

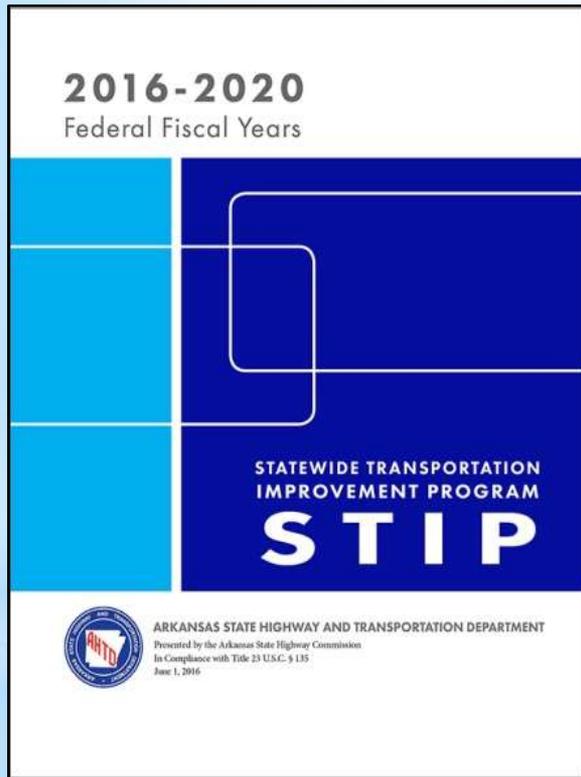
Scott E. Bennett, P.E.

Director of Highways and Transportation



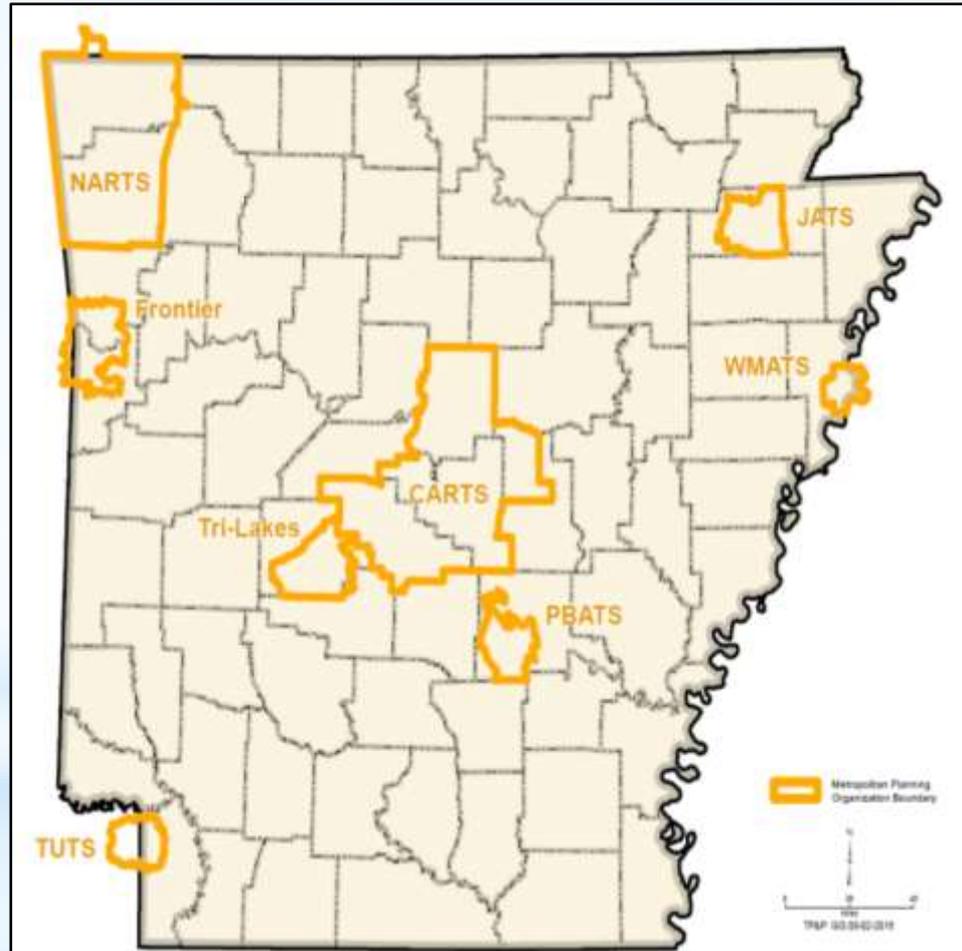
Arkansas Section – American Society of Civil Engineers
October 6, 2016

Basic Information



- Statewide Transportation Improvement Program
- Federal Requirement
- Financial Constraint
- Development Supports:
 - ✓ Public Transparency
 - ✓ Consultation with Transportation Planning Partners
 - ✓ Sound Financial Planning
 - ✓ Efficiency of Oversight

Metropolitan Planning Organizations



2016 - 2020 STIP Funding

Federal Funds

\$538 million

State Highway Funds

\$477 million

Total Federal and State Highway

\$1,015 million



2016 - 2020 STIP Funding

Less Federal Funds for:

Fixed Budgeted Expenditures	\$30 million
Non-AHTD Projects	\$46 million
Non-Construction Programs	\$10 million
<u>Right of Way and Utilities</u>	<u>\$25 million</u>
Total Reduction – Federal Funds	(\$111 million)

Remaining Total Federal and State Funds Available:
\$904 million

2016 - 2020 STIP Funding

Less State Funds for:

Fixed Budgeted Expenditures	\$318 million
<u>State Match for Non-Construction Programs</u>	<u>\$3 million</u>
Total Reduction – State Funds	(\$321 million)

Remaining Total Federal and State Funds Available:
\$583 million

2016 - 2020 STIP Funding

Less Federal and State Funds for IRP Commitment:

Federal Interstate Maintenance Funds \$100 million

4¢ Diesel Fuel Tax \$16 million

Total Reduction for IRP Commitment Funds (\$116 million)

Remaining Total Federal and State Funds Available:

\$467 million

2016 - 2020 STIP Funding

Less Federal and State Funds for:

Bridges \$90 million

Federal-Aid Safety \$47 million

Total Reduction for IRP Commitment Funds (\$137 million)

**Remaining Total Federal and State Funds Available:
\$330 million**

2016 - 2020 STIP Funding

Total of Annual Flexible Funds:

\$330 million

Distribution of Available Funding:

System Preservation 80%

Capital Improvements 20%

Arkansas Primary Highway Network

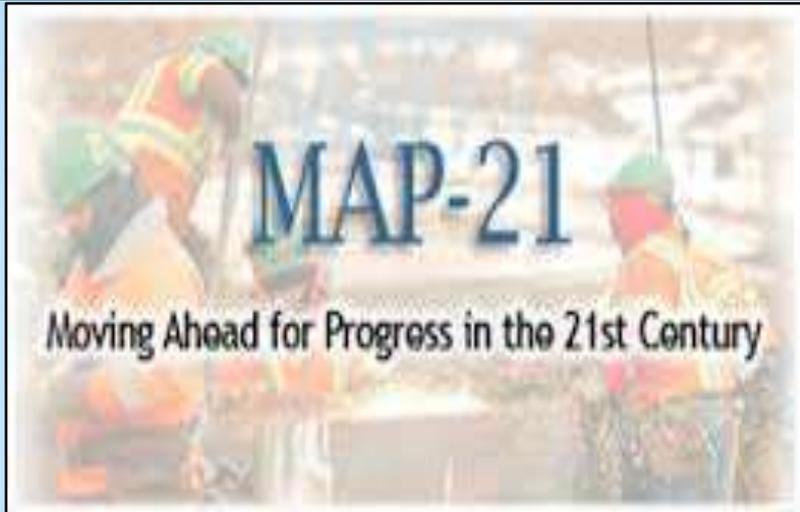


Carries 92% of
All Travel

Accounts for 50% of
State System

Funding Should
Follow the Traffic

Performance Measures



National Performance Goal Areas

Safety

Infrastructure Condition

Congestion Reduction

System Reliability

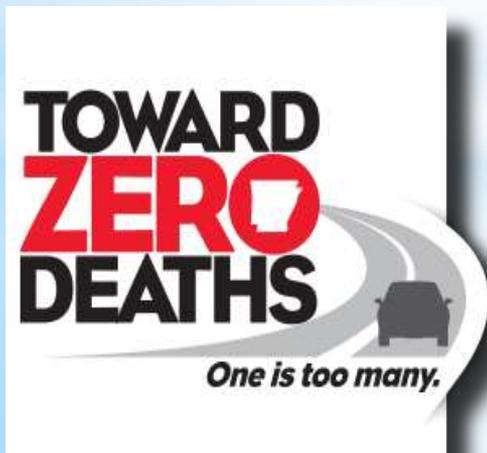
Freight Movement and Economic Vitality

Environmental Sustainability

Reduced Project Delivery Delays

Safety

- Number and Rate of Fatalities
- Number and Rate of Serious Injuries
- Number of Non-motorized Fatalities and Serious Injuries



Infrastructure Condition

- Percent of National Highway System Bridges classified in Good or Poor Condition
- Percent of Pavements of the Interstate System in Good or Poor Condition
- Percent of Pavements of the Non-Interstate National Highway System in Good or Poor Condition



Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, and Environmental Sustainability

- Percent of the Interstate System providing Reliable Travel
- Percent of the non-Interstate NHS providing Reliable Travel
- Percent of Interstate System providing for Reliable Truck Travel Time
- Percent of Interstate Mileage Uncongested

Statewide
Area

West Memphis
Area

- Percent of the Interstate System where peak hour travel times meet expectations
- Annual Hours of Excessive Delay per Capita
- Total Tons of emissions reduced from CMAQ projects

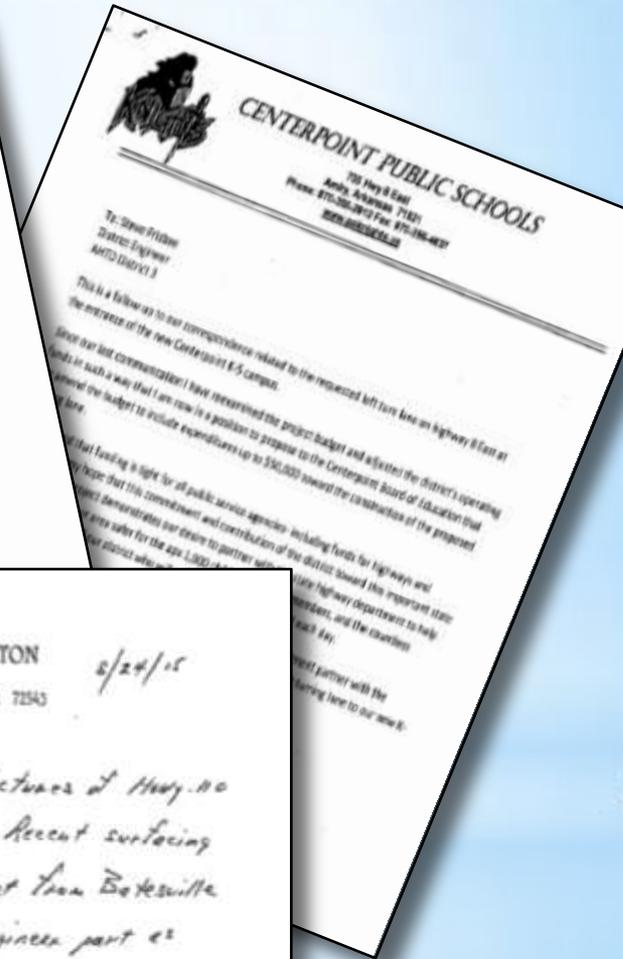
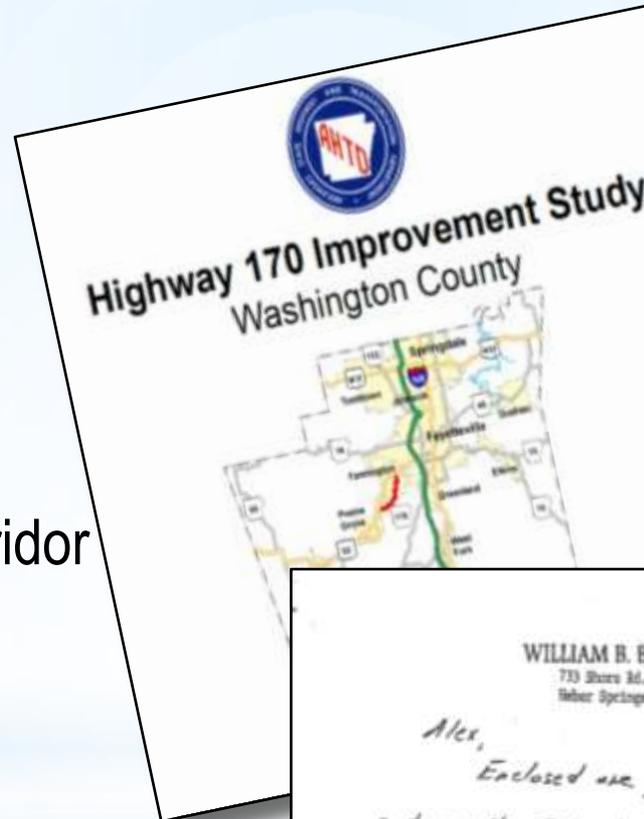
Reduced Project Delivery Delays

- Performance Measures are Not Currently Under Development
- Every Day Counts Initiative
- Will be Considered in the Future



Universe of Projects

- Letters
- E-mails
- Studies
 - Safety
 - Planning or Corridor
- Pavement needs
- Bridge needs
- Previously Unfunded Projects



WILLIAM B. BENTON
733 Shivers Rd.
Faber Springs, AR 72543

5/24/15

Alex,
Enclosed are pictures of Hwy 170
entrance to Eden etc. Recent surfacing
from maintenance budget from Batesville
stopped on Corp. of Engineer part etc
shown on photo.
Lyndal Waits and Bruce Street at
870 2012374 870 2012229
Ark Hwy Dept - Batesville are very familiar
with this project.

Programs

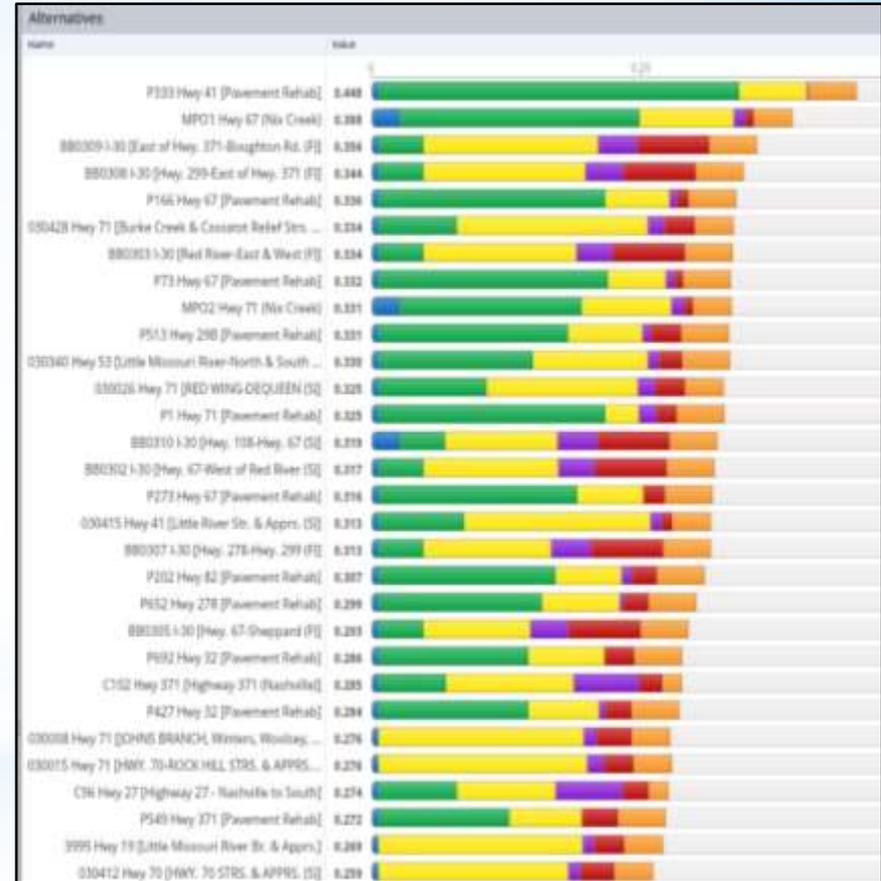
- **Connecting Arkansas Program**
- **Interstate Rehabilitation Program**
- **Safety**
- **Bridge**
- **Flexible Funding**
 - **Pavement Preservation**
 - **Capacity Improvements**
 - **Capital Improvements**



Project Prioritization

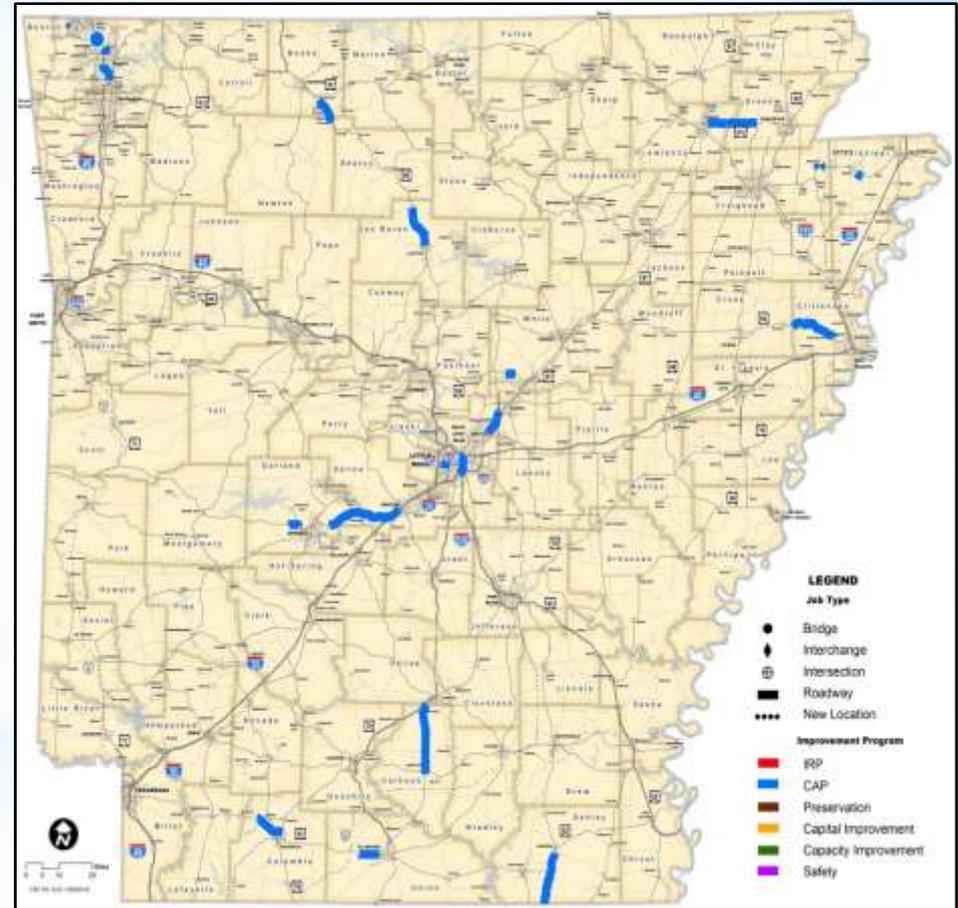
- **Decision Lens Software Package**

- **Data-Driven Decision Process**
 - **Increased Confidence**
 - **Transparent Evaluation**
 - **Ranks Projects Based on Criteria**
- **Ranked Nearly 2,000 projects for Current STIP**



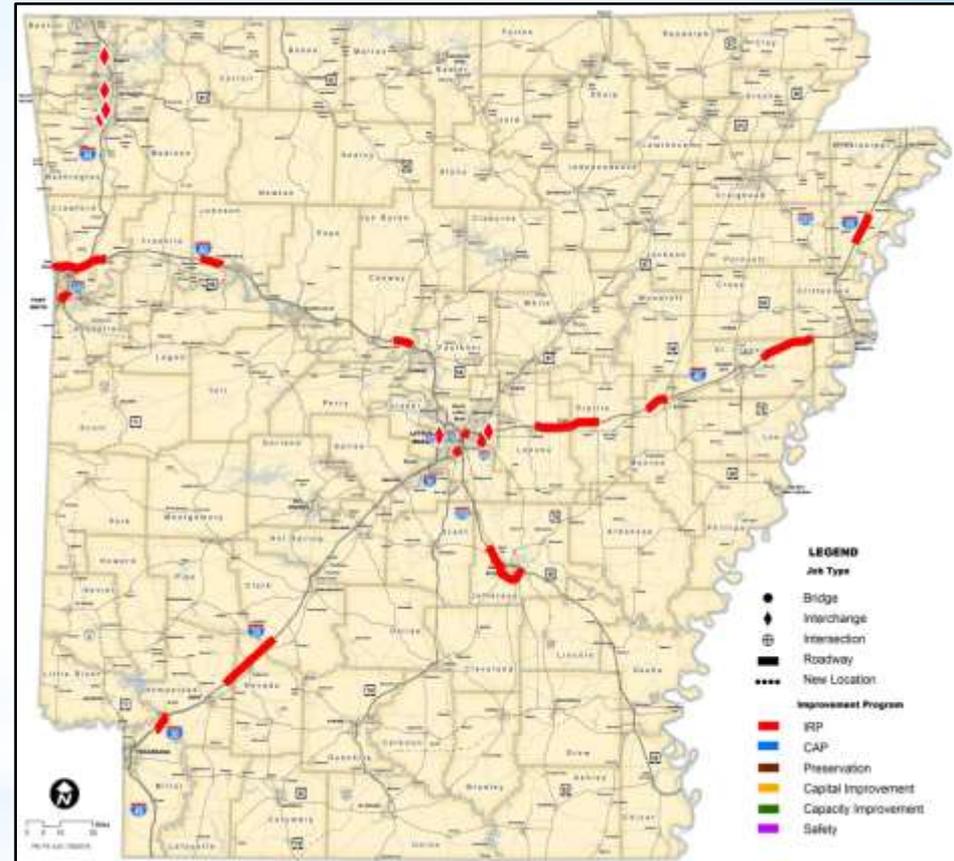
Connecting Arkansas Program

- Voter Approved
- Improve Connections Across State
- Ease Congestion
- \$1.8 Billion Program



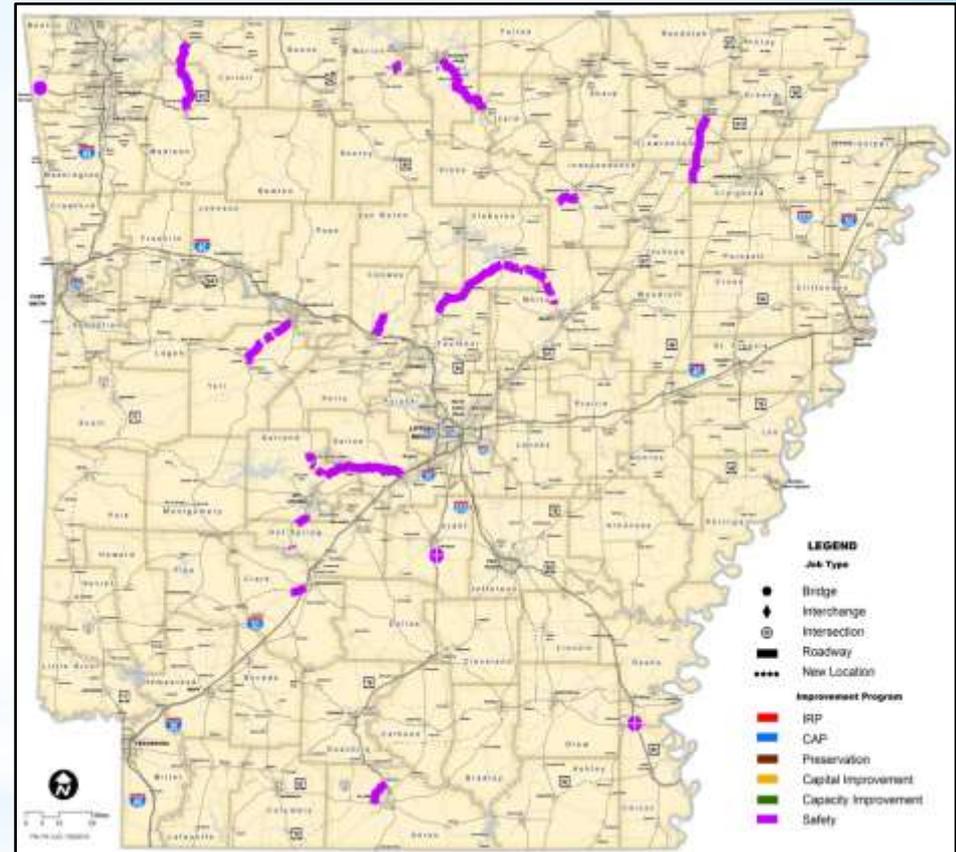
Interstate Rehabilitation Program

- Voter Approved
- \$1.2 Billion Program
- Pavement Condition
- Average Daily Traffic
- Safety



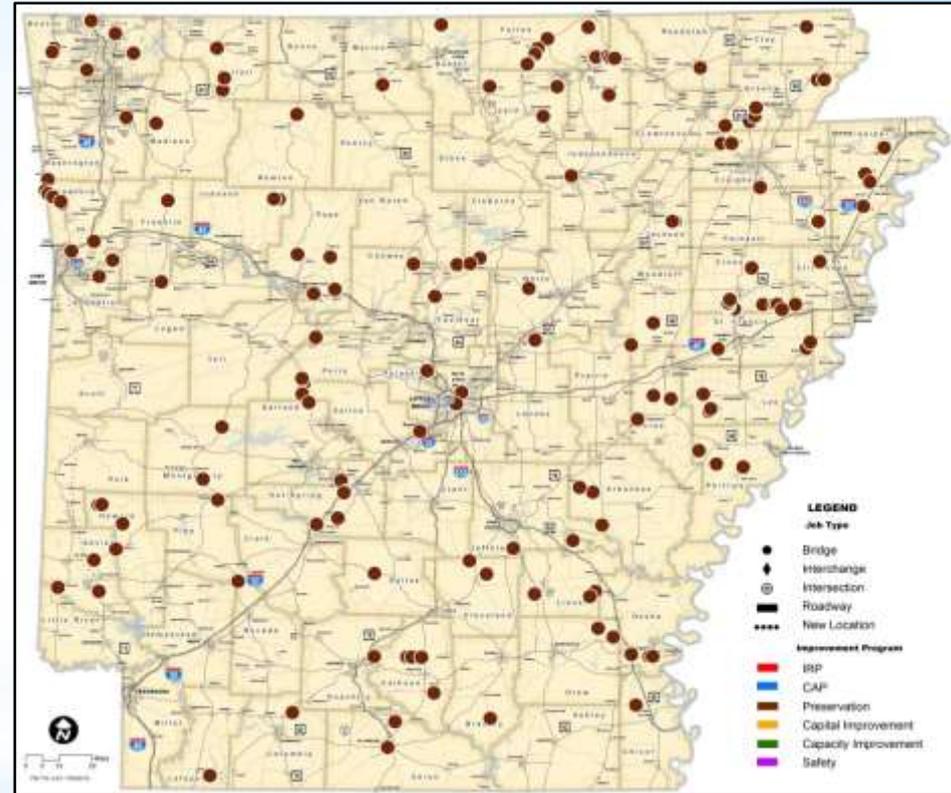
Safety Projects

- Benefit-Cost Analysis
- Based on Approved Studies
- Two Types of Studies
 - Systemic or Statewide
 - Site Analysis



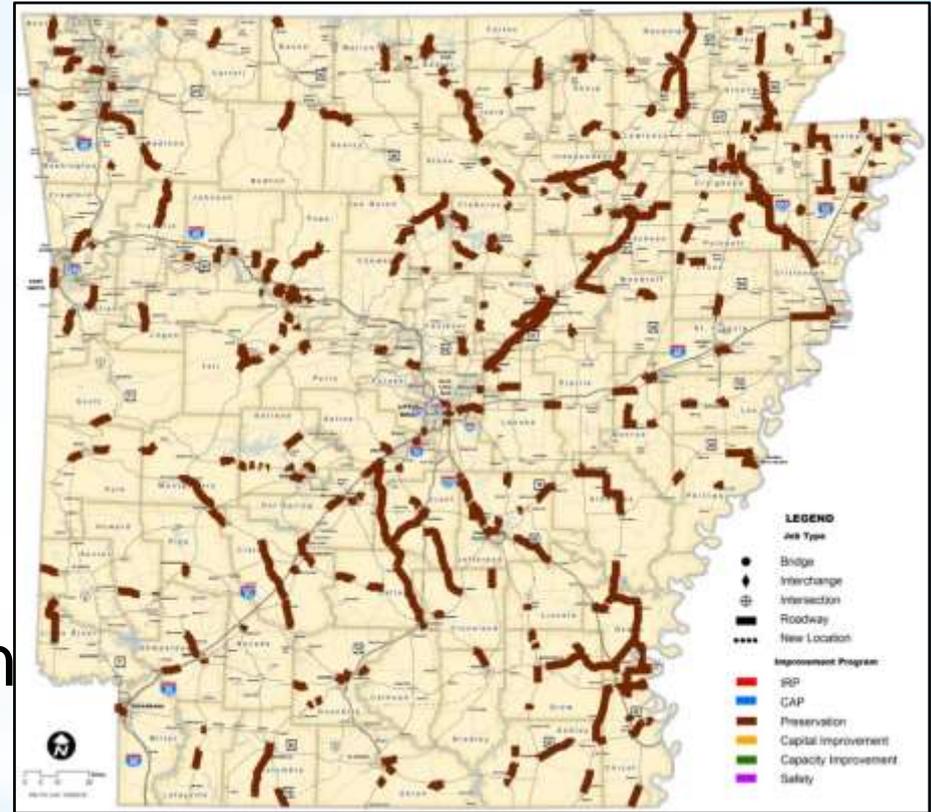
Bridge Projects

- Bridge Condition
 - Sufficiency Rating
 - Posted Weight Limit
- Geographical Distribution



Pavement Preservation Projects

- Pavement Condition Index
- Average Daily Traffic
- Truck Percentage
- Safety
- Geographical Distribution



Capacity Improvement Projects

- Peak Hour Traffic Volumes
- Truck Percentage
- Level of Access Control
- Number of Lanes
- Adjacent Land Use
- Types of Traffic Control Devices



Capital Improvement Projects

- Partnering
- Economic Development
- Connectivity
- 4-Lane Grid System



DRAFT

Statewide Transportation Improvement Program for Federal Fiscal Years 2018-2021 (STIP)

- STIP Schedule
 - ✓ October 2016 - Project Selection Process Begins with the Commission
 - ✓ January 2017 - Preliminary STIP Presented to Commission
 - ✓ February 2017 - Proposed Projects to MPOs
 - ✓ Spring 2017 - Receive MPOs Transportation Improvement Programs (TIPs)
 - ✓ Spring 2017 - Release STIP for Public Comment Period
 - ✓ Mid-2017 - Submit to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)
 - ✓ Fall 2017 - Approval from FHWA and FTA

Questions?