

Chapter 14: Financial Plan and Project List

Introduction

The Transportation Equity Act for the 21st Century (TEA-21) strengthens the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). TEA-21 retains ISTEA programs with new initiatives of improving safety, enhancing communities and the natural environment while advancing America's economic growth and competitiveness through efficient and flexible transportation.

Under the budget rules, highways guaranteed amounts are keyed to an actual Highway Trust Fund (HTF) Highway Account receipts and can only be used to support projects eligible under the Federal Highway and Highway Safety Programs. Transit funding is guaranteed at a selected fixed amount over the TEA-21 period and can be used only to support projects eligible under transit programs.

Title 1 of the Transportation Equity Act for the 21st Century (TEA-21) covers matters relating to highways, generally administered by the Federal Highway Administration (FHWA). Prior to ISTEA, the Federal-Aid Highway Program had been directed primarily toward the construction and improvement of four Federal-aid systems: Interstate, Primary, Secondary and Urban. Instead of four Federal-aid systems, there are now two systems, the National Highway System (NHS), and the Interstate System, which is a component of the NHS.

In addition, a new program, the Surface Transportation Program (STP), is available for all roads not functionally classified as local or rural minor collectors. These roads are now collectively referred to as Federal-aid roads. Bridge projects paid for with STP funds are not restricted to Federal-aid roads, but may be on any public road. Transit capital projects are also eligible under this program.

Federal Funding Programs for Streets and Highways

Interstate Maintenance (IM)

This category provides maintaining the Interstate Highway System to a described design standard. These funds can only be expended on the Interstate System. However, up to 20 percent funds can be transferred to NHS at the discretion of the State.

Future I-555 (US 63) within the urbanized area is the only roadway that can use this fund.

National Highway System (NHS)

This category is intended to address the mobility needs on the National Highway System (NHS) throughout the State. Projects in this category are selected by AHTD on a statewide priority. US 63, US 49 (Stadium Boulevard) and AR 1 (Stadium Boulevard) are the only roads eligible for this fund.

TEA-21 retains ISTEA programs with new initiatives of improving safety, enhancing communities and natural environment while advancing America's economic growth and competitiveness through efficient and flexible transportation.

Surface Transportation Program (STP), Safety

This category was created by ISTEA/TEA-21, which provided that ten (10%) percent of all the STP funds apportioned to the state be dedicated to safety projects. Safety projects are prioritized on a statewide basis. All functionally classified streets within the urbanized area (collectors through freeways) can be improved by using this fund.

Surface Transportation Program (STP), Transportation Enhancement

This category is to address projects that are above and beyond what could normally be expected in the way of enhancements to the transportation system. All projects must be developed in accordance with applicable federal and state environmental requirements. Transportation Enhancement projects are prioritized on a statewide basis. All functionally classified streets within the urbanized area (collectors through freeways) can be improved by using this fund.

Surface Transportation Program (STP), Urban Mobility / Rehabilitation

This category is intended to address mobility or rehabilitation needs in those urbanized areas with between 5,000 and 200,000 populations. These funds can be spent on any roadway with a functional classification greater than a local road in urban areas or a rural minor collector. Projects require the approval and concurrence of the MPO.

Surface Transportation Program (STP), Rural Mobility / Rehabilitation

This category is to address mobility or rehabilitation needs in the rural areas. Projects programmed in this category must be in cities of less than 5,000 people or outside any city limits.

Bridge Replacement and Rehabilitation Program

This category is to address the bridge replacement and rehabilitation needs in the state.

Special Allocation

All special funding approved by Congress.

State Funding Programs for Highways

State Maintenance

This category is to allow preventive maintenance work on the highways including bridges.

Federal Funding Programs for Transit

Title III of the Transportation Equity Act for the 21st Century covers the Federal Transit Administration (FTA) programs. The basic structure of the Federal transit programs remains essentially the same as in ISTEA, but several new programs and activities have been added and new features have been incorporated. The funding flexibility features first incorporated in ISTEA and similar matching ratios to the highway programs have been retained. The definition

of a capital project has been revised to include preventive maintenance, the provision of nonfixed route paratransit service, the leasing of equipment or facilities, safety equipment and facilities, facilities that incorporate community services such as daycare and healthcare, and transit enhancements.

Urbanized Area Formula Grant Program, Section 5307

For urbanized areas with population of 200,000 or more, the funding may be used only for capital projects. Operating assistance for these larger areas is no longer an eligible expense. The definition of capital has been revised to include preventive maintenance. Also, for the larger areas, at least one percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities. It will be the responsibility of the MPO to determine how one percent will be allocated to transit enhancement projects.

Capital Investment Program, Section 5309

Section 5309 funds are divided into three different categories:

Fixed Guideway Moderation:

All urbanized areas with fixed guideway system that are at least seven years old are eligible to receive Fixed Guideway Moderation funds. A threshold level of more than one mile of fixed guideway is required to receive these funds.

New Starts:

These funds are available for building a fixed guideway system.

Bus:

These funds are provided to states and transit authorities for the purchase of buses, bus-related equipment and paratransit vehicles, and for the construction of bus-related facilities.

Elderly and Persons with Disabilities Program, Section 5310

These funds provide capital assistance for transportation of elderly persons and persons with disabilities. Eligible capital expenses may include, at the option of the recipient, the acquisition of transportation services by contract, lease, or other arrangement. While the assistance is intended primarily for private nonprofit organizations, public bodies that coordinate services for the elderly and persons with disabilities, or any public body that certifies to the state there are no nonprofit organizations in the area that are readily available to carry out the service, may receive these funds. These funds may be transferred by the Governor to supplement the Urbanized Area Formula or Nonurbanized Area Formula capital funds during the last 90 days of the fiscal year.

Local Funding for Streets and Highways:

The county and the cities program local funds to finance their capital improvement programs. The MPO has a firm commitment from local governments for the matching funds for their projects.

Expected Funds for the FY 2005 - 2030 Long Range Transportation Plan:

Planning for the future would be simple and straightforward if the magnitude of funding could be reasonably predicted for future years. The highway transportation funds are based on need. The time lag between the perception and actual construction of a project is another problem. The cost escalation is difficult to predict, but it plays havoc if design specifications change in this period.

The MPO estimated the availability of funds based on information provided by AHTD. The “Reasonable Expectation” estimates for each funding category for the next 26 years are listed below in Table 14-1.

TABLE 14-1: Expected Funds

Funding Category	Year of Allocation	Annual	Total
Interstate Maintenance	2005 - 2012	\$16,000	\$128,000
	2013 - 2030	\$852,000	\$15,336,000
	Total		\$15,464,000
STP - Enhancement	2005 - 2030	\$205,000	\$5,330,000
	Total		\$5,330,000
Bridge	2005 - 2030	\$384,000	\$9,984,000
	Total		\$9,984,000
Special Allocation	Total		\$16,472,000
STP - Urban	2005 - 2012	\$273,000	\$2,184,000
	2013 - 2030	\$381,000	\$6,858,000
	Total		\$9,042,000
NHS	2005 - 2007	\$2,944,000	\$8,832,000
	2008 - 2030	\$1,171,000	\$26,933,000
	Total		\$35,765,000
STP, Minimum Grantee, and CMAQ	2005 - 2007		\$14,000,000
	2008 - 2030	\$1,303,000	\$29,900,000
	Total		\$43,969,000
State Maintenance	2005 - 2030	\$962,000	\$25,012,000
	Total		\$25,012,000
FTA Section 5307	2008 - 2012	\$462,000	\$2,310,000
	2013 - 2030	\$562,000	\$10,116,000
	Total		\$12,426,000
	Grand Total		\$173,464,000

Source: Arkansas State Highway and Transportation Department

AHTD Sidewalk Policy

1. When curb and gutter sections are proposed along a highway with existing sidewalks, the sidewalks will be replaced in accordance with this policy.
2. When curb and gutter sections are proposed along a highway with no existing sidewalks, sidewalks will be constructed on both sides of the roadway in developed areas. In undeveloped areas, sidewalks will be considered on one side of the roadway unless evidence of pedestrian traffic warrants sidewalks on both sides of the roadway.
3. All sidewalk construction will conform to the latest edition of the Americans with Disabilities Act Accessibility Guidelines (ADAAG).
4. The minimum sidewalk width will be 5 feet, and the minimum offset from the back of the curb to the sidewalk edge will be 3 feet. No obstructions (mailboxes, signs, etc.) will be allowed in the sidewalk. The minimum vertical clearance to the bottom of any obstruction overhanging the sidewalk will be 80 inches.
5. If local or regional design standards specify pedestrian facility widths greater than the standards shown above, the additional right-of-way and construction costs associated with the greater width will normally be funded by the local jurisdiction that adopted the higher design standards.

AHTD Bicycle Facility Accommodation Policy

1. Accommodation of bicycles will be given due consideration when a proposed highway project is on a route that has been designated as a bicycle route by a locally adopted bicycle plan or master street plan and the Department concurs that the route should be a designated bicycle route. Coordination with local jurisdictions may be necessary to determine the recommended accommodations.
2. Bicycle accommodations on routes that have not been designated as bicycle routes by a locally adopted bicycle plan or a master street plan will be considered if the local jurisdiction will provide the required additional funds.
3. When bicycle accommodations are to be made on routes with an open shoulder section, the paved shoulder will be used to accommodate bicycles. Shoulder widths shall conform to the widths recommended in the American Association of State Highway and Transportation Officials (AASHTO) Green Book.
4. When bicycle accommodations are to be made on routes with a curb and gutter section, the bicycle lane will be in accordance with recommendations in the AASHTO Guide for the Development of Bicycle Facilities. Generally, a bicycle lane width of 4 feet (measured from the lane edge to the edge of the gutter) will be considered.
5. If local or regional design standards specify bicycle facility widths greater than the standards noted above, the additional right-of-way and construction costs associated with the greater width shall be funded by the local jurisdiction that adopted the higher design standards.
6. Shared use paths (joint pedestrian/bicycle facilities separated from the roadway) are

used primarily for recreational purposes, and as such will not normally be considered for bicycle accommodation on the state highway system. Exceptions will be considered when the local jurisdiction specifically requests the shared use path. In such cases, the minimum shared use path width shall be 10 feet and the local jurisdiction shall bear any additional right-of-way and construction costs required for the shared use path and shall assume all future maintenance of the facility.

Projects List

The following pages (Tables 14-2 through 14-11) list the proposed projects separated by each funding category. The list is divided into projects for 2005 – 2010, short range, mid range, and long range periods. The short range period covers 2011 – 2015; the mid range covers 2016 – 2020; while the long range covers 2021 – 2030 time periods.