261	10,316	882	5,109	1,864	34,880	2,972	61,260	40,692	311,603	61,027	474,582
1999	38,359	24,556	211,750	39,063	19,475	14,475	58,978	20,888	1,005	1,188	10,014	914	5,416	2,205	44,653	3,358	64,255	42,424	325,395	64,223	496,297
2000	40,633	25,523	217,968	40,812	19,504	14,524	58,334	21,203	1,151	1,259	10,876	1,048	3,487	2,345	21,715	3,650	64,775	43,651	308,893	66,713	484,032
2001	42,111	26,161	217,290	42,091	19,665	14,946	58,138	21,604	1,202	2,263	11,111	1,046	3,204	2,271	17,914	3,687	66,182	45,641	304,453	68,428	484,704
2002	43,819	26,968	217,920	43,200	19,683	15,143	57,891	22,143	1,244	1,301	9,998	1,060	3,523	2,468	18,497	3,934	68,269	45,880	304,306	70,337	488,792
2003	45,356	27,850	218,600	44,472	20,282	15,501	57,780	22,501	1,327	1,428	10,509	1,274	3,738	2,619	18,972	3,993	70,703	47,398	305,861	72,240	496,202
2004	47,613	29,101	221,109	45,909	20,474	15,811	57,374	23,159	1,483	1,459	10,151	1,426	3,996	2,941	19,517	4,313	73,566	49,312	308,151	74,807	505,836
2005	48,795	30,053	223,490	47,686	21,050	16,053	56,904	23,523	1,730	1,495	11,300	1,624	4,294	3,196	20,201	4,688	75,869	50,797	311,895	77,521	516,082
2006	50,301	30,924	225,142	49,769	21,795	16,125	57,085	23,894	1,900	1,456	11,701	1,749	4,681	3,474	20,603	4,766	78,677	51,979	314,531	80,178	525,365
2007	51,883	32,096	228,405	51,393	21,790	16,019	55,542	24,182	2,034	1,408	12,004	1,740	4,678	4,089	21,469	5,139	80,385	53,612	317,420	82,454	533,871
2008	54,097	33,198	232,074	53,224	22,181	15,984	54,159	24,122	2,242	1,464	12,465	1,775	5,872	5,005	24,382	6,308	84,392	55,651	323,080	85,429	548,552
2009	55,042	32,746	236,785	54,120	22,623	15,526	51,753	23,947	2,495	1,437	11,862	1,822	6,729	7,040	27,653	7,359	86,889	56,749	328,053	87,248	558,939
2010	60,469	38,332	259,086	60,098	23,027	15,591	51,402	24,030	2,771	1,428	12,153	1,885	7,311	7,998	29,557	8,111	93,578	63,349	352,198	94,124	603,249
2011	61,683	38,819	261,504	61,648	23,297	15,484	50,821	23,998	3,034	1,445	12,229	1,869	2,957	2,255	7,274	3,287	90,971	58,003	331,828	90,802	571,604
2012	63,065	39,615	266,006	63,380	23,450	15,330	49,762	23,810	3,214	1,484	12,090	1,895	2,924	2,193	7,195	3,203	92,653	58,622	335,053	92,288	578,616
2013	68,695	42,553	281,021	69,520	22,760	15,025	47,334	23,312	3,494	1,500	11,970	2,073	2,986	2,195	7,303	3,398	97,935	61,273	347,628	98,303	605,139
2014	79,664	49,181	328,183	79,776	25,838	17,080	52,516	26,195	3,057	1,976	14,440	2,433	3,529	2,628	8,580	3,931	112,088	70,865	403,719	112,335	699,007

F= Faulkner L= Lonoke P= Pulaski S= Saline
Source: Arkansas Revenue Department, Motor Vehicle Registration Office

Congestion Management Process

In 1996, Metroplan initiated the Congestion Management System (CMS); however, the CMS has since been renamed the Congestion Management Process (CMP). Metroplan staff annually drives specific roadway segments to measure how much time is required to travel the segment. Times are compared by determining delay rate, which is the difference in the expected time to travel at the posted speed limit without stopping divided by the length of the segment compared with the actually travel time. Roadways are classified as congested when the delay rate exceeds .41 minutes per mile (min/mile) for arterials and .20 min/mile for freeways. On arterials, this is the equivalent of traveling at 40 mph when the posted speed is 55 mph. For freeways, this is the equivalent of traveling at 50 mph when the posted speed is 60 mph. The roadway segments are then rated to give some idea of how each one measures up. CMP runs are only conducted on roadway segments on the Regional Arterial Network (RAN) and area freeways. The CARTS Congestion Management Process will be integrated with national performance goals and performance measures scheduled for release in 2015.

arkRide

arkRide is a free ride matching service provided by Metroplan, in partnership with its local jurisdictions, AHTD, CATA, and the Arkansas State Employees Association. arkRide allows users in the central Arkansas area to visit the arkRide website to find carpool service, vanpool service, transit partners, bike partners, and/or walk partners. AHTD provides 12 Park and Ride lots throughout the CARTS area, which can be used by carpoolers and vanpoolers. In April of 2015, arkRide had 70 active users registered on arkRide.com with over 167 requests for matches in the previous year.

Commuting

The location of home and work is an essential element of transportation planning. The information presented in Table 8 reflects place of residence for persons employed in the CARTS area. Since Faulkner and Lonoke Counties were added to the MSA following the 1990 decennial census, the 1980 census data does not include discrete data for commuters in these counties. The 2010 commuter data show that Pulaski County remains the county with the largest number of incoming commuters. In 2010, 55,630 people commuted to Pulaski County from Faulkner, Lonoke and Saline Counties, an increase of 6 percent from 2008 (52,635). Commuters from Lonoke County driving to Pulaski County to work decreased by 1 percent between 2008 and 2010. Commuters from Faulkner and Saline Counties to Pulaski County increased 10 percent and 8 percent, respectively.

In 2013, 37,300 people lived and worked in Faulkner County, which is up from 33,560 in 2009. Saline County saw a 7 percent increase in the number of workers remaining in the county and Lonoke County saw a 12 percent increase.

TABLE 8: COUNTY COMMUTING FLOWS

County of Employment	Residing in Faulkner County; Working in	Residing in Lonoke County; Working in	Residing in Pulaski County; Working in	Residing in Saline County; Working in
2009-2013 Commuters				
Faulkner	37,300			
Lonoke		11,862		
Pulaski			167,115	
Saline				**20,249**
2006-2010 Commuters				
Faulkner	34,395	255	1,685	215
Lonoke	300	11,420	1,510	45
Pulaski	13,645	16,510	171,130	25,475
Saline	120	2,325	2,325	19,200
2008 Commuters				
Faulkner	33,745	225	1,930	165
Lonoke	345	10,995	1,540	50
Pulaski	12,430	16,530	169,355	23,675
Saline	75	125	2,235	20,150
2000 Commuters				
Faulkner	28,092	254	1,600	215
Lonoke	196	9,536	1,247	100
Pulaski	11,280	13,248	164,428	22,165
Saline	214	97	1,932	14,668
1990 Commuters				
Faulkner	19,560	21	1,021	63
Lonoke	121	7,975	464	29
Pulaski	6,264	8,479	161,693	16,380
Saline	38	36	1,292	11,539
1980 Commuters				
Faulkner			525	5
Lonoke		573	819	33
Pulaski			133,088	13,647
Saline			970	6,405

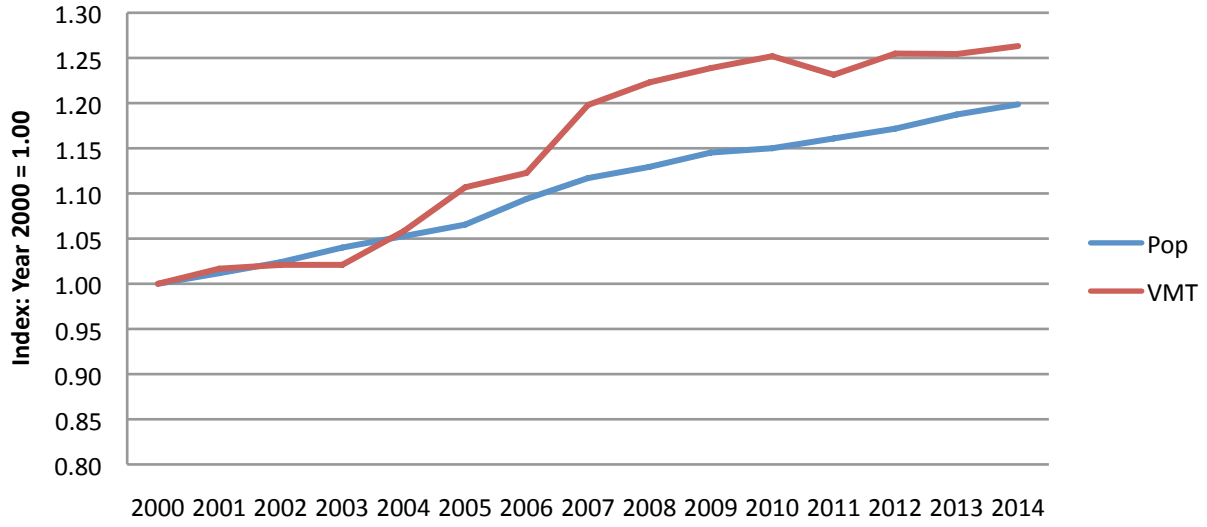
Source: U.S. Bureau of the Census
*2009-2013 ACS does not provide county to county flows; Other data sources not yet available

Vehicle Miles of Travel

The estimate of total vehicle travel is stated in terms of daily vehicle miles of travel (DVMT). Table 9 compares estimated daily VMT figures between 2002 and 2014. There has been a 23.7 percent increase in DVMT since 2002. Between 2003 and 2014, VMT increased on local roadways by 43 percent, compared to 58 percent for freeways/expressways (non-interstate); while interstate VMT only increased by 17 percent.

Figure 8 compares the DVMT growth to the population growth between 2004 and 2014 for the four county MSA.

FIGURE 8: CENTRAL ARKANSAS VMT AND POPULATION 2000-2014



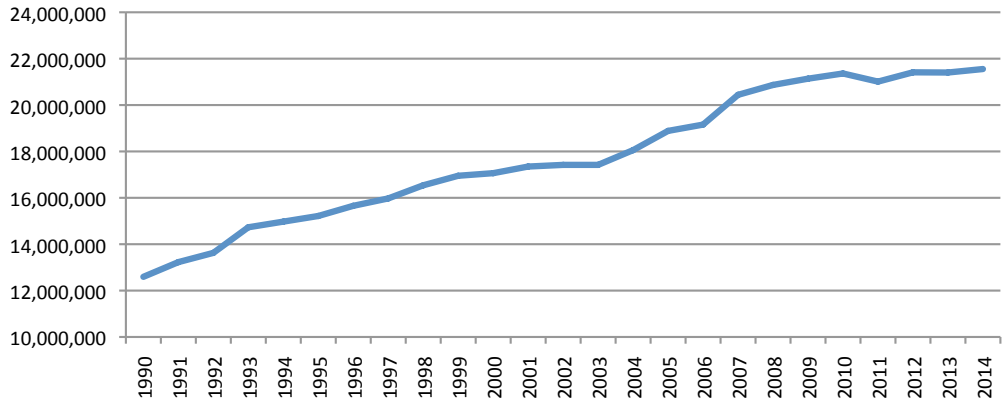
Sources: Decennial census 2000 and 2010; Metroplan population estimates; Arkansas Dept. of Highways and Transportation; Population for 2004 modified for linear trend.

TABLE 9: DAILY VEHICLE MILES TRAVELED (000)
LITTLE ROCK - NORTH LITTLE ROCK - CONWAY MSA 2003-2014

	Interstate	Arterials				Locals		Total VMT
Year	Interstate	Other Principle Arterials	Minor Arterials	Major Collectors	Other Freeways	Locals	Minor Collectors	
2003	7,331,735	3,249,340	2,896,605	991,902	920,338	1,147,416	201,030	17,420,372
2004	7,605,204	3,265,450	3,014,744	1,011,518	1,009,217	1,235,780	214,843	18,056,015
2005	7,920,788	3,441,476	3,223,863	1,045,937	1,028,472	1,263,480	225,953	18,885,489
2006	7,963,588	3,549,105	3,252,509	1,048,295	1,058,031	1,302,519	232,699	19,156,952
2007	8,852,034	3,568,504	3,307,554	1,093,803	1,222,138	1,351,064	247,878	20,440,437
2008	8,667,687	3,542,988	3,875,194	1,171,631	1,194,428	1,351,348	150,287	20,867,144
2009	8,468,196	3,436,977	3,963,151	2,310,149	1,340,951	1,413,401	204,338	21,137,163
2010	8,792,507	3,415,509	3,910,376	2,218,915	1,379,447	1,448,786	195,769	21,361,309
2011	8,771,114	3,290,652	3,872,630	2,158,871	1,319,487	1,396,060	201,950	21,010,764
2012	8,747,742	3,651,785	3,982,728	1,966,688	1,393,552	1,443,936	224,735	21,411,166
2013	8,843,868	3,618,483	3,874,267	1,922,724	1,400,414	1,511,385	231,607	21,402,748
2014	8,566,268	3,188,066	4,797,353	1,756,333	1,457,567	1,640,111	147,138	21,552,836

*In 2009, roadways previously classified as 'Collector' were grouped into the 'Major Collector' classification

FIGURE 9: LR-NLR (4-COUNTY) TOTAL VMT TREND 1990-2014



Air Quality

On January 6, 2010, EPA proposed to lower the "primary" (health-based) eight-hour ozone NAAQS to a level within the range of 0.060-0.070 parts per million (ppm), and also proposed a new "secondary" (welfare-based) NAAQS to protect sensitive vegetation and forested ecosystem from the adverse effects of cumulative ozone exposures.

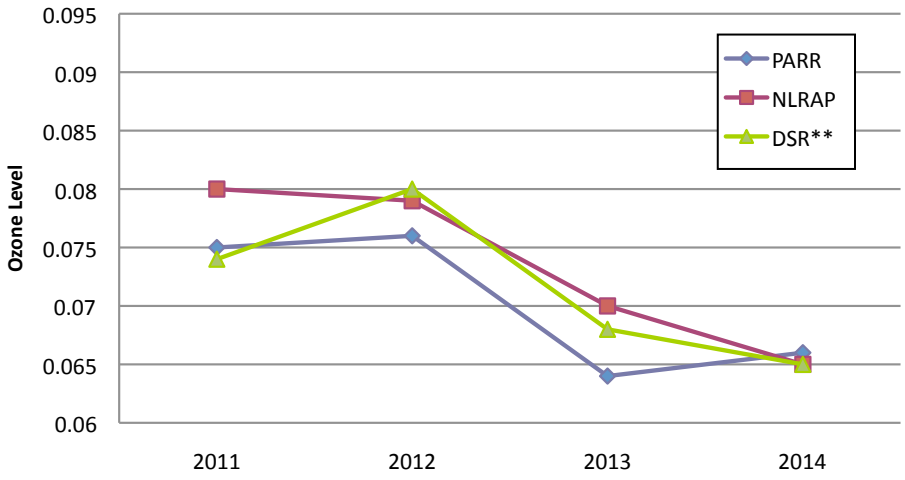
Both 2013 and 2014 had mild ozone seasons and reported ozone levels stayed below the 0.075 parts per million (ppm) standard. These lower readings may be a result of recent weather patterns and a consequence of federal regulatory actions calling for reduced emissions standards. If the current trend of reduced ozone levels continues, it is unlikely that the Central Arkansas would lose its clean air status and be declared a "nonattainment area" without some major change in emissions standards.

Particulate Matter

On December 14, 2012, The U.S. Environmental Protection Agency strengthened the National Ambient Air Quality Standard for fine particles (PM2.5) to 12.0 micrograms per cubic meter (µg/m3). Shortly thereafter, the agency was challenged in district court and was required to provide clarification on how its new standards for fine particles would affect existing non-attainment areas. The 2014 readings were 12.0 µg/m3 in central Arkansas, just meeting the national standard.

On March 10, 2015, the EPA published its proposed requirements for implementing the National Ambient Air Quality Standards (NAAQS) for fine particle pollution in areas that were designated nonattainment for these standards. Subsequent of releasing the proposed requirements, the agency held a public hearing on the proposed rule on April 29, 2015, in Washington, D.C. The public comment period for the proposed rule ends on May 29, 2015.

FIGURE 10: CENTRAL ARKANSAS OZONE READING IN PARTS PER MILLION, 2011-2014



Sources: U.S. Environmental Protection Agency and Arkansas Department of Environmental Quality.

Greenhouse Gases

Although new national policies to reduce greenhouse gas (GHG) emissions were considered in the 111th Congress during FY 2010,[1] no legislation was passed. Concurrent with the Congressional inaction, issued an "Endangerment Finding" that six key, well-mixed GHGs represent a threat to the public health and welfare of current and future generations. This finding allows EPA to regulate GHG emissions (or rather their carbon dioxide (CO2) equivalents) collectively as a "criteria" air pollutant under the CAA. EPA also issued a "Cause or Contribute Finding" that the combined GHG emissions from new motor vehicles and engines contribute to the atmospheric concentrations of the key GHGs, and hence to the threat of climate change. Legally buttressed by these findings, on September 28, 2009, the U.S. DOT and EPA jointly proposed to establish Light-Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards through 2016 that were scheduled to be finalized by the end of 2010. In addition to requiring large industrial facilities[2] to begin monitoring and reporting their GHG emissions yearly, EPA proposed that when these large emission sources seek construction and operating permits in accordance with the CAA to build or significantly modify their facilities, they must demonstrate the use of best available control or retrofit technologies (BACT or BART) to minimize GHG emissions. If left unchallenged, the EPA's plans to reduce emissions by 2030 will require the state to cut emissions by 45%. To meet these more stringent requirements, aging power plants like White Bluff, wherein retrofitting would be too costly, may have to be closed and replaced with more energy efficient facilities, like the John W. Turks Jr. Facility in Southwest Arkansas. Although a coal burning plant, the Turks facility uses cutting-edge of technology to burn coal as efficiently and cleanly as possible. The construction of a new facility to replace White Bluff would come with a substantial price tag and would have the possibility of interrupting the transmission of electricity throughout the area.[3]

Proactive Efforts

In addition to monitoring and reporting central Arkansas' air quality status, various participating agencies coordinated via staff, consultants, advisory committees, and working groups, to undertake the following proactive air quality planning and public education activities during FY 2010.[7]

In response to the Environmental Protection Agency's (EPA) "Prevention of Significant Deterioration and Title V Greenhouse Gas Tailoring Rule" (GHG Tailoring Rule), Arkansas submitted a State Implementation Plan (SIP) on Aug. 2, 2012. The plan included amendments to Regulations No. 19 and No. 26, enabling ADEQ to include portions of the GHG Tailoring Rule for use in the permitting of greenhouse gas (GHG) emitting sources. "Arkansas's GHG Prevention of Significant Deterioration (PSD) Tailoring Rule SIP revisions were approved by EPA on April 2, 2013, granting ADEQ the authority to issue GHG permits in the state."[5]

Ozone Action Days

Ozone Action Days (OAD) is an interagency program established in 1997 to increase public awareness Ozone Action Days (OAD) is an interagency program established in 1997 to increase public awareness of the health risks associated with ground-level ozone exposure and to encourage voluntary emissions reduction actions to help keep central Arkansas in attainment of NAAQS. From May through September of each year, the Arkansas Department of Environmental Quality (ADEQ) issues a daily ozone forecast. In FY 2011, the ozone season and daily forecasting were extended through October, rather than September,

[1]These include the nearby White Bluff power plant near Redfield, AR, and the not so distant Independence power station near Newark, AR. Each Entergy operated power plant has two 850 megawatt capacity generators and two coal-fired boilers which together emitted a total of 22.45 million tons of CO2 in 2005 (Source: EPA's eGRIDweb).

[2]Although the proposed retrofit equipment would comply with EPA's Clean Air Visibility Rule and allow the White Bluff plant to operate beyond September 2013, the installation of the dry SO2 scrubbers would not reduce CO2 emissions, but would reduce NOX emissions that could potentially contribute to ozone formation although perhaps not as much as "wet" scrubber would (refer to METRO 2030.2, Section 13: Air Quality).

[3]National Geographic. Com http://news.nationalgeographic.com/news/energy/2014/08/140819-epa-clean-power-plan-arkansas-target/ (accessed on 5/19/ 2015)

due to unseasonably high ozone levels. Metroplan and the other OAD participating agencies continue to use a variety of methods to disseminate OAD advisories to area motorists, news media, employers, and other organizations.

In order to educate the general public, especially weekday commuters, Metroplan's OAD consultant carries out an ozone awareness campaign involving both paid and earned media coverage. The radio advertising campaign mainly uses radio disc jockey ad-libs to provide the daily ozone forecast and encourage voluntary actions to help reduce ozone formation and minimize ozone-related health risks. To sign up for EPA's EnviroFlash email notifications and for other information, radio listeners are directed to visit the OAD website, ozoneactiondays.org. In addition, the OAD consultant assists with the coordination of the yearly Ditch the Keys events, which occur in May and correspond to National Bike to Work Day. Ditch the Keys is a joint effort between multiple municipalities and Metroplan to kick off the ozone season by encouraging citizens of central Arkansas to ditch their keys and seek an alternative mode of transportation to work, including bicycling or transit.

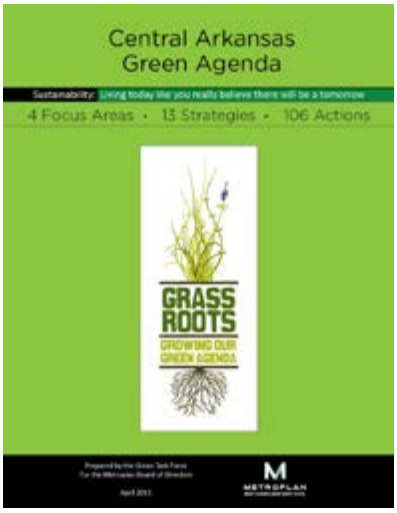
In addition to providing Congestion Mitigation and Air Quality Improvement (CMAQ) funds for the OAD awareness campaign, the AHTD uses their variable message boards along area freeways to notify motorists of OAD advisories. Metroplan continues to maintain the OAD website, report OAD website usage statistics, manage OAD consultant services, and coordinate OAD e-mail notifications to the local news media and other organizations. The National Weather Service continues to include OAD advisories in their weather radio advisories. Various participating organizations continue to publicly display the "Ozone Action Days Alert" flag during OAD episodes; while some agencies take other proactive measures to encourage ozone awareness and actions to reduce health risks and emissions.

Transportation Conformity and Interagency Coordination

Longstanding uncertainty about the region's ozone air quality status motivated a multi-year effort to draft a memorandum of agreement (MOA) for interagency consultation in the event that the region failed to attain the ozone NAAQS. After the EPA formally proposed to lower the "primary" (health-based) NAAQS to a level within the range of 0.060-0.070 ppm, the CARTS Air Quality (CARTSAQ) Planning Group completed drafting the MOA. The draft MOA lays out the interagency consultation procedures required by Section 110 of the CAA that would be used to assure that the metropolitan transportation plan and transportation improvement program conform to the purpose of the State Implementation Plan (SIP) for air quality control. Transportation conformity requirements would significantly impact the CARTS planning process, because many, if not most, transportation projects contained in the transportation plan and TIP would have to come from a "conforming" plan and TIP. Conformity with the SIP would be determined through detailed documentation of regional planning assumptions, transportation system modeling, and regional emissions analysis that would have to be approved by both EPA and FHWA.

[5]Arkansas Department of Environmental Quality, Air Division, http://www.adeq.state.ar.us/air/ (Accessed on May 15, 2015).

Central Arkansas Green Agenda



In 2010, Metroplan dove into sustainability by establishing the Green Agenda Task Force and drafting the Central Arkansas Green Agenda. Adopted in 2011, the Green Agenda was driven by over 200 ideas and more than 22,000 votes from community members. Four areas of focus: movement, power, nature and knowledge; 13 strategies and 106 actions guide today's leaders with sustainable principles. Strategies include: improve bicycling options, encourage energy efficiency, plan for thriving communities, and showcase successful sustainability efforts.

Themes from the Green Agenda are woven throughout the *Imagine Central Arkansas* plan, and can help guide the region toward 2040 and beyond. While the Green Agenda kick-started sustainability efforts in 2010 and 2011 through research, public input, and community buy-in, *Imagine Central Arkansas* transforms these strategies into a comprehensive vision and plan.

Imagine Central Arkansas: Blueprint for a Sustainable Region

Imagine Central Arkansas is the fifth iteration of the vision established twenty years ago. Core themes have been broadened to include elements not traditionally examined as part of a long-range transportation plan. This plan looks beyond 2040 to provide building blocks for a region that the community has imagined — a central Arkansas where everyone can live and thrive.

This document provides a summary of the Metropolitan Transportation Plan. For each of four major surface transportation systems — Freeways, Regional Arterials, Public Transit and Bikeways — you will find a vision statement, a report card on investments made since 1995, and a list of the top investment priorities from 2015–2025.

These four transportation systems should work together in balance with each other and in concert with the natural and built environment in each community. Taken as an integrated system, the transportation network helps to create and sustain economic prosperity and the quality of life in central Arkansas.

During the *Imagine Central Arkansas* planning process, The ICAP identified six Goals and Objectives, with recommended steps to achieve those goals. Each of the five themes mentioned above contains a "Sustainable Connections" section that displays how the themes relate to one another, as well as how they improve the region's chances for sustainability by offering affordability, efficiency and opportunity.

Imagine Central Arkansas Vision Statement

Imagine Central Arkansas is a community-driven guide to creating a sustainable, healthy and prosperous region that celebrates diversity, community cooperation, educational excellence, economic vibrancy, and quality choices in housing and transportation. Imagine...

Jump Start— Opportunities to Invest in the Future

In 2011, Metroplan was a recipient of a "Sustainable Communities Regional Planning Grant" from the US Department of Housing and Urban Development's (HUD) new Office of Sustainable Housing and Communities (OSHC). Metroplan has used this grant to fund redevelopment plans for five communities in central Arkansas. Late in the process, Mayflower and Vilonia were added with the help of the University of Arkansas Community Design Center. The underlying premise of Project Jump Start is that relatively dense mixed-use development with housing at a variety of price points can be profitable for the private sector, and will provide a more sustainable tax yield for the public sector to support services and infrastructure. The cities involved have agreed to change their development rules for these areas to facilitate redevelopment. These seven Jump Start areas represent new and exciting opportunities to invest in the future by using the principles of city building that man has been using successfully for millennia.

GOAL 1. ECONOMIC GROWTH AND VITALITY

Maintain and grow the central Arkansas economy as a diverse, globally competitive market through responsible development practices to attract people and businesses that contribute to economic growth and vitality.

GOAL 2: QUALITY CORRIDORS & TRANSPORTATION CHOICE

Build and enhance a regional network of quality transportation corridors with high design standards for efficiency in moving traffic, with provision for pedestrian, bicycle and transit options, and consideration of freight needs. Create a metropolitan system that allows all citizens of central Arkansas reasonable access to services and jobs without regard to age, income or disability by providing many transportation choices

GOAL 3: ENVIRONMENTAL QUALITY AND SUSTAINABLE ENERGY

Protect and enhance the quality of the natural and built environments within central Arkansas.

GOAL 4: LAND DEVELOPMENT AND HOUSING

Protect and enhance the efficiency of the metropolitan transportation system by linking land development and the provision of transportation facilities. Proper land development is essential for creating conditions that foster sustainable housing and neighborhoods. Housing for central Arkansas should be safe, affordable, energy-efficient, geographically available and accessible.

GOAL 5: HEALTHY AND SAFE COMMUNITIES

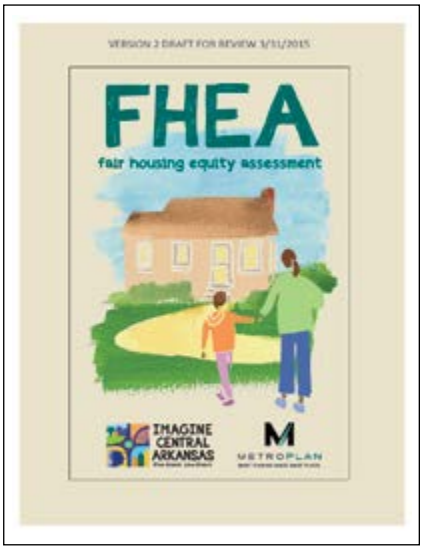
Create and support the conditions that will enable central Arkansas to become known as the healthiest and safest community in America.

GOAL 6: FUNDING ADEQUACY

Identify and provide funding sources adequate to build, maintain and operate metropolitan infrastructure systems, including both soft and hard infrastructure systems - transportation, utilities, schools, universities and housing - with the safety and protection services necessary to make them usable.

Fair Housing Equity Assessment (FHEA)

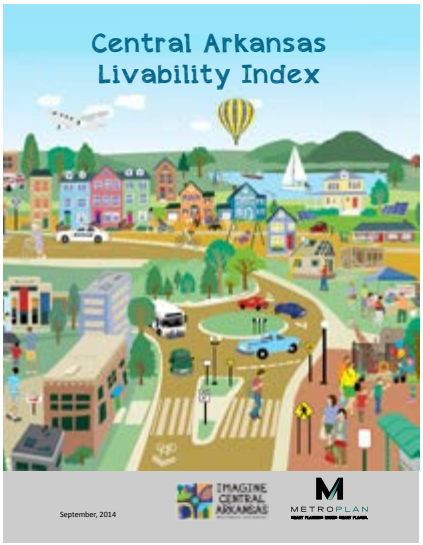
Another element of the HUD grant is the creation of a Fair Housing Equity Assessment (FHEA). The assessment analyzes the metropolitan area in terms of "access and opportunity" for both soft (jobs, health, etc.) and hard (transportation, parks, etc.) infrastructure systems, but primarily focuses on the ability of persons in poor households to equitably access areas of high opportunity and services. Areas of high opportunity and services are sections of the community characterized by low crime, few environmental hazards, broad commercial and recreational choices and proximity to high performing schools. Increasing transportation choice, mixed-use developments and housing price point options throughout the metropolitan region are improving overall equity.



Central Arkansas Livability Index

One objective of *Imagine Central Arkansas* is to measure the region's progress toward reaching its vision. Over the past year, RPAC and ICAP members identified 46 vital indicators for a livable region—in a publication dubbed the *Central Arkansas Livability Index*, avalable at centralarkansaslivability.org. The Indicators embody residents' vision of the most important facets of livability for central Arkansas.

The Index is highlighted by three broad themes: Opportunity, Enterprise, and Culture, and presents eight specific topics: housing, transportation, health and safety, environment and energy, economy, education, interaction, and diversity. These indicators help document trends that impact livability and provide guidance for regional development. Periodic updates will communicate the region's vitality to public officials, the business community, and residents.



The Central Arkansas Livability Index is available as a PDF on the Web site centralarkansaslivability.org.

Components of the Transportation System

The local transportation system consists of personal transportation components; including streets and highways, private vehicles, public transportation, walkways, bikeways and airplanes; and the goods movement systems; including the trucking industry, rail systems, air freight, pipelines and waterways. The following is a brief discussion of these system components.

Streets and Highways

Local roadways represent the largest governmental investment in the transportation system and provide the highest level of mobility that exists in the urban area. The following table is the 2015 estimate of local roadway, state/US highway and interstate mileage for each jurisdiction within the CARTS area.

TABLE 10: ROADWAY MILEAGE BY JURISDICTION 2015

Jurisdiction	Local	State	Interstate / US Hwy	Total
Alexander	18.94	2.25	0	21.19
Austin	18.47	3.17	0	21.64
Bauxite	13.83	2.89	0	16.72
Benton	232.3	13.67	8.47	254.34
Bryant	143.82	8.53	5.15	157.5
Cabot	143.34	16.71	2.77	162.82
Cammack Village	3.85	0	0	3.85
Conway	350.15	13.61	22.41	387.17
Damascus	2.21	1	1.09	4.3
Enola	5.51	6.76	0	12.27
Greenbrier	35.83	4.69	3.25	43.77
Guy	17.42	3.19	0	20.61
Haskell	28.66	3.39	1.07	33.12
Holland	11.71	7.03	0	18.74
Jacksonville	187.96	7.06	10.65	205.67
Little Rock	1,135.88	39.76	60.56	1,236.17
Lonoke	45.56	6.03	4.63	56.22
Maumelle	93.62	4.08	0	97.7
Mayflower	26.93	4.87	3.83	35.63
Mount Vernon	2.42	1.69	0	4.11
NLR	424.82	22.52	50.17	497.51
Quitman	0	0.96	0	0.96
Shannon Hills	23.08	0	0	23.08
Sherwood	160.39	11.47	3.16	175.02
Traskwood	10.4	3.17	0	13.57
Twin Groves	9.93	1.23	1.94	13.1
Vilonia	36.47	1.83	6.05	44.35
Ward	30.9	6.53	1.55	38.98
Wooster	9.83	3.24	0	13.07
Wrightsville	13.06	3.86	0	16.92
Unicorporated Area				
Faulkner Co	1,093.38	132.77	38.68	1,264.83
Lonoke Co	451.81	77.32	33.5	562.63
Pulaski Co	1,118.66	110.13	37.12	1,265.91
Saline Co	1,759.82	67.37	34.1	1,861.29
xFP*	3.2	0	0	3.2
xLP*	3.59	8.72	0.04	12.35
xPS*	1.04	0.42	0	1.46

xFP* = Faulkner/Pulaski line
xLP* = Lonoke/Pulaski line
xPS* = Pulaski/Saline line

Walkways and Bikeways

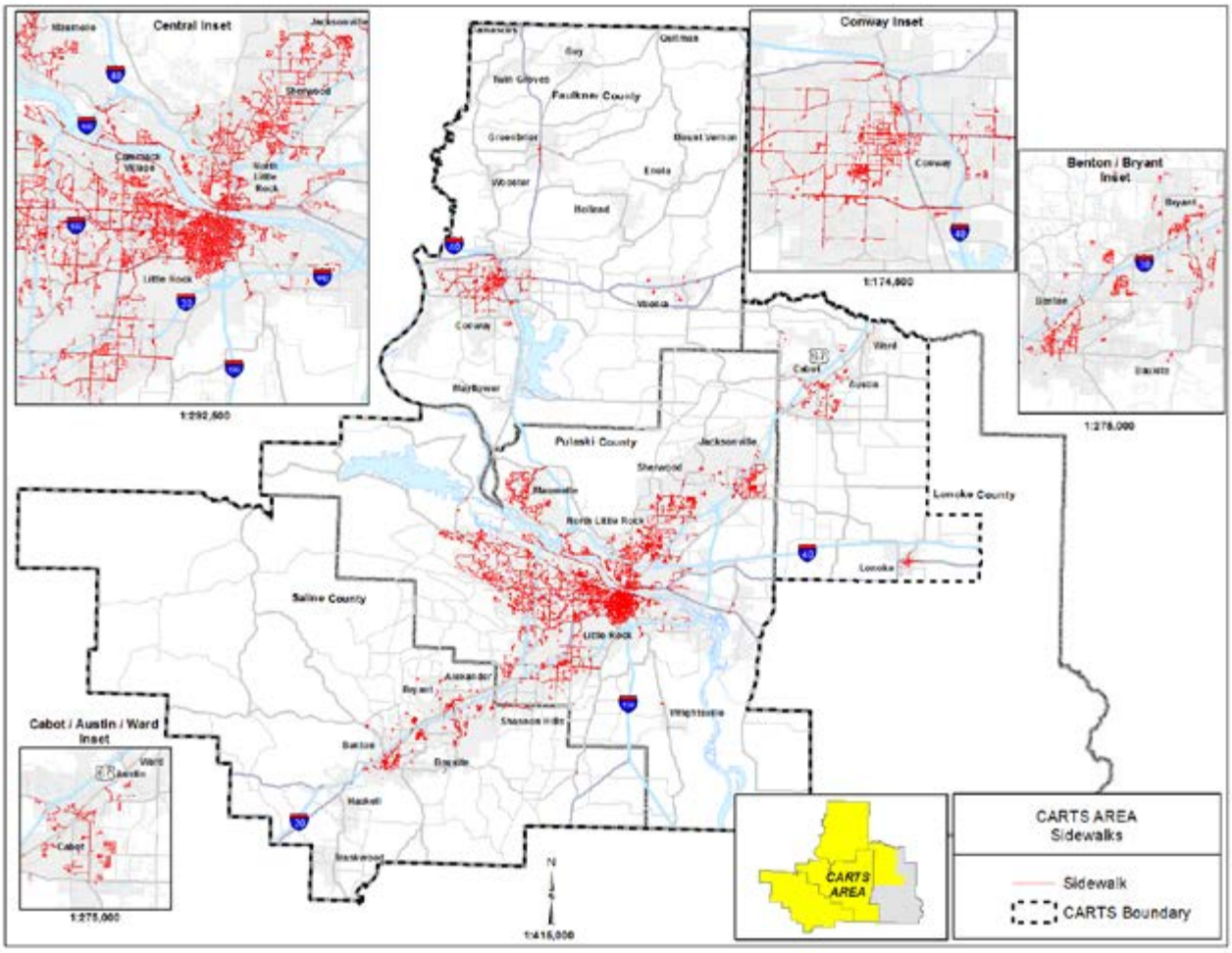
The CARTS area is home to numerous walkways and bikeways, including over 100 miles of bikeways and over 1,300 miles of sidewalks. The exact mileage is broken down in Table 11.

TABLE 11: CARTS WALKWAY AND BIKEWAY MILEAGE 2015

	Shared Path	Bike Lanes	Total
Bikeways	87.31	49.11	136.42
Sidewalks (Includes Shared Path Mileage)			1,325.03

One of the most notable features of this system is the Big Dam Bridge. Built in 2006, the Big Dam Bridge is the longest bicycle/pedestrian bridge built explicitly for bicyclists and pedestrians. The Big Dam Bridge connects nearly 17 miles of the Arkansas River Trail in Little Rock and North Little Rock, which is another defining feature of the walkway and bikeway system. In 2011, two new additions to the Arkansas River Trail System were completed, the Two Rivers Park Bridge and the Clinton Presidential Park Bridge. Maps of the sidewalks and bike paths in the CARTS area are shown in Figure 9 and Figure 10, respectively. With the increased focus on developing a more sustainable region, these walkways and bikeways are becoming a vital element of the CARTS area transportation system.

FIGURE 11. CARTS AREA SIDEWALKS



Crash Data

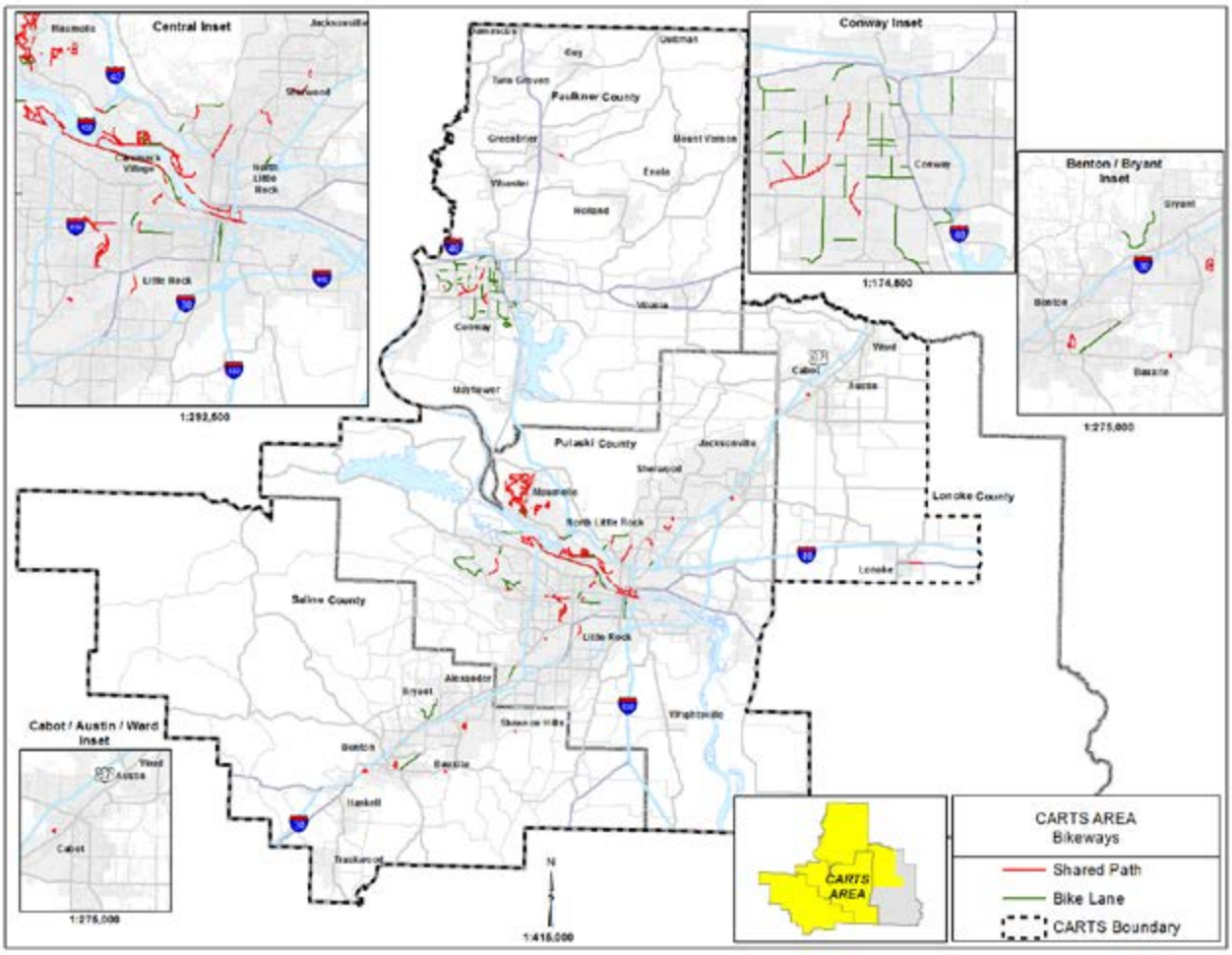
Beginning in 2000, Metroplan started collecting annual crash data from the Arkansas State Police for the four-county area. This data is useful in determining the safety of our roadway system.

Table 13 shows the total number of crashes by severity in the four county area by year. The total number of reported crashes has decreased from 18,061 in 2009 to 18,054 in 2013. The total number of fatalities increased from 102 in 2009 to 105 in 2013. Table 14 through Table 18 shows the number of crashes by severity by year and county.

TABLE 12: MSA PEDESTRIAN AND BICYCLE CRASHES

	2011		2012		2013		Total
	Ped	Bike	Ped	Bike	Ped	Bike	
Faulkner	18	8	0	6	13	2	48
Lonoke	2	1	9	6	6	2	26
Pulaski	129	40	150	1	121	27	468
Saline	8	1	4	2	6	0	21
Total	157	50	163	15	146	31	562

FIGURE 12: CARTS AREA BIKEWAYS



Not only is it important to consider vehicular crashes, it is also important to consider crashes involving pedestrians and bicyclists. Table 12 shows the number of pedestrians or bicyclists involved in crashes in the MSA for 2011 through 2013.

Between 2011 and 2013, a total of 562 pedestrians or bicyclists were involved in crashes with vehicles resulting in 45 fatalities. The total number of pedestrian/bike crashes decreased slightly from 178 crashes in 2012 to 177 crashes in 2013. Crashes involving pedestrians increased from 447 crashes between 2009 and 2011 to 466 crashes between 2011 and 2013. Crashes involving bicyclists declined 79% from 170 crashes in 2009-2011 to 95 crashes from 2011-2013.

TABLE 13: MSA CRASHES BY SEVERITY 2009-2013

2009	Number of Crashes	Total Fatalities	# Involving Alcohol	% Involving Alcohol
Fatal	93	102	44	47.31%
Incapacitating Injury	533	0	71	13.32%
Non-Incapacitating Injury	1797	0	149	8.29%
Possible Injury	3111	0	156	5.01%
Property Damage Only	12527	0	497	3.97%
Total Crashes	18061	0	917	5.08%
Pedestrian	130	8	0	0.00%
Bicyclist	34	3	0	0.00%

2010	Number of Crashes	Total Fatalities	# Involving Alcohol	% Involving Alcohol
Fatal	85	75	37	43.53%
Incapacitating Injury	578	0	100	17.30%
Non-Incapacitating Injury	1891	0	193	10.21%
Possible Injury	2950	0	170	5.76%
Property Damage Only	12757	0	622	4.88%
Total Crashes	18261	0	1122	6.14%
Pedestrian	155	9	0	0.00%
Bicyclist	48	1	0	0.00%

2011	Number of Crashes	Total Fatalities	# Involving Alcohol	% Involving Alcohol
Fatal	91	94	31	34.07%
Incapacitating Injury	537	0	68	12.66%
Non-Incapacitating Injury	1850	0	177	9.57%
Possible Injury	3108	0	202	6.50%
Property Damage Only	8234	0	613	7.44%
Total Crashes	13820	0	1091	7.89%
Pedestrian	156	15	0	0.00%
Bicyclist	50	2	0	0.00%

2012	Number of Crashes	Total Fatalities	# Involving Alcohol	% Involving Alcohol
Fatal	96	102	29	30.21%
Incapacitating Injury	615	0	82	13.33%
Non-Incapacitating Injury	1474	0	136	9.23%
Possible Injury	3454	0	197	5.70%
Property Damage Only	12138	0	635	5.23%
Total Crashes	17777	0	1079	6.07%
Pedestrian	163	13	0	0.00%
Bicyclist	15	3	0	0.00%

2013	Number of Crashes	Total Fatalities	# Involving Alcohol	% Involving Alcohol
Fatal	96	105	26	27.08%
Incapacitating Injury	564	0	61	10.82%
Non-Incapacitating Injury	1399	0	105	7.51%
Possible Injury	3568	0	162	4.54%
Property Damage Only	12426	0	511	4.11%
Total Crashes	18053	0	865	4.79%
Pedestrian	146	13	0	0.00%
Bicyclist	30	0	0	0.00%

TABLE 14: CRASHES BY COUNTY BY SEVERITY 2010

Faulkner		**Number of Crashes**	**Total Fatalities**	**# Involving Alcohol**	**% Involving Alcohol**
	Fatal	17	20	7	41%
	Incapacitating Injury	113	-	10	9%
	Non-Incapacitating Injury	273	-	20	7%
	Possible Injury	436	-	11	3%
	Property Damage Only	2,248	-	104	5%
	Total	3,087	20	152	5%
	Pedestrian	7	0	0	
	Bicyclist	8	0	0	
Lonoke		**Number of Crashes**	**Total Fatalities**	**# Involving**	**% Involving Alcohol**
	Fatal	7	8	4	57%
	Incapacitating Injury	44	-	10	23%
	Non-Incapacitating Injury	175	-	15	9%
	Possible Injury	243	-	12	5%
	Property Damage Only	1,148	-	71	6%
	Total	1,617	8	112	7%
	Pedestrian	8			
	Bicyclist	0			
Pulaski		**Number of Crashes**	**Total Fatalities**	**# Involving Alcohol**	**% Involving Alcohol**
	Fatal	46	47	12	26%
	Incapacitating Injury	336	-	46	14%
	Non-Incapacitating Injury	1,336	-	101	8%
	Possible Injury	2,451	-	80	3%
	Property Damage Only	11,451	-	529	5%
	Total	15,620	47	768	5%
	Pedestrian	124	8		
	Bicyclist	40	1		
Saline		**Number of Crashes**	**Total Fatalities**	**# Involving Alcohol**	**% Involving Alcohol**
	Fatal	16	16	5	31%
	Incapacitating Injury	103	-	14	14%
	Non-Incapacitating Injury	217	-	18	8%
	Possible Injury	311	-	10	3%
	Property Damage Only	1,684	-	72	4%
	Total	2,331	16	119	5%
	Pedestrian	9	1		
	Bicyclist	1	0		

TABLE 15: CRASHES BY COUNTY BY SEVERITY 2011

Faulkner		**Number of Crashes**	**Total Fatalities**	**# Involving Alcohol**	**% Involving Alcohol**
	Fatal	10	11	3	30%
	Incapacitating Injury	82	-	10	12%
	Non-Incapacitating Injury	252	-	24	10%
	Possible Injury	477	-	19	4%
	Property Damage Only	2,148	-	110	5%
	Total	2,969	11	166	6%
	Pedestrian	18	0		
	Bicyclist	8	1		
Lonoke		**Number of Crashes**	**Total Fatalities**	**# Involving Alcohol**	**% Involving Alcohol**
	Fatal	11	11	5	45%
	Incapacitating Injury	45	-	6	13%
	Non-Incapacitating Injury	136	-	13	10%
	Possible Injury	199	-	10	5%
	Property Damage Only	1,006	-	70	7%
	Total	1,397	11	104	7%
	Pedestrian	2	0		
	Bicyclist	1	0		
Pulaski		**Number of Crashes**	**Total Fatalities**	**# Involving Alcohol**	**% Involving Alcohol**
	Fatal	56	58	14	25%
	Incapacitating Injury	347	-	32	9%
	Non-Incapacitating Injury	1,368	-	76	6%
	Possible Injury	2,605	-	73	3%
	Property Damage Only	11,770	-	550	5%
	Total	16,146	58	745	5%
	Pedestrian	129	14		
	Bicyclist	40	1		
Saline		**Number of Crashes**	**Total Fatalities**	**# Involving Alcohol**	**% Involving Alcohol**
	Fatal	14	14	2	14%
	Incapacitating Injury	83	-	6	7%
	Non-Incapacitating Injury	190	-	21	11%
	Possible Injury	288	-	14	5%
	Property Damage Only	1,675	-	73	4%
	Total	2,250	14	116	5%
	Pedestrian	8	0		
	Bicyclist	1	0		

TABLE 16: CRASHES BY COUNTY BY SEVERITY 2012

Faulkner County		Number of Crashes	Total Fatalities	# Involving Alcohol	% Involving Alcohol
	Fatal	13	14	5	38.46%
	Incapacitating Injury	95		11	11.58%
	Non-Incapacitating Injury	177		22	12.43%
	Possible Injury	395		34	8.61%
	Property Damage Only	1716		86	5.01%
	Total Crashes	2396		158	6.59%
	Pedestrian	0	0		
	Bicyclist	6	0		
Lonoke County		Number of Crashes	Total Fatalities	# Involving Alcohol	% Involving Alcohol
	Fatal	17	20	4	23.53%
	Incapacitating Injury	51		10	19.61%
	Non-Incapacitating Injury	133		18	13.53%
	Possible Injury	170		9	5.29%
	Property Damage Only	826		52	6.30%
	Total Crashes	1197		93	7.77%
	Pedestrian	9	1		
	Bicyclist	6	1		
Pulaski County		Number of Crashes	Total Fatalities	# Involving Alcohol	% Involving Alcohol
	Fatal	53	55	14	26.42%
	Incapacitating Injury	384		46	11.98%
	Non-Incapacitating Injury	1034		78	7.54%
	Possible Injury	2598		134	5.16%
	Property Damage Only	8203		438	5.34%
	Total Crashes	12272		710	5.79%
	Pedestrian	150	11		
	Bicyclist	1*	1		
		*Possible undercount			
Saline County		Number of Crashes	Total Fatalities	# Involving Alcohol	% Involving Alcohol
	Fatal	13	13	6	46.15%
	Incapacitating Injury	85		15	17.65%
	Non-Incapacitating Injury	130		18	13.85%
	Possible Injury	291		20	6.87%
	Property Damage Only	1393		59	4.24%
	Total Crashes	1912		118	6.17%
	Pedestrian	4	1		
	Bicyclist	2	1		

TABLE 17: CRASHES BY COUNTY BY SEVERITY 2013

Faulkner Co.		Number of Crashes	Total Fatalities	# Involving Alcohol	% Involving Alcohol
	Fatal	14	14	1	7.14%
	Incapacitating Injury	114		16	14.04%
	Non-Incapacitating Injury	185		18	9.73%
	Possible Injury	413		26	6.30%
	Property Damage Only	1634		81	4.96%
	Total Crashes	2360		142	6.02%
	Pedestrian	13	2		
	Bicyclist	2	0		

Lonoke Co.		Number of Crashes	Total Fatalities	# Involving Alcohol	% Involving Alcohol
	Fatal	11	11	4	36.36%
	Incapacitating Injury	37		2	5.41%
	Non-Incapacitating Injury	125		10	8.00%
	Possible Injury	194		13	6.70%
	Property Damage Only	836		31	3.71%
	Total Crashes	1203		60	4.99%
	Pedestrian	6	2		
	Bicyclist	1	0		

Pulaski Co.		Number of Crashes	Total Fatalities	# Involving Alcohol	% Involving Alcohol
	Fatal	51	60	16	31.37%
	Incapacitating Injury	331		31	9.37%
	Non-Incapacitating Injury	988		69	6.98%
	Possible Injury	2635		110	4.17%
	Property Damage Only	8556		347	4.06%
	Total Crashes	12561		573	4.56%
	Pedestrian	121	7		
	Bicyclist	27	0		

Saline Co.		Number of Crashes	Total Fatalities	# Involving Alcohol	% Involving Alcohol
	Fatal	20	20	5	25.00%
	Incapacitating Injury	82		12	14.63%
	Non-Incapacitating Injury	101		8	7.92%
	Possible Injury	326		13	3.99%
	Property Damage Only	1400		52	3.71%
	Total Crashes	1929		90	4.67%
	Pedestrian	6	2		
	Bicyclist	0	0		

Signal Inventory Data

Given the importance of signalized intersections to the operation of the transportation system, Metroplan periodically updates the inventory of traffic signals within the CARTS area. During 2010, CARTS area jurisdictions participated by providing requested signal data to update the previous signal inventory conducted during 2008. These data were assembled, tabulated, reviewed and included in the CARTS GIS. The location of traffic control signals inventoried in 2001, 2004, 2006, 2008, 2010 and 2011-2014 are illustrated in Table 26. The following table provides a summary of the traffic signal inventory.

TABLE 18: CARTS TRAFFIC CONTROL SIGNAL INVENTORY SUMMARY 2001-2014

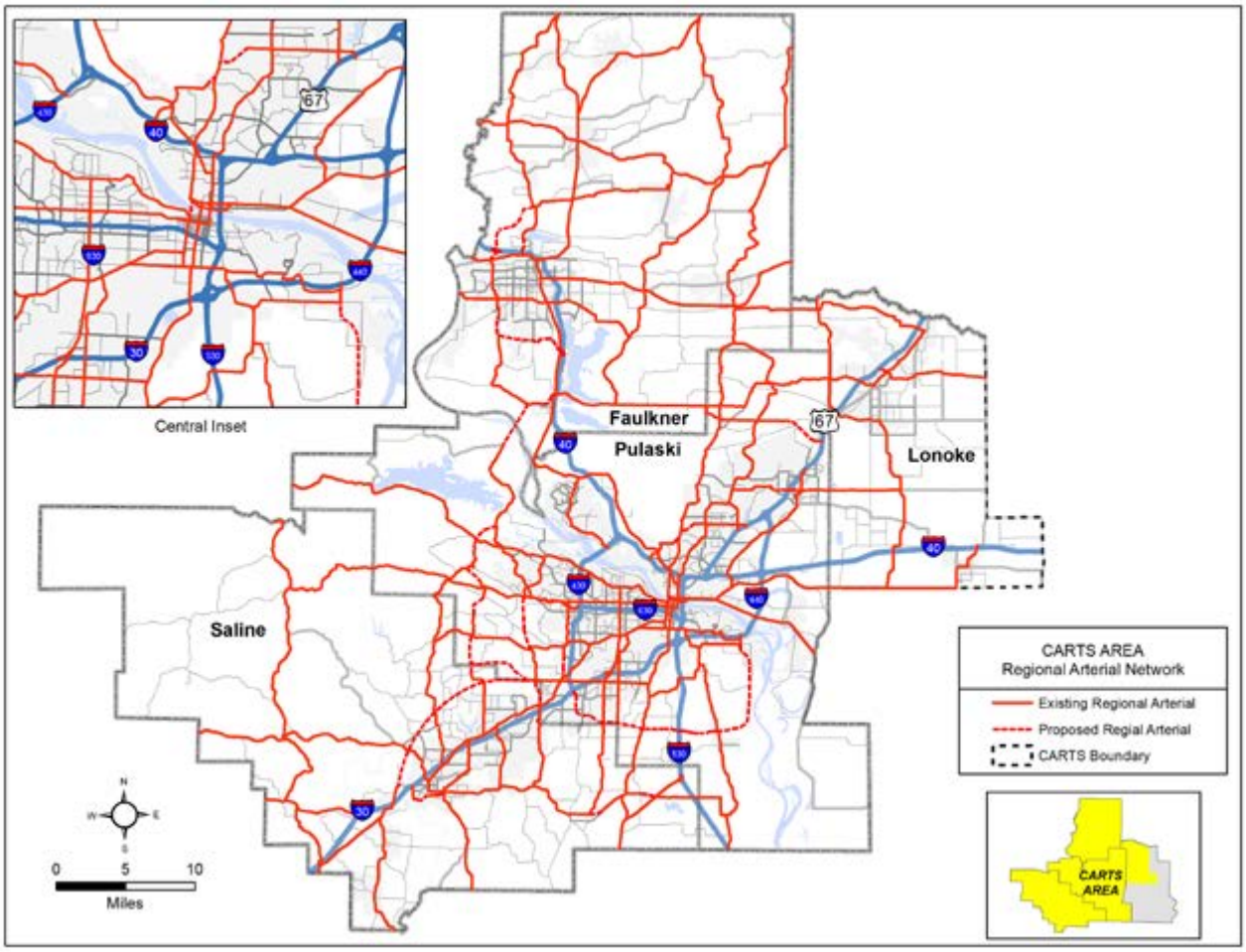
County	City	2001	2004	2006	2010	2011	2014	2011-2014 Net Increase
Faulkner	Conway[3]	42	58	58	59	60	61	1
	Greenbrier	N/A	N/A	N/A	N/A	2	2	0
	Mayflower[1]	2	3	3	3	3	3	0
	Vilonia[1]	1	1	1	1	1	3	2
	Unincorporated		1	2	2	3	3	0
	Subtotal	45	63	64	65	69	71	3
Lonoke	Cabot[2]	11	12	16	17	17	18	1
	Lonoke[5]	N/A	N/A	N/A	N/A	3	3	0
	Unincorporated[5]	N/A	N/A	N/A	N/A	2	3	1
	Subtotal	11	12	16	17	22	24	2
Pulaski	Jacksonville[4]	13	19	19	19	19	19	0
	Little Rock	255	275	303	315	320	324	4
	Maumelle[2]			4	5	6	7	1
	North Little Rock	62	74	78	80	80	81	1
	Sherwood	8	13	16	16	21	21	0
	Unincorporated	7	7	8	8	4	6	2
	Subtotal	345	388	328	443	450	458	8
Saline	Benton	19	20	19	23	24	24	0
	Bryant	5	6	6	8	8	8	0
	Haskell		1	1	1	1	1	0
	Unincorporated[1]	1	1	1	2	2	2	0
	Subtotal	25	28	27	34	35	35	0
Total CARTS Area		**426**	**491**	**535**	**559**	**576**	**589**	**13**

[1]Jurisdiction did not participate in 2006 inventory
[2]Jurisdiction did not participate in 2004 inventory
[3]Jurisdiction did not participate in 2006 inventory
[4]Includes signal on LRAFB
[5]New to CARTS Area

Regional Arterial Network (RAN)

The regional arterial network is designed to provide feasible alternatives to the area freeway network for intra-regional travel within central Arkansas. Figure 13 below depicts the RAN. In 2002, the RAN Study was completed and identifies short-, mid-, and long-term strategies that ensure a high level of mobility on priority corridors, critical segments, and critical bridges of the RAN. The report ranks projects based on a technical scoring system that includes factors such as traffic volumes, safety, cost effectiveness, and community impact. Construction projects from this study will be implemented through the Transportation Improvement Program (TIP) and included in *Imagine Central Arkansas*. An update of the RAN Study was published in FY 2012.

FIGURE 13: CARTS AREA REGIONAL ARTERIAL NETWORK



Central Arkansas Transit Authority (CATA)

Public transit in central Arkansas is chiefly served by the Central Arkansas Transit Authority (CATA). CATA provides fixed route, specialized (paratransit), and trolley transportation in Pulaski County. CATA has a total of 83 buses and paratransit vans, all of which are lift-equipped, which is up from 82 in 2012. Table 26 describes the type, year, and average fleet age for CATA's rolling stock.

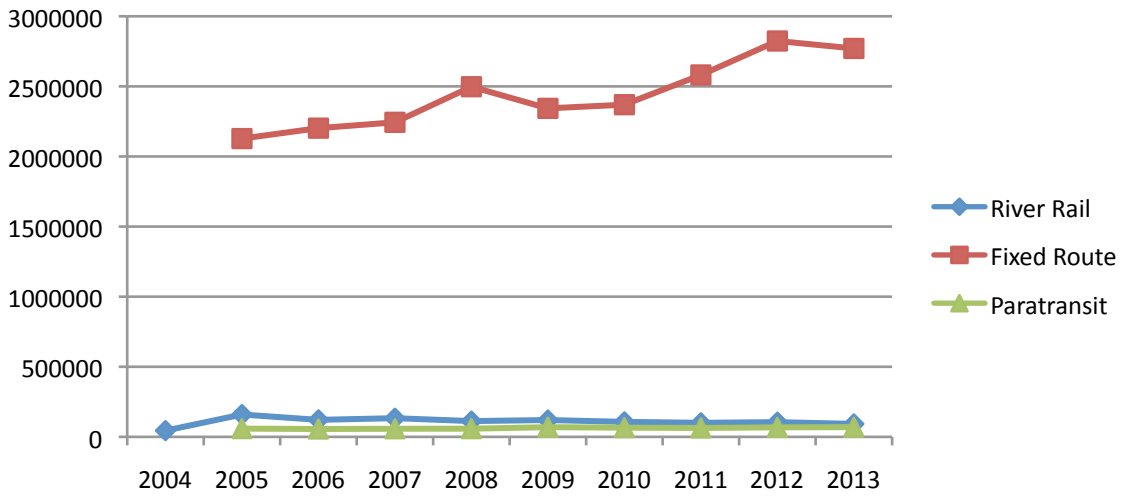
TABLE 19: CATA'S ROLLING STOCK 2013

Bus				
Year	Make	Passengers	Length	# in fleet
2001	Gillig	36	35	8
2003	Gillig	32	35	9
2004	Gillig	23	30	7
2007	Gillig	42	40	5
2007	Gillig	36	35	1
2008	Gillig	36	35	5
2008	Gillig	40	40	5
2009	Gillig	40	40	4
2009	Gillig	36	35	3
2010	Gillig	36	35	8
2010	Gillig	40	40	4
Total Bus				59
Average Fleet Age (years)				5.4707
Streetcar				
Year	Make	Passengers	Length	# in fleet
2001	Gomaco	44	49	3
2006	Gomaco	44	49	2
Total Streetcar				5
Average Fleet Age (years)				8.708
Paratransit Vans				
Year	Make	Passengers	Length	# in fleet
Various	El Dorado	14	24	24

Source: CATA

Figure 14 shows annual ridership for the three modes of transportation provided by CATA. The fixed route service has the most riders primarily because the other two modes are very specialized. In 2005, the River Rail experienced a spike in ridership, which is due to the increased interest in the system after its opening in 2004. The River Rail has seen very little fluctuation in ridership since 2006. The fixed route service saw an 20.5% jump in ridership from 2004–2013.

FIGURE 14: CATA RIDERSHIP 2004-2013

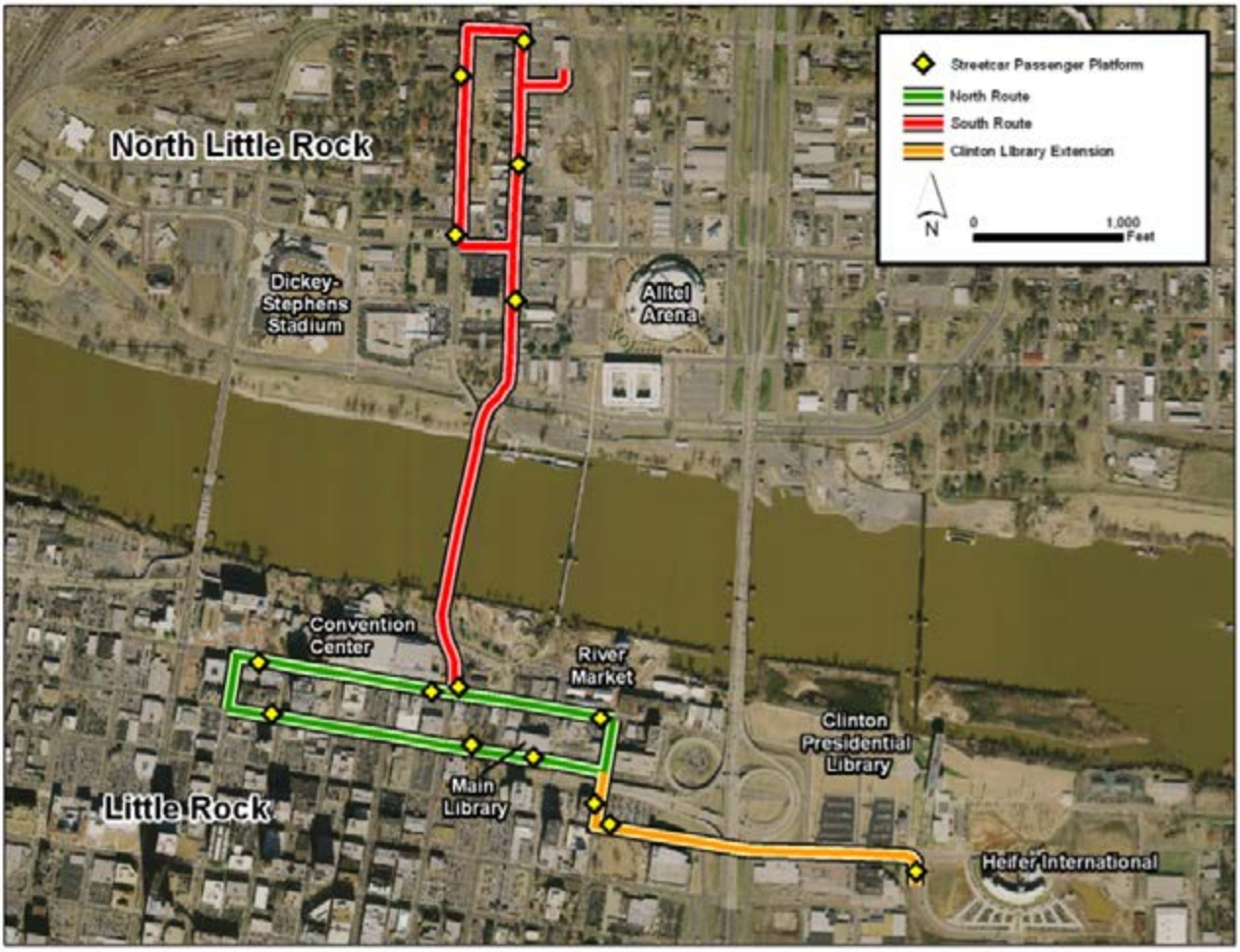


CATA is governed by a twelve member Board of Directors appointed by the local governments of Little Rock, Maumelle, North Little Rock, Pulaski County and Sherwood. Personnel include 199 full-time and 1 part-time employees. The 2015 operating budget is $17.3 million which includes $2 million for paratransit and $1.1 million for River Rail. The total operating budget has increased $500,000 since 2013, which includes $100,000 increases for paratransit and for River Rail. Funding for the operating budget comes from farebox revenues ($2.2 million), local government dues ($12.6 million), and federal/ miscellaneous funds ($2.5 million). CATA operates 49 buses in peak-hour service, on 22 regular fixed routes, four express routes, a demand-responsive service (Links paratransit), and 5 River Rail streetcars (3 in peak hour service and 5 total).

The River Rail Vintage Streetcar project was completed in 2004. The first phase of River Rail operated on 2.5 miles of track in Little Rock and North Little Rock. The route uses President Clinton Avenue and Second Street between Spring and River Market Avenue, and Third Street between River Market Avenue and World Avenue in Little Rock, and Main Street, Seventh Street, Maple Street, and Broadway Street in North Little Rock, with 15 stops along the route.

Figure 14 shows the route of the River Rail. As part of the River Rail Project, CATA constructed a maintenance and storage facility for the trolleys at 100 East Bishop Lindsey in North Little Rock. CATA began with three vintage rail trolley cars, and have since acquired two more. All trolleys are accessible to persons with disabilities and are air conditioned. Phase 2 of the River Rail Project, the .9 mile extension to the Clinton Presidential Library and Heifer International, was completed in February 2007 for a total of 3.4 miles of track in the River Rail system.

FIGURE 15: RIVER RAIL ROUTE SYSTEM



Airports

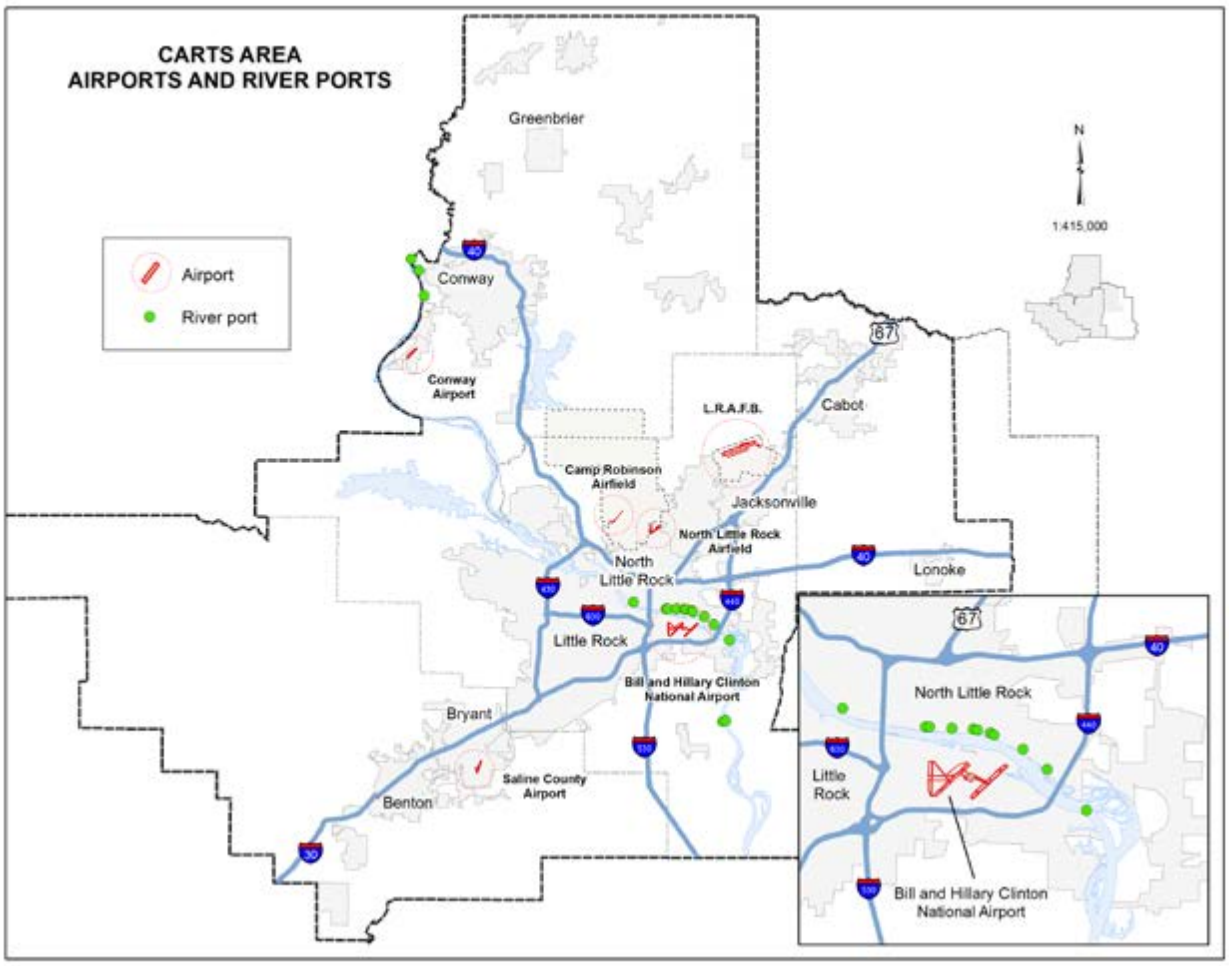
There are four general aviation airports and one military airbase located within the CARTS area: Conway Airport, Little Rock Air Force Base, Bill and Hillary Clinton National Airport, North Little Rock Airport, and the Saline County Airport, which are displayed in Figure 1. In addition to these airports, there are several privately owned airports and an airstrip at Camp Robinson, which are all located in the CARTS Area.

Bill and Hillary Clinton National Airport (Adams Field) is located three miles from downtown Little Rock and encompasses some 1,400 acres. The airport complex includes facilities for public parking, commercial airlines, air cargo, general aviation, and aircraft related business. Bill and Hillary Clinton National Airport is served by six major airlines with non-stop service to 14 airports, which are listed in Table 27.

TABLE 20: NON-STOP SERVICE FROM LITTLE ROCK NATIONAL (JUNE 2015)

Atlanta	Dallas/Fort Worth	Las Vegas
Baltimore/Washington	Dallas - Love Field	Los Angeles
Charlotte	Denver	Orlando
Chicago Midway	Detroit	Phoenix
Chicago O'Hare	Houston	

FIGURE 16: CARTS AREA AIRPORTS AND RIVER PORTS



River and Ports

In 2013, total enplanements at Bill and Hillary Clinton National Airport were 1,055,608; marking about a 5.02% decrease from the 2012 enplanements. This slight decrease in 2010 was not experienced throughout the US, as the nation saw a 1.9% increase in passengers between 2009 and 2010 according to the Bureau of Transportation Statistics.

FIGURE 17: LITTLE ROCK NATIONAL AIRPORT ANNUAL ENPLANMENTS 1996-2013

The McClellan-Kerr Arkansas River Navigation System

The McClellan-Kerr Arkansas River Navigation System provides a channel from the Mississippi River northwest to Port of Catoosa, fifteen miles east of Tulsa, Oklahoma, on the Verdigris River. The McClellan-Kerr Navigation System was opened in 1969 and consists of eighteen lock chambers that were installed at a cost of $700 million. These locks lift barges 420 feet along the 448 mile route; individual locking heights vary from 14 to 54 feet. There are three locks located in the CARTS area, Murray Lock and Dam, David D. Terry Lock and Dam, and the Toad Suck Lock and Dam. The navigation system has a minimum depth of nine feet and a width of 250 feet.

Figure 18 shows the amount of tonnage transported on the entire McClellan – Kerr Navigation System by year from 2000-2014. The annual amount of tonnage has increased 3.3 percent from 11.7 million in 1996 to 12.0 million in 2008. Major commodity movements on the river include sand/gravel/rock, industrial and energy resource commodities, and others. Figure 20 depicts the percentages of these movements for 2014.

FIGURE 18:COMMODITY SHIPMENTS MCCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM 2000-2014

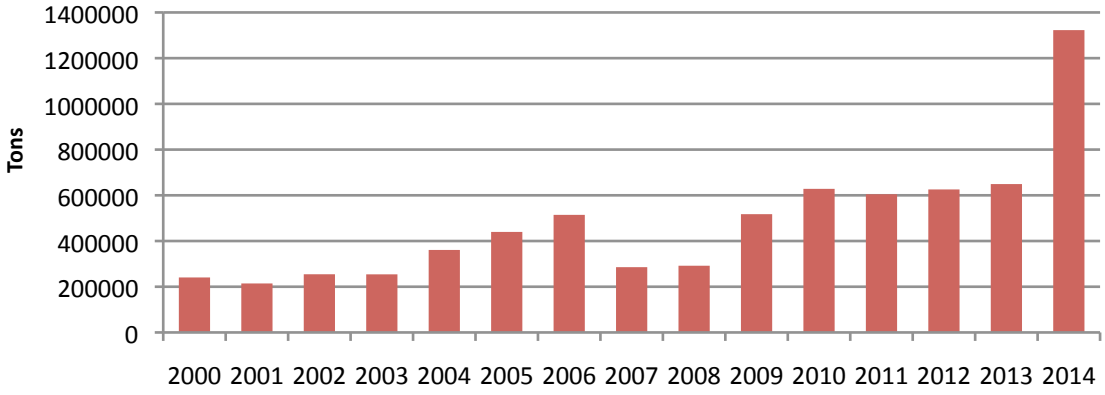


FIGURE 19:NUMBER OF BARGES MCCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM 2000-2014

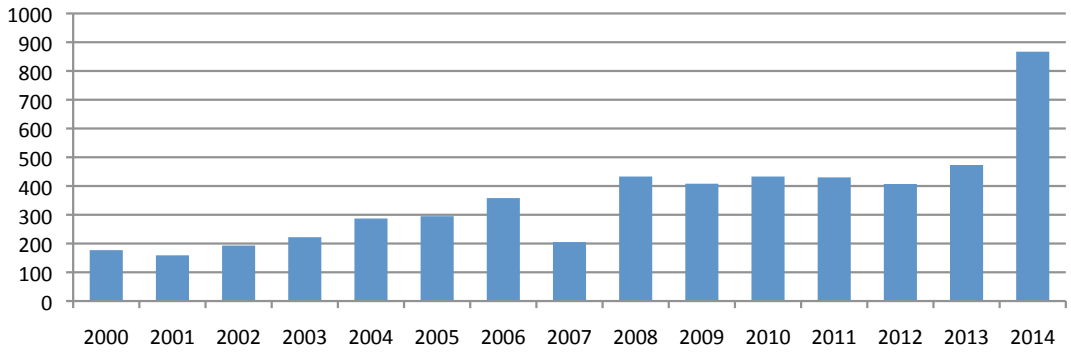
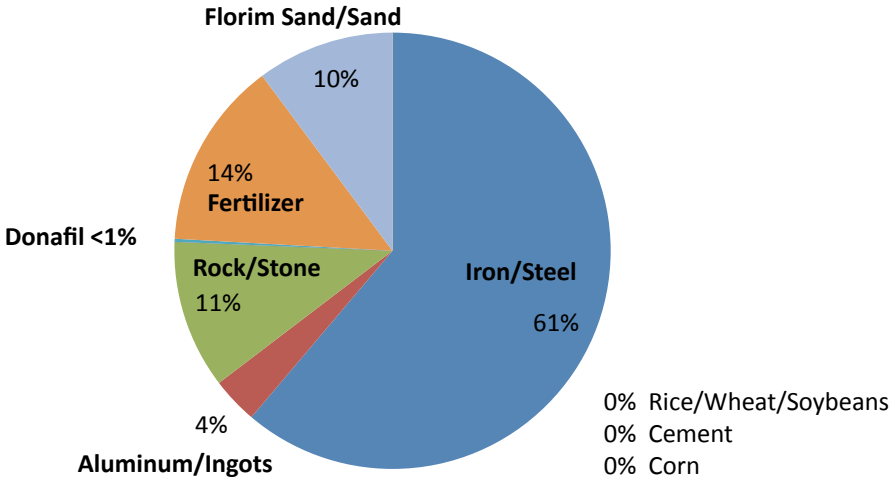


FIGURE 20: TOTAL COMMODITY SHIPMENTS BY PERCENT MCCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM 2014



There are 16 public and private ports on the Arkansas River and Cadron Creek in the CARTS area. Table 28 lists the ports in the area by name and can be located geographically in Figure 15.

TABLE 21: CARTS AREA PORTS

Little Rock	North Little Rock	Conway
• Pentzien Inc. Mooring • Pentzien Inc. Yard • Port of Little Rock Public Terminal	• Arkansas Valley Dredging Co., Inc. • Entergy Lynch Station S.F.I. Dock • Southern Farmers Association Dock • Oakley Port • Petroleum Fuel and Terminal Co. Dock • Dry Dock, Inc.	• Sun Pipeline Company Dock • Jeffery Sand Company Dock #3 • Souter Construction Company Inc. Mooring Facility

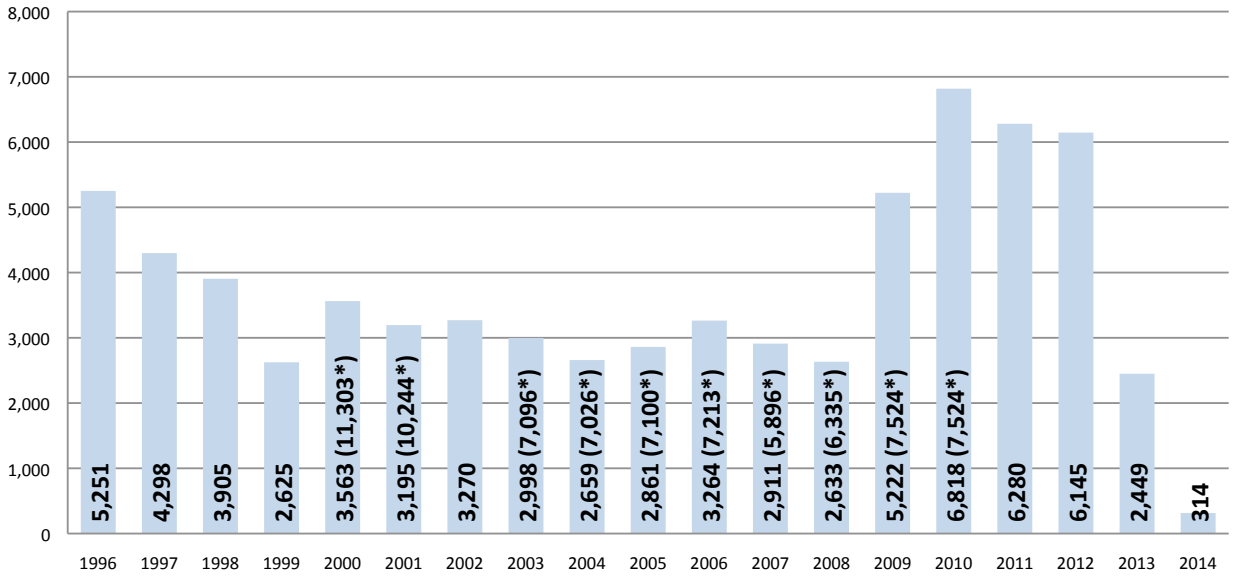
Little Rock Port

The Little Rock Port is the largest port in the area with 1,500 acres. The port includes industrial and warehousing development along with intermodal operations among rail, truck, and barge. Industrial activities that involve truck and rail access currently predominate, although barge related activity exists as well.

The Little Rock Port Authority Railroad serves 40 major industries in the Port Industrial Park. Although an important hub for rail transportation, outbound freight has reduced considerably. In 2014, the Little Rock Port Authority Railroad handled 314 cars, a substantial reduction from 6,818 cars it handled in 2010. Figure 19 shows the annual number of cars handled from 1996-2014. While the port experienced an increase in the volume of cars beginning in 2009, the increase was partially attributed to Welspun Corporation, an India-based pipe manufacturer, opening a 740-acre manufacturing facility adjacent to the Little Rock Port Authority. However, since 2012, the railroad authority has experienced a sharp reduction in cars switched. This decline in outbound freight may be attributed to a sharp decline in output at the Welspun facility during the same timeframe.

FIGURE 21: CARS HANDLED ANNUALLY LITTLE ROCK PORT AUTHORITY RAILROAD 1996-2014

***Reflects Burlington Northern Santa Fe (BNSF) blocking. LR Port Authority makes up trains for BNSF.**



Source:Little Rock Port Authority

Car Foreign Trade Zone-14 is located in the Port Authority Industrial Park. A Foreign Trade Zone (FTZ) is a site within the United States, in or near a US Customs port of entry, where foreign and domestic merchandise is generally considered to be in international commerce. The United States Congress created this program to stimulate international trade and thereby create jobs and investment in the U.S. rather than abroad. The advantage to having a Foreign Trade Zone is that imported goods can be stored or processed without payment of U.S. Customs duties until the goods are moved out of the zone at the point of retail. Little Rock is also a U.S. Customs Port of Entry for freight and passengers with immigration officials on call.

There is extensive truck activity related to the port and adjacent industrial/warehousing operations. Truck access is provided via Fourche Dam Pike and Lindsey Road interchanges with Interstate I-440. Both of these roads have at-grade crossings with the port railroad.

Railroads and Trucking

Both Union Pacific (UP) and Burlington Northern Santa Fe (BNSF) Railroads provide service to the CARTS area. However, only Union Pacific has infrastructure within the CARTS area. Union Pacific's operational hub in Arkansas is located in North Little Rock. North Little Rock is home to the $40 million Downing B. Jenks Locomotive Repair Shop, the largest in UP's system, and the second largest freight car classification yard in UP's system. The railroad classification yard processes approximately 1,200 cars per day. Each of the railroad lines in the area is a part of one of four subdivisions in central Arkansas, which can be seen in Figure 22.

FIGURE 22: CARTS AREA UNION PACIFIC RAILROAD LINES

Because the operational hub is located in North Little Rock, Union Pacific has the most miles of track in Pulaski County, with 66, followed by Saline, Faulkner, and Lonoke for a total of 120 miles. Annually, nearly 90 million gross ton-miles are shipped through the CARTS area by rail. Table 29 summarizes this data and shows the average daily train counts on each subdivision in the CARTS area.

TABLE 22: UNION PACIFIC RAILROAD ROUTE MILES AND SHIPMENTS IN THE CARTS AREA

County	Subdivision	Station	Station	Milepost	Milepost	Miles	Average Daily Train Counts	Average Annual Ton-Miles (millions)
Pulaski	Hoxie	Jacks Bayou	N. Little Rock	329.16	343.6	14.44	29	18.38
	Little Rock	N. Little Rock	Bryant	343.6	358.84	15.24	20.3	7.24
	Van Buren	Palarm Creek	N. Little Rock	359.5	344.12	15.38	11.1	4
	White Bluff	Little Rock	Hensley	305.14	326.34	21.2	8.6	27.89
Saline	Little Rock	Bryant	Malvern	358.84	379.9	21.06	21	10.01
Lonoke	Hoxie	Beebe	Jacks Bayou	315.71	329.16	13.45	29	17.12
Faulkner	Van Buren	Conway	Palarm Creek	378.9	359.5	19.4	11.1	5.07
Total						**120.17**	**69.7**	**89.71**

Source: Union Pacific Railroad

The railroad lines run through several densely populated areas, particularly in Little Rock and North Little Rock, where grade crossings are very prevalent. Pulaski County contains 212 grade crossings, while the remaining counties have significantly fewer. Many of these grade crossings do not have any warning devices, but some of these crossings may have a grade separation between the railroad and the roadway. Gates, stop signs, and cross-bucks were the other commonly used warning devices in the CARTS area and many of these grade crossings have two types of warning devices. The number of grade crossing warning devices is listed by county in Table 30.

TABLE 23: CARTS AREA RAILROAD GRADE CROSSING WARNING DEVICES 2014

County	Total	Principal Warning Device				
		Cross bucks	Stop signs	HWTS, WW, Bells	Flashing lights	Gates
FAULKNER	26	5	4	1	3	13
LONOKE	53	4	29	6	3	3
PULASKI	157	6	66	13	7	0
SALINE	14	2	1	1	1	9
Total	250	17	100	21	14	25

Source: Federal Railroad Administration- Office of Safety Analysis http://safetydata.fra.dot.gov/OfficeofSafety/publicsite/Query/PublicGradeCrossingInventoryByStateCounty.aspx

The CARTS area is served by five major interstate highways: I-30, I-40, I-430, I-630, and I-440. I-30 and I-40 both serve as major commercial routes carrying significant truckloads through the area. The remaining three interstates serve as connectors between I-30 and I-40. In addition, I-440 serves the Little Rock Port Authority and industrial area near Little Rock, which encourages additional truck traffic.

There are more than 60 franchised motor carriers in the CARTS area. These motor carriers provide regular route, common carrier service to destination points across the United States. Each motor carrier has local freight terminals providing daily delivery, pick-up, and drop-ship service.

Pipelines

Pipeline transportation uses transmission pipelines to transport products such as crude oil, natural gas, refined petroleum products and slurry.

Arkansas' flowable bulk system consists of natural gas, oil and product pipelines. Several large fuel storage terminals are linked to refineries by pipelines. The central Arkansas pipeline/fuel storage complex is located in North Little Rock on Central Airport Road. Figure 23 shows the location of the central Arkansas pipeline/fuel storage complex and Arkansas pipelines.

FIGURE 23. PIPELINE CORRIDORS AND FUEL STORAGE TERMINAL

Improving Area Mobility

The transportation system serving the CARTS are can be described primarily as privately owned vehicles operating on transportation facilities provided with government assistance. Because area mobility is so dependent on an adequate and safe roadway system, the traditional emphasis of the CARTS effort has been directed towards traditional roadway improvements. New efforts are being made in the areas of ITS, pedestrian and bikeway facilities and transit.

Transportation Improvement Program (TIP)

The TIP is the tool by which projects identified in the long-range transportation plan may be advanced. It is the short-range program of transportation improvements for the CARTS area. Although the TIP identifies all area transportation improvements funded with US Department of Transportation assistance as a federal requirement, the CARTS TIP also includes many other projects funded by local sources to fully describe the extent of local transportation investments.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) use information and communication technology to improve the traffic flow, mobility, economic vitality, safety, environmental impacts, and services provided to travelers. The CARTS area ITS plan was developed in the early 2000s, adopted in June of 2002, and was updated to reflect changes in the CARTS area and advanced technology in October of 2010. The CARTS ITS plan focuses on regional travel information systems, freeway and incident management systems, transit management systems, advanced traffic control systems, and highway rail intersections. These specific application areas should allow the capacity of the existing system to be maximized.

Street Fund Accounts

Revenue sources vary between jurisdictions. Expenditures also vary from jurisdiction to jurisdiction, but the basic categories include, personnel, maintenance and operations and capital outlays.

TABLE 25: TRANSPORTATION IMPROVEMENT PROGRAM
PROJECT SPECIFIC FY 2013-2016

State Projects (Specific)

Job / Item Number	County	Route	Section	Log Mile	Length	Termini / Name	Type Work	Providing Matching Funds	Carrying Out The Project	Tip Area	Let Year	Estimated Cost (x $1,000)
BB0602	Saline	030	22	107.60	2.90	Hwy. 70-West (West Bound Lanes) (F)	Rehabilitation	State	State	CARTS	2015	8,901
BB0604	Pulaski	040	33	153.10	1.70	I-30/I-40 Intchng.-Hwy. 67 (F)	Rehabilitation	State	State	CARTS	2016	22,749
BB0614	Pul & Saline	530	01	8.80	7.50	Bingham Rd.-Grant Co. Line (F)	Rehabilitation	State	State	CARTS	2013	9,111
BB0611	Pulaski	440	01	2.70	3.00	I-30-Ark. River Bridge (F)	Rehabilitation	State	State	CARTS	2016	25,042
BB0613	Pulaski	530	01	-	8.50	I-30-Bingham Rd. (F)	Rehabilitation	State	State	CARTS	2014	37,961
061134	Saline	005	08	2.12		Hurricane Creek Str. & Apprs. (S)	Strs. & Apprs.	State	State	CARTS	2015	1,220
061335*	Saline	005	08	2.70	1.10	Springhill Rd.-Hwy. 183 (Bryant) (S)	Major Widening	State	State	CARTS	2015	12,000
061331*	Pulaski	010	08	5.05	3.20	Taylor Loop-Pleasant Valley Dr. (Ph. I) (S)	Major Widening	State	State	CARTS	2016	15,000
061194	Pulaski	010	08	10.20	0.65	Mississippi Ave.-Perryville Rd. (Hwy. 10) (L.R.) (S)	Major Widening	State	State	CARTS	2013	3,000
080397	Faulkner	025	00	-	1.22	Hwy. 25 Relocation (I-40-North) (S)	New Location	State	State	CARTS	2014	6,000
080411*	Faulkner	040	32	125.38	4.78	Palarm Creek-West (Widening) (F)	Major Widening	State	State	CARTS	2013	25,800
012145*	Faulk & Pulaski	040	32	138.06	4.31	Palarm Creek-Hwy. 365 (Widening) (F)	Major Widening	State	State	CARTS	2013	18,200
080395	Faulkner	040	32	138.00	0.84	Conway South Interchange-Hwy. 365 (Grading & Strs.) (F)	New Location	Local	State	CARTS	2013	16,957
080396	Faulkner	040	32	138.00	0.84	Conway South Interchange-Hwy. 365 (Base & Surf.) (F)	New Location	Local	State	CARTS	2014	4,374
061317*	Pulaski	040	33	142.37	5.63	Hwy. 365-I-430 (Widening) (Phase I) (F)	Major Widening	State	State	CARTS	2014	23,000
060897**	Lonoke	040	41	171.16		I-40/Hwy. 89 Intchg. (Lonoke) (F)	Interchange	State/Local	State	CARTS	2013	7,062
012155*	Faulk & White	064	09	16.71	7.14	Vilonia Bypass-East (S)	Major Widening	State	State	CARTS	2015	25,000
061334*	Pul & Lonoke	067	10	8.41	11.80	Jacksonville-Cabot (Ph. I) (F)	Capacity Impvts.	State	State	CARTS	2016	15,000
061276	Pulaski	067	10	8.61		Redmond Rd. & Main St. Strs. & Apprs. (Jacksonville) (F)	Strs. & Apprs.	State	State	CARTS	2013	17,300
061330*	Gar & Saline	070	09	3.30	17.60	Hot Springs-I-30 (Ph. I) (S)	Major Widening	State	State	HSA-MPO/CARTS	2015	20,000
061277	Pulaski	070	12	5.57		Union Pacific RR Str. & Apprs. (Roosevelt Rd.) (LR) (S)	Strs. & Apprs.	State	State	CARTS	2014	7,400
080457	Faulkner	089	05	1.47		UPRR Overpass & Realign. (Mayflower) (S)	Strs. & Apprs.	State	State	CARTS	2016	15,000
061349	Saline	183	01	5.05		Bauxite & Northern RR Spur Str. & Apprs. (S)	Strs. & Apprs.	State	State	CARTS	2015	1,640
080426**	Faulkner	285	01	4.40	5.40	Bono-Hwy. 124 (Rehab.) (S)	Rehabilitation	State	State	CARTS	2014	4,000
061348	Pulaski	365	11	13.81		UPRR/Parkway Dr. Str & Apprs. (S)	Strs. & Apprs.	State	State	CARTS	2015	6,000
060395	Pulaski	367	13	9.87		Union Pacific RR Overpass (Arch St.) (LR) (S)	Strs. & Apprs.	State	State	CARTS	2014	6,400
061332*	Pulaski	430	21	0.11		I-30/I-430 Interchange Impvt. (L.R.) (F)	Interchange	State	State	CARTS	2014	12,000
061333	Pulaski	430	21	9.05		I-430/Hwy. 10 Interchange Impvt. (L.R.) (F)	Interchange	State	State	CARTS	2014	11,000
012---	Various					Ozone Action Days		Local	Local	CARTS	2013	60
012---	Various					Ozone Action Days		Local	Local	CARTS	2014	60
012---	Various					Ozone Action Days		Local	Local	CARTS	2015	60
012---	Various					Ozone Action Days		Local	Local	CARTS	2016	60
061---	Pulaski	440			12.8	Hwy 67 - I-440 West (Northbelt Freeway)	Tolling Feasibility Study	State	State	CARTS	2013	500
061275***	Pulaski	070	12	8.67		Arkansas River Str. & Apprs. (Broadway) (LR/NLR) (F)	Strs. & Apprs.	State	State	CARTS	2013	58,000

Job / Item Number	BR	Earmark	ENH	ER	FH	HSIP	402 Safety	BOND/IM	IM	SRTS	LOCAL	STATE LOCAL	NHS	STP	PL	REC TRAILS	RRP	STATE MATCH	100% STATE	STP < 200K	STP > 200K	CMAQ FLEX	CMAQ AQ
BB0602								8,901															
BB0604									20,474									2,275					
BB0614								9,111															
BB0611									22,538									2,504					
BB0613								37,961															
061134	976																	244					
061335*														9,600				2,400					
061331*														12,000				3,000					
061194						2,700					300												
080397											2,121			3,000							879		
080411*														20,640				5,160					
012145*														4,560				3,640				10,000	
080395		779									6,918		8,046					43			1,171		
080396											2,187		2,187										
061317*													8,400					4,600				10,000	
060897**		3,822									1,012		1,600					400			228		
012155*													20,000					5,000					
061334*																		3,000				12,000	
061276	13,840																	3,460					
061330*													16,000					4,000					
061277	5,920																	1,480					
080457														8,000			4,500	2,500					
061349	1,312																	328					
080426**														3,200				800					
061348	4,800																	1,200					
060395	5,120																	1,280					
061332*																		2,400				9,600	
061333													8,800					2,200					
012---											12											48	
012---											12											48	
012---											12											48	
012---											12											48	
061---																		100			250	150	
061275***	46,400																	11,600					

* Part of amendment 1 to Metro 2030.2

** Outside Metro 2030.2 study area, included in study area expansion in 2011

*** Additional funds to meet local goals of constructing twin arch bridge will be provided based on a cost-sharing agreement with local governments.

TABLE 26: TRANSPORTATION IMPROVEMENT PROGRAM ATTRIBUTED FY 2013-2016

Job / Item Number	County	Route	Section	Log Mile	Length	Termini / Name	Type Work	Providing Matching Funds	Carrying Out The Project	Tip Area	Let Year	Estimated Cost (x $1,000)	BR	Earmark	ENH	ER	FH	HSIP	402 Safety	BOND/IM	IM	SRTS	LOCAL	STATE LOCAL	NHS	STP	PL	REC TRAILS	RRP	STATE MATCH	100% STATE	STP < 200K	STP > 200K	CMAQ FLEX
061294	Pulaski	CS				McCain Rail Grade Separation	Railgrade Separation	Local	Local	CARTS	2013	11,185		2,893									2,237										6,055	
061295	Pulaski	CS				Maryland Avenue Impvts. & Extension (Sherwood)	Widening	Local	Local	CARTS	2013	405											81										324	
080397	Faulkner	025	00	-	1.22	Hwy. 25 Relocation (I-40-North) (S)	New Location	State	State	CARTS	2014	6,000											2,121			3,000							879	
012----	Various					CARTS Regional Strategic Network (Optimization Improvements)	TBD	Local	Local	CARTS	2013	313											63										250	
012152	Various					CARTS Metro 2040 Long-Range Plan Consultants	Planning	Local	Local	CARTS	2013	350											70										280	
060630	Various					CARTS Planning	Planning	Local	Local	CARTS	2013	225											45										180	
061297	Saline	CS			1.8	I-30-Sidell Road (Alcoa Rd) (Saline Co.)	UPE/ROW	Local	Local	CARTS	2013	1,065											213										852	
012----	Various					CARTS Regional Strategic Network (Optimization Improvements)	TBD	Local	Local	CARTS	2014	8,125											1,625										6,500	
061297	Saline	CS			1.8	I-30-Sidell Road (Alcoa Rd) (Saline Co.)	Utilities	Local	Local	CARTS	2014	2,788											558										2,230	
060630	Various					CARTS Planning	Planning	Local	Local	CARTS	2014	250											50										200	
061297	Saline	CS			1.8	I-30-Sidell Road (Alcoa Rd) (Saline Co.)	Major Widening	Local	Local	CARTS	2015	11,000											2,200										8,800	
012----	Various					CARTS Regional Strategic Network (Optimization Improvements)	TBD	Local	Local	CARTS	2015	375											75										300	
060630	Various					CARTS Planning	Planning	Local	Local	CARTS	2015	250											50										200	
012----	Various					CARTS Regional Strategic Network (Optimization Improvements)	TBD	Local	Local	CARTS	2016	3,875											775										3,100	
060630	Various					CARTS Planning	Planning	Local	Local	CARTS	2016	250											50										200	
060897	Lonoke	040	41	171.16		I-40/Hwy. 89 Intchg. (Lonoke) (F)	Interchange	State/Local	State	CARTS	2013	7,062		3,822									1,012		1,600					400			228	
060907	Pulaski	CS				Geyer Springs R.R. Grade Separation (L.R.) (PE) (S)	RR Xing (PE)	Local	Local	CARTS	2014	734		587									147											
060907	Pulaski	CS				Geyer Springs R.R. Grade Separation (L.R.) (PE) (S)	RR Xing (ROW/Utilities)	Local	Local	CARTS	2015	2,500											500										2,000	
060907	Pulaski	CS				Geyer Springs R.R. Grade Separation (L.R.) (PE) (S)	RR Xing (Railgrade Separation	Local	Local	CARTS	2016	7,500											1,500										6,000	
080396	Faulkner	040	32	138.00		Conway South Interchange-Hwy. 365 (Base & Surf.) (F)	New Location	Local	State	CARTS	2014	4,374											2,187		2,187									
080395	Faulkner	040	32	138.00	2.3	Conway South Interchange-Hwy. 365 (Grading & Strs.) (F)	New Location	Local	State	CARTS	2013	16,957		779									6,918		8,046					43			1,171	
080430	Faulkner	CS			0.51	Hwy. 365-Sturgis Rd. (Gr. & Strs.) (S)	New Location	Local	Local	CARTS	2013	6,140											6,140											
080431	Faulkner	CS			0.51	Hwy. 365-Sturgis Rd. (Bs. & Surf.) (S)	New Location	Local	Local	CARTS	2014	3,300											3,300											
061---	Pulaski	440			12.8	Hwy 67 - I-440 West (Northbelt Freeway)	Tolling Feasibility Study	State	State	CARTS	2013	500																		100			250	150

TABLE 27: TRANSPORTATION IMPROVEMENT PROGRAM
STATEWIDE FY 2013-2016

Statewide Projects

Job / Item Number	County	Route	Section	Log Mile	Length	Termini / Name	Type Work	Providing Matching Funds	Carrying Out The Project	Tip Area	Let Year	Estimated Cost ($1,000)	BR	Earmark	ENH	ER	FH	HSIP	402 Safety	BOND/IM	IM	SRTS	LOCAL	STATE LOCAL	NHS	STP	PL	REC TRAILS	RRP	STATE MATCH	STP < 100% STATE	STP < 200K	STP > 200K	CMAQ FLEX
XX2013-17	Various					Various Signals and Intersection Improvements	Safety & Traf Eng	State/Local	State	"All - See Note	2013	2,500												500								2,000		
XX2014-17	Various					Various Signals and Intersection Improvements	Safety & Traf Eng	State/Local	State	"All - See Note	2014	2,500												500								2,000		
XX2015-17	Various					Various Signals and Intersection Improvements	Safety & Traf Eng	State/Local	State	"All - See Note	2015	2,500												500								2,000		
XX2016-17	Various					Various Signals and Intersection Improvements	Safety & Traf Eng	State/Local	State	"All - See Note	2016	2,500												500								2,000		
XX2013-01	Statewide					IRP Debt Service	Various	State	State	All MPOs	2013	59,437									59,437													
XX2013-02	Statewide					Various Resurf / Restration / Rehab / Reconstruction	4-R	State	State	All MPOs	2013	5,200									1,000				1,600	1,600			1,000					
XX2013-03	Statewide					Various Bridge Rehab / Replacement	Str. & Apprs	State/Local	State/Local	All MPOs	2013	2,000	1,600											400										
XX2013-04	Statewide					Bridge Guard Rail / Scour Control / Inspection	Miscellaneous	State/Local	State	All MPOs	2013	1,000	800											200										
XX2013-05	Statewide					RR Xing Protect Devices / Surfacing / Hazard Elim	Safety	State/RR	State/RR	All MPOs	2013	3,310														300			2,979	331				
XX2013-07	Statewide					Various Bridge Rehab / Replacement Type Projects	Enhancement	State/Local	State/Local	All MPOs	2013	10,000			8,000								2,000											
XX2013-08	Statewide					Various Safe Routes to School Projects	Enhancement	N/A	State/Local	All MPOs	2013	1,400										1,400												
XX2013-10	Statewide					Various Trail Projects	Enhancement	Local	Local	All MPOs	2013	1,000											200					800						
XX2013-11	Statewide					Var Resurf / Restore / Rehab / Reconst / BR Repl / BR Rehab on County Roads	4-R / Strs. & Apprs	State	State	All MPOs	2013	7,459											1,492			5,967								
XX2013-12	Statewide	CR				Various Bridge Rehab / Replacement on County Roads	Str. & Apprs	State	State	All MPOs	2013	4,625	3,700										925						402	822					1,023
XX2013-13	Statewide					Right-of-Way / Utilities / CENG		State/Local	State	All MPOs	2013	80,364	4,880								20,000			11,684	15,825	22,872								
XX2013-14	Statewide					Bridge Painting	Miscellaneous	State	State	All MPOs	2013	3,000	2,400													300								
XX2013-18	Statewide					Motor Fuel Tracking System	Miscellaneous	State	State	All MPOs	2013	300																	2,007	600				
XX2013-19	Statewide	VAR				Various Statewide Safety Improvements		State	State	All MPOs	2013	31,455						15,500	13,948															
XX2014-01	Statewide					IRP Debt Service	Various	State	State	All MPOs	2014	77,974									77,974													
XX2014-02	Statewide					Various Resurf / Restration / Rehab / Reconstruction	4-R	State	State	All MPOs	2014	5,200									1,000				1,600	1,600			1,000					
XX2014-03	Statewide					Various Bridge Rehab / Replacement	Str. & Apprs	State/Local	State/Local	All MPOs	2014	2,000	1,600											400										
XX2014-04	Statewide					Bridge Guard Rail / Scour Control / Inspection	Miscellaneous	State/Local	State	All MPOs	2014	1,000	800											200										
XX2014-06	Statewide					RR Xing Protect Devices / Surfacing / Hazard Elim	Safety	State/RR	State/RR	All MPOs	2014	3,471																	3,124	347				
XX2014-07	Statewide					Various Enhancement Type Projects	Enhancement	State/Local	State/Local	All MPOs	2014	10,000			8,000								2,000											
XX2014-08	Statewide					Various Safe Routes to School Projects	Enhancement	N/A	State/Local	All MPOs	2014	1,400										1,400												
XX2014-10	Statewide					Various Trail Projects	Enhancement	Local	Local	All MPOs	2014	1,000											200					800						
XX2014-11	Statewide					Var Resurf / Restore / Rehab / Reconst / BR Repl / BR Rehab on County Roads	4-R / Strs. & Apprs	State	State	All MPOs	2014	7,459											1,492			5,967								
XX2014-12	Statewide	CR				Various Bridge Rehab / Replacement on County Roads	Str. & Apprs	State	State	All MPOs	2014	4,625	3,700										925						402	822					1,023
XX2014-13	Statewide					Right-of-Way / Utilities / CENG	Various	State/Local	State	All MPOs	2014	78,754	4,880					2,347	1,371		18,390			11,684	15,825	22,872										
XX2014-14	Statewide					Bridge Painting	Miscellaneous	State	State	All MPOs	2014	3,000	2,400													300								
XX2014-16	Statewide					Motor Fuel Tracking System	Miscellaneous	State	State	All MPOs	2014	300																	2,105	600				
XX2014-19	Statewide	VAR				Various Statewide Safety Improvements		State	State	All MPOs	2014	35,397						18,947	14,345															
XX2015-01	Statewide					IRP Debt Service	Various	State	State	All MPOs	2015	22,311									22,311													
XX2015-02	Statewide					Various Resurf / Restration / Rehab / Reconstruction	4-R	State	State	All MPOs	2015	5,200									1,000				1,600	1,600			1,000					
XX2015-03	Statewide					Various Bridge Rehab / Replacement	Str. & Apprs	State/Local	State/Local	All MPOs	2015	2,000	1,600											400										
XX2015-04	Statewide					Bridge Guard Rail / Scour Control / Inspection	Miscellaneous	State/Local	State/Local	All MPOs	2015	1,000	800											200										
XX2015-05	Statewide					RR Xing Protect Devices / Surfacing / Hazard Elim	Safety	State/RR	State/RR	All MPOs	2015	3,639																	3,275	364				
XX2015-07	Statewide					Various Enhancement Type Projects	Enhancement	State/Local	State/Local	All MPOs	2015	10,000			8,000								2,000											
XX2015-08	Statewide					Various Safe Routes to School Projects	Enhancement	N/A	State/Local	All MPOs	2015	1,400										1,400												
XX2015-10	Statewide					Various Trail Projects	Enhancement	Local	Local	All MPOs	2015	1,000											200					800						
XX2015-11	Statewide					Var Resurf / Restore / Rehab / Reconst / BR Repl / BR Rehab on County Roads	4-R / Strs. & Apprs	State	State	All MPOs	2015	7,459											1,492			5,967								
XX2015-12	Statewide	CR				Various Bridge Rehab / Replacement on County Roads	Str. & Apprs	State	State	All MPOs	2015	4,625	3,700										925						402	822					1,023
XX2015-13	Statewide					Right-of-Way / Utilities / CENG	Various	State/Local	State	All MPOs	2015	71,364	4,880					2,347	1,371		11,000			11,684	15,825	22,872										
XX2015-14	Statewide					Bridge Painting	Miscellaneous	State	State	All MPOs	2015	3,000	2,400													300								
XX2015-15	Statewide	VAR				Motor Fuel Tracking System	Miscellaneous	State	State	All MPOs	2015	300																	2,207	600				
XX2015-19	Statewide					Various Statewide Safety Improvements		State	State	All MPOs	2015	38,827						19,863	14,757															
XX2016-01	Statewide					IRP Debt Service	Various	State	State	All MPOs	2016	39,411									39,411													
XX2016-02	Statewide					Various Resurf / Restration / Rehab / Reconstruction	4-R	State	State	All MPOs	2016	5,200									1,000				1,600	1,600			1,000					
XX2016-03	Statewide					Various Bridge Rehab / Replacement	Str. & Apprs	State/Local	State/Local	All MPOs	2016	2,000	1,600											400										
XX2016-04	Statewide					Bridge Guard Rail / Scour Control / Inspection	Miscellaneous	State/Local	State	All MPOs	2016	1,000	800											200										
XX2016-06	Statewide					RR Xing Protect Devices / Surfacing / Hazard Elim	Safety	State/RR	State/RR	All MPOs	2016	3,814																	3,432	382				
XX2016-07	Statewide					Various Enhancement Type Projects	Enhancement	State/Local	State/Local	All MPOs	2016	10,000			8,000								2,000											
XX2016-08	Statewide					Various Safe Routes to School Projects	Enhancement	N/A	State/Local	All MPOs	2016	1,400										1,400												
XX2016-10	Statewide					Various Trail Projects	Enhancement	Local	Local	All MPOs	2016	1,000											200					800						
XX2016-11	Statewide					Var Resurf / Restore / Rehab / Reconst / BR Repl / BR Rehab on County Roads	4-R / Strs. & Apprs	State	State	All MPOs	2016	7,459											1,492			5,967								
XX2016-12	Statewide	CR				Various Bridge Rehab / Replacement on County Roads	Str. & Apprs	State	State	All MPOs	2016	4,625	3,700										925						402	822					1,023
XX2016-13	Statewide					Right-of-Way / Utilities / CENG	Various	State/Local	State	All MPOs	2016	62,739	4,880					2,347	1,371		2,375			11,684	15,825	22,872										
XX2016-14	Statewide					Bridge Painting	Miscellaneous	State	State	All MPOs	2016	3,000	2,400													300								
XX2016-18	Statewide					Motor Fuel Tracking System	Miscellaneous	State	State	All MPOs	2016	300																	2,313	600				
XX2016-19	Statewide	VAR				Various Statewide Safety Improvements		State	State	All MPOs	2016	38,313						20,815	15,185															

TABLE 28: TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT FY 2013-2016

Job / Item Number	County	Route	Section	Log Mile	Length	Termini / Name	Type Work	Providing Matching Funds	Carrying Out The Project	Trip Area	Let Year	Estimated Cost ($1,000) (x	LOCAL	100% STATE	FTA-5307	FTA-5308	FTA-5309	FTA-5310	FTA-5311	FTA-5316	FTA-5317	FFY TRANSIT APPR
109FTA	Statewide					Bus and Bus Facilities	Transit	Local	Local	All MPOs	2013	3,750	750				3,000					2012
110FTA	Statewide					Elderly Persons and Persons with Disabilities	Transit	Local	Local	All MPOs	2013	1,893	378					1,514				2012
111FTA	Statewide					Non-Urbanized	Transit	Local	Local	All MPOs	2013	18,222	7,289						10,933			2012
116FTA	Statewide					Job Access Reverse Commute	Transit	Local	Local	All MPOs	2013	3,023	1,209							1,814		2012
117FTA	Statewide					New Freedom	Transit	Local	Local	All MPOs	2013	1,623	649								974	2012
110FTA	Statewide					Elderly Persons and Persons with Disabilities	Transit	Local	Local	All MPOs	2014	1,883	378					1,514				2013
111FTA	Statewide					Non-Urbanized	Transit	Local	Local	All MPOs	2014	18,222	7,289						10,933			2013
116FTA	Statewide					Job Access Reverse Commute	Transit	Local	Local	All MPOs	2014	3,023	1,209							1,814		2013
117FTA	Statewide					New Freedom	Transit	Local	Local	All MPOs	2014	1,623	649								974	2013
200PTF	Statewide					Public Transit Trust Fund	Transit	Local	Local	All MPOs	2013	3,750		3,750								2013
200PTF	Statewide					Public Transit Trust Fund	Transit	Local	Local	All MPOs	2014	3,750		3,750								2013
201TLS	Statewide					Translease	Transit	Local	Local	All MPOs	2013	775	775									2013
201TLS	Statewide					Translease	Transit	Local	Local	All MPOs	2014	775	775									2013
CATA01	Pulaski					Rolling Stock	Transit	Local	Local	CARTS	2013	1,355	271		1,084							2013
CATA02	Pulaski					Bus Support Equipment/Facilities	Transit	Local	Local	CARTS	2013	368	74		294							2013
CATA03	Pulaski					Rail Support Equipment/Facilities	Transit	Local	Local	CARTS	2013	71	14		57							2013
CATA04	Pulaski					Transit Enhancement (Bus)	Transit	Local	Local	CARTS	2013	75	15		60							2013
CATA05	Pulaski					Other Capital Items (Bus) - Prev Maint	Transit	Local	Local	CARTS	2013	1,790	358		1,432							2013
CATA06	Pulaski					Metropolitan Planning	Transit	Local	Local	CARTS	2013	333	67		266							2013
CATA07	Pulaski					Training	Transit	Local	Local	CARTS	2013	19	4		15							2013
CATA08	Pulaski					Signal & Communications (Bus)	Transit	Local	Local	CARTS	2013	20	4		16							2013
CATA09	Pulaski					Operating Assistance	Transit	Local	Local	CARTS	2013	1,093	546		546							2013
CATA10	Pulaski					Transit Operations	Transit	Local	Local	CARTS	2013	8,500	8,500									2013
CATA11	Pulaski					State of Good Repair - Training Room Equipment	Transit	Local	Local	CARTS	2013	227	45				182					2013
CATA12	Pulaski					Bus Livability - CNG Bus Purchase (8)	Transit	Local	Local	CARTS	2013	3,790	644				3,146					2013
CATA13	Pulaski					Clean Fuels - CNG Bus Purchase (8)	Transit	Local	Local	CARTS	2013	3,790	644			3,146						2013
CATA14	Pulaski					CNG Fueling Station	Transit	Local	Local	CARTS	2013	2,000	400			1,600						2013
CATA15	Pulaski					Other Capital Items (Bus) - Paratransit Serv	Transit	Local	Local	CARTS	2013	414	83		331							2013
110FTA	Statewide					Elderly Persons and Persons with Disabilities	Transit	Local	Local	All MPOs	2015	1,893	378					1,514				2014
111FTA	Statewide					Non-Urbanized	Transit	Local	Local	All MPOs	2015	18,222	7,289						10,933			2014
116FTA	Statewide					Job Access Reverse Commute	Transit	Local	Local	All MPOs	2015	3,023	1,209							1,814		2014
117FTA	Statewide					New Freedom	Transit	Local	Local	All MPOs	2015	1,623	649								974	2014
200PTF	Statewide					Public Transit Trust Fund	Transit	Local	Local	All MPOs	2015	3,750		3,750								2014
201TLS	Statewide					Translease	Transit	Local	Local	All MPOs	2015	775	775									2014
CATA01	Pulaski					Rolling Stock	Transit	Local	Local	CARTS	2014	1,355	271		1,084							2014
CATA02	Pulaski					Bus Support Equipment/Facilities	Transit	Local	Local	CARTS	2014	368	74		294							2014
CATA03	Pulaski					Rail Support Equipment/Facilities	Transit	Local	Local	CARTS	2014	71	14		57							2014
CATA04	Pulaski					Transit Enhancement (Bus)	Transit	Local	Local	CARTS	2014	75	15		60							2014
CATA05	Pulaski					Other Capital Items (Bus) - Prev Maint	Transit	Local	Local	CARTS	2014	1,790	358		1,432							2014
CATA06	Pulaski					Metropolitan Planning	Transit	Local	Local	CARTS	2014	333	67		266							2014
CATA07	Pulaski					Training	Transit	Local	Local	CARTS	2014	19	4		15							2014
CATA08	Pulaski					Signal & Communications (Bus)	Transit	Local	Local	CARTS	2014	20	4		16							2014
CATA09	Pulaski					Operating Assistance	Transit	Local	Local	CARTS	2014	1,093	546		546							2014
CATA10	Pulaski					Transit Operations	Transit	Local	Local	CARTS	2014	8,500	8,500									2014
CATA15	Pulaski					Other Capital Items (Bus) - Paratransit Serv	Transit	Local	Local	CARTS	2014	414	83		331							2014
110FTA	Statewide					Elderly Persons and Persons with Disabilities	Transit	Local	Local	All MPOs	2016	1,893	378					1,514				2015
111FTA	Statewide					Non-Urbanized	Transit	Local	Local	All MPOs	2016	18,222	7,289						10,933			2015
116FTA	Statewide					Job Access Reverse Commute	Transit	Local	Local	All MPOs	2016	3,023	1,209							1,814		2015
117FTA	Statewide					New Freedom	Transit	Local	Local	All MPOs	2016	1,623	649								974	2015
200PTF	Statewide					Public Transit Trust Fund	Transit	Local	Local	All MPOs	2016	3,750	775	3,750								2015
201TLS	Statewide					Translease	Transit	Local	Local	All MPOs	2016	775	775									2015
CATA01	Pulaski					Rolling Stock	Transit	Local	Local	CARTS	2015	1,355	271		1,084							2015
CATA02	Pulaski					Bus Support Equipment/Facilities	Transit	Local	Local	CARTS	2015	368	74		294							2015
CATA03	Pulaski					Rail Support Equipment/Facilities	Transit	Local	Local	CARTS	2015	71	14		57							2015
CATA04	Pulaski					Transit Enhancement (Bus)	Transit	Local	Local	CARTS	2015	75	15		60							2015
CATA05	Pulaski					Other Capital Items (Bus) - Prev Maint	Transit	Local	Local	CARTS	2015	1,790	358		1,432							2015
CATA06	Pulaski					Metropolitan Planning	Transit	Local	Local	CARTS	2015	333	67		266							2015
CATA07	Pulaski					Training	Transit	Local	Local	CARTS	2015	19	4		15							2015
CATA08	Pulaski					Signal & Communications (Bus)	Transit	Local	Local	CARTS	2015	20	4		16							2015
CATA09	Pulaski					Operating Assistance	Transit	Local	Local	CARTS	2015	1,093	546		546							2015
CATA10	Pulaski					Transit Operations	Transit	Local	Local	CARTS	2015	8,500	8,500									2015
CATA15	Pulaski					Other Capital Items (Bus) - Paratransit Serv	Transit	Local	Local	CARTS	2015	414	83		331							2015
110FTA	Statewide					Elderly Persons and Persons with Disabilities	Transit	Local	Local	All MPOs	2016	1,893	378					1,514				2016
111FTA	Statewide					Non-Urbanized	Transit	Local	Local	All MPOs	2016	18,222	7,289						10,933			2016
116FTA	Statewide					Job Access Reverse Commute	Transit	Local	Local	All MPOs	2016	3,023	1,209							1,814		2016
117FTA	Statewide					New Freedom	Transit	Local	Local	All MPOs	2016	1,623	649								974	2016
200PTF	Statewide					Public Transit Trust Fund	Transit	Local	Local	All MPOs	2016	3,750	775	3,750								2016
201TLS	Statewide					Translease	Transit	Local	Local	All MPOs	2016	775	775									2016
CATA01	Pulaski					Rolling Stock	Transit	Local	Local	CARTS	2015	1,355	271		1,084							2016
CATA02	Pulaski					Bus Support Equipment/Facilities	Transit	Local	Local	CARTS	2015	368	74		294							2016
CATA03	Pulaski					Rail Support Equipment/Facilities	Transit	Local	Local	CARTS	2015	71	14		57							2016
CATA04	Pulaski					Transit Enhancement (Bus)	Transit	Local	Local	CARTS	2015	75	15		60							2016
CATA05	Pulaski					Other Capital Items (Bus) - Prev Maint	Transit	Local	Local	CARTS	2015	8,500	8,500									2016
CATA15	Pulaski					Other Capital Items (Bus) - Paratransit Serv	Transit	Local	Local	CARTS	2015	414	83		331							2016
CATA01	Pulaski					Rolling Stock	Transit	Local	Local	CARTS	2016	1,355	271		1,084							2016
CATA02	Pulaski					Bus Support Equipment/Facilities	Transit	Local	Local	CARTS	2016	368	74		294							2016
CATA03	Pulaski					Rail Support Equipment/Facilities	Transit	Local	Local	CARTS	2016	71	14		57							2016
CATA04	Pulaski					Transit Enhancement (Bus)	Transit	Local	Local	CARTS	2016	75	15		60							2016
CATA05	Pulaski					Other Capital Items (Bus) - Prev Maint	Transit	Local	Local	CARTS	2016	1,790	358		1,432							2016
CATA06	Pulaski					Metropolitan Planning	Transit	Local	Local	CARTS	2016	333	67		266							2016
CATA07	Pulaski					Training	Transit	Local	Local	CARTS	2016	19	4		15							2016
CATA08	Pulaski					Signal & Communications (Bus)	Transit	Local	Local	CARTS	2016	20	4		16							2016
CATA09	Pulaski					Operating Assistance	Transit	Local	Local	CARTS	2016	1,093	546		546							2016
CATA10	Pulaski					Transit Operations	Transit	Local	Local	CARTS	2016	8,500	8,500									2016
CATA15	Pulaski					Other Capital Items (Bus) - Paratransit Serv	Transit	Local	Local	CARTS	2016	414	83		331							2016

TABLE 29: TRANSPORTATION IMPROVEMENT PROGRAM
ILLUSTRATIVE PROJECTS FY 2013-2016

Illustrative Projects

Job / Item Number	County	Route	Section	Log Mile	Length	Termini / Name	Type Work	Providing Matching Funds	Carrying Out The Project	Tip Area	Let Year	Estimated Cost (x $1,000)	BR	Earmark	ENH	ER	FH	HSIP	402 Safety	BOND/IM	IM	SRTS	LOCAL	STATE LOCAL	NHS	STP	PL	REC TRAILS	RRP	STATE MATCH	100% STATE	STP < 200K	STP > 200K	CMAQ FLEX	CMAQ AQ
Illustrative	Pulaski					Kanis Rd. at Little Maumelle River Bridges	Enhancement		State/Local	CARTS		6,500																							
Illustrative	Pulaski					Faulkner Lake Road Improvement Project (North Little Rock)	Safety		State/Local	CARTS		3,750																								
Illustrative	Pulaski	107				Hwy 107, from Bayou Meto to North of Arnold Drive	Widening		Local	CARTS		8,695																								
Illustrative	Saline					Benton Parkway, From Hwy 35 to River Street	New		Local	CARTS		19,000																								
Illustrative	Lonoke					Hwy 67 Interchange (North of Cabot)	Interchange Improvemetns		State	CARTS		500																								

METROPLAN

SMART PLANNING MAKES SMART PLACES.