

The Bi-State MPO

2030

TRANSPORTATION

AND

MOBILITY PLAN

T*ransportation*

I*ntestments for*

M*obility and*

E*fficiency*



TIME for New Directions

The Bi-State Metropolitan Planning Organization



Resolution Adopting the Bi-State Year 2030 Transportation and Mobility Plan *Transportation Investments for Mobility and Efficiency, TIME for New Directions*

Whereas, The Bi-State MPO is the designated Metropolitan Planning Organization for the Fort Smith Urban Area, having been so designated by the Governors of Arkansas and Oklahoma for the expressed purposes of carrying out the transportation planning requirements of U.S.C Title 23, Chapter 1, Subchapter 134 and U.S.C. 49, Subtitle III, Section 5303; and

Whereas, the Bi-State Year 2030 Transportation and Mobility Plan (Plan) has been prepared by the MPO in consultation with all member local and state governments and local, state and federal transportation agencies in a continuing, cooperative and comprehensive planning process; and

Whereas, the Plan has been presented to the general public for review and comment in accordance with the Bi-State Public Involvement Procedures in addition to a series of 7 public meetings over a 6 month time period and the Plan has been on the MPO website for public review and comment for 3 weeks beginning immediately after the Bi-State Technical Committee's approval and recommendation for adoption; and

Whereas, the Plan is consistent with local, regional, and state transportation and other planning goals and objectives and has been prepared in accordance with all relative state and federal rules and regulations; and

Whereas, the Bi-State MPO Board has reviewed the Plan and moved to make three final changes in the Plan to reflect the placement of the following two projects, State Highway 10/10 Spur project in Greenwood Arkansas and the State Highway 59 project in Van Buren, into the Plan's 2011 - 2015 Increment from the Plans 2006 - 2010 Increment, and the restoration of the State Highway 22 project between State Highway 255 and State Highway 96 as a single project in the Plan's 2006 - 2010 Increment.

NOW, THEREFORE BE IT RESOLVED, that the Bi-State MPO Board hereby approves and adopts the Bi-State Year 2030 Transportation and Mobility Plan, *Transportation Investments for Mobility and Efficiency, Time for New Directions*, as the long range transportation plan for the Fort Smith Urban Area of western Arkansas and eastern Oklahoma. Further be it resolved that the Bi-State MPO Board recommends that the Plan be accepted by the Arkansas State Highway and Transportation Department, the Federal Highway Administration and the Federal Transit Administration as the official long range transportation plan for the above cited area.

Approved and adopted by the Bi-State MPO Board and signed this 11th day of August, 2006

The Honorable David Hudson, Sebastian County Arkansas Judge
Bi-State MPO Board Chairman

ATTEST:

Ken O'Donnell, Director, Bi-State MPO

Bi-State Metropolitan Planning Organization

2030 Transportation and Mobility Plan

Prepared by:

The Bi-State MPO Staff

In cooperation with:

The Cities and Towns of

**Alma
Arkoma
Barling
Bonanza
Fort Smith
Greenwood
Kibler
Lavaca
Moffett
Muldrow
Pocola
Roland
Rudy
Spiro
Van Buren**

And:

Crawford, LeFlore, Sebastian, and Sequoyah Counties

And:

**The Arkansas State Highway and Transportation Department
The Oklahoma Department of Transportation
Federal Highway Administration
Federal Transit Administration
Fort Smith Transit Department
Fort Smith Regional Airport
Eastern Oklahoma Development District
Kiamichi Economic Development District**

August 11, 2006

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TABLE OF CONTENTS

Section	Page No.
Table of Contents	2
Tables of Maps and Illustrations	3
Table of Tables	4
Bi-State MPO 2030 Transportation Plan Acronyms	5
I. Introduction	7
II. Bi-State MPO Area Description	10
III. Planning Horizon Description and Data Projections	20
IV. Long Range Plan Presentation	34
V. Plan Implementation and Monitoring Procedures	57
VI. Bi-State MPO 2030 Transportation Plan 5 Year Modular List of Transportation Improvement Projects, 2006 – 3020	69
VII. BSMPO ITS Architecture and Deployment Plan Summary	80
VIII. Public Involvement and Environmental Justice Procedures	99

TABLE OF MAPS

Map		Page No.
1	Bi-State MPO General Location Map	6
2	Bi-State 2030 Transportation Plan Boundary Area Map	27
3	Bi-State MPO Year 2030 Transportation Plan Map	42
4	Bi-State MPO Land Use Plan: Arkansas part	47
5	Bi-State MPO Land Use Plan: Oklahoma part	48
6	Bi-State MPO Area Traffic Volume Map: Arkansas part	49
7	Bi-State MPO Major Traffic Generators Map: Arkansas part	50
8	Bi-State MPO Area Traffic Volume Map: Oklahoma part	54
9	Bi-State MPO Major Traffic Generators Map: Oklahoma part	55

TABLE OF ILLUSTRATIONS

A	Fort Smith Bike Plan	18
B	Fort Smith Trails and Greenways Plan	19
C	Fort Smith Transit Fixed Routes	41
D	Street Design Cross Section Schematics	43
E	Butterfield Overland Stage Couch Route: BSMPO Area	64

TABLE OF TABLES

Table		Page No.
1	Bi-State MPO Area Population by County 1990, 2000, and 2010, 2020,2030 Projections	11
2	2006 (April) Economic Data for the Fort Smith MSA	12
3	Four County Area Total Population Forecasts (Includes the Bi-State MPO Area)	22
4	Bi-State MPO Area Population by City and County for 1990, 2000, 2010, 2020, 2025, 2030 Projections	23
5	Bi-State MPO Area Employment by County 1990, 2000, 2010, 2020, 2025, 2030	24
6	Bi-State MPO Area Population and Population Projections by City and County part: 1990, 2000, 2005, 2010, 2020, 2025, 2030	25
7	Bi-State MPO Estimated and Projected Traffic Counts, Select Locations: Arkansas part	52
8	Bi-State MPO Estimated and Projected Traffic Counts, Select Locations: Oklahoma part	56

Bi-State MPO 2030 Transportation Plan Acronyms

AHTD	Arkansas State Highway and transportation Department
AMPO	Association of Metropolitan Planning Organization
BSMPO	Bi-State Metropolitan Planning Organization
CTPP	Census Transportation Planning Package
EODD	Eastern Oklahoma Development District of Oklahoma
FHWA	Federal Highway Administration, US Department of Transportation
FTA	Federal Transit Administration, US Department of Transportation
ISTEA	Intermodal Surface Transportation Efficiency Act, 1991
ITS	Intelligent Transportation Systems
KEDDO	Kiamichi Economic Development District of Oklahoma
LRP	Long Range Plan
MPO	Metropolitan Planning Organization
NDPP	New Direction Planning Process
NEPA	National Environmental Protection Act of 1969
ODOT	Oklahoma Department of Transportation
PL	Planning Law regarding federal transportation planning funds
STIP	Statewide Transportation Improvement Program
TEA-21	Transportation Equity Act for the 21 st Century of 1998
TCSP	Transportation and Community and Systems Preservation Program
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
WAPDD	Western Arkansas Planning and Development District

I. Introduction

The **Bi-State 2030 Transportation Plan** is the regional transportation plan for the Fort Smith/Van Buren metropolitan area which encompasses communities and urban portions of counties in Arkansas and Oklahoma. It is a plan that identifies the needs and financial resources available to satisfy the area's transportation needs over a 25 year period. The **Plan** was developed through a cooperative effort that was coordinated by the Bi-State Metropolitan Planning Organization, BSMPO, and the two States' Departments of Transportation. Although the **Plan** is complete, the nature of transportation planning requires the planning process to be a continuing and comprehensive process that monitors regional growth and any subsequent socio-economic changes resulting from growth. The monitoring efforts of the BSMPO transportation planning process are conducted in concert with the member local governments in order to maintain an accurate and current representation of street and highway improvement needs. An annual review of these needs is undertaken through the BSMPO's transportation planning process. A Transportation Improvements Program (TIP) is developed that identifies the projects that are anticipated to be implemented over a three year period. The TIP not only lists the anticipated projects and provides information relative to cost, sources of funds and any matching requirements of each project.

A. Format of Long Range Plan

The **Bi-State MPO 2030 Transportation Plan** format is comprised of seven individual sections which address the principal components of the Plan and the overall transportation planning process. The seven sections are as follows:

1. Introduction
2. Bi-State MPO Area Description
3. Planning Horizon Description and Data Projections
4. Long Range Plan Presentation
5. Plan Implementation and Monitoring Procedures
6. Bi-State MPO 2030 Transportation Plan 5 Year Modular List of Transportation Projects, 2006 - 2030
7. Public Involvement Opportunities/Environmental Justice

These seven sections provide the supportive technical data for the Plan's development and respond to the Federal requirements for a metropolitan long range transportation plan as established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and amended by the Transportation Equity Act for the 21st Century of 1998 (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005 (SAFETEA-LU).

B. Relationship with State and Federal Agencies and Requirements

The **Bi-State MPO 2030 Transportation Plan** has been developed in cooperation and in conjunction with the BSMPO member governments, the Arkansas State Highway and Transportation Department, Oklahoma Department of Transportation, and the Federal Transit and Federal Highway Administrations of the U.S. Department of Transportation. The preparation of the **Plan** has been funded, in part, through the use of Federal Transit Administration Funds and Federal Highway Administration planning funds which are administered through both States' Highway and Transportation Departments. The **Plan** is the culmination of a continuing, cooperative, and comprehensive planning effort among the Federal, State and local governments directed by the BSMPO Process as administered by the BSMPO that provides for consideration and implementation of projects, strategies, and services that address the following factors.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;.
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

The following federal requirements were also incorporated into the **2030 Transportation Plan** development. The transportation plan must:

- a. address a twenty year planning horizon;
- b. include long range and short range strategies that lead to an integrated intermodal transportation plan;
- c. identify the transportation demands of persons and goods over the period of the plan;
- d. identify congestion management strategies that demonstrate a systematic approach in resolving current and future demand;
- e. identify needed pedestrian walkway and bicycle facilities;
- f. reflect the consideration given to the results of the management systems;
- g. assess the capital investments and other measures necessary to preserve the existing transportation system and make the most efficient use of existing facilities to relieve vehicular congestion and enhance the mobility of people and goods;
- h. include sufficient design concept and scope descriptions regarding each proposed transportation improvement described in sufficient detail to develop cost estimates;

- i. reflect a multi-modal evaluation of the transportation, socioeconomic, environmental, and financial impact of the overall plan including all major transportation investments;
- j. for major transportation investments for which analysis are not complete, indicate that the design, scope, mode, and alignment have not been fully determined and will require further analysis;
- k. reflect consideration of the area's comprehensive long-range land use plans and metropolitan development objectives;
- l. indicate, as appropriate, the transportation enhancement activities within the Area; and,
- m. include a financial plan that demonstrates the consistency of proposed transportation investments with already available and projected sources of revenue. The financial plan shall compare the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation uses, and the estimated costs of constructing, maintaining and operating the total transportation system over the period of the Plan.

There must be adequate opportunity for public officials and citizen's involvement in the development of the transportation plan before it is approved by the Bi-State Metropolitan Planning Organization Board. Section VII of the Year 2030 Plan presents the public involvement procedures used by the Bi-State Metropolitan Planning Organization in this process.

C. Socio-Demographic Conditions and Trends

The Fort Smith Metropolitan Statistical Area, MSA, which encompasses the BSMPO Area, has witnessed more than a 53% growth in population over the past 25 years. The BSMPO Area has witnessed a 77% population growth during this same time period. The BSMPO Area's population growth has been the result of the general population growth within the region as well as the result of two expansions of the MPO's planning jurisdictional boundaries. Since 2000, the region has experienced an 8.2% population growth while the BSMPO Area has experienced a population growth of over 6.0%. The second section of the **2030 Transportation Plan**, Bi-State MPO Area Description, addresses these changes in more detail.

In recent years, 1990 - 2005, the Area became one of the fastest growing areas in the State and Region. All of the communities in the region have experienced considerable growth during this period but the smaller communities and unincorporated areas located outside of the cities of Fort Smith and Van Buren area have seen the most significant population growth. The more notable communities/areas that have experienced significant increases are Greenwood, Alma, Lavaca and the areas located immediately north of Van Buren. Fort Smith and Van Buren have seen a steady growth trend but of differing types. Fort Smith has been undergoing a substantial amount of "infill" development and a number of large scale subdivision developments in the southern part of the City while Van Buren has seen a substantial amount of new subdivision development and commercial development within the State Highway (SH) 59 corridor.

II. Bi-State MPO Area Description

A. Geographic

Located on the border of Arkansas and Oklahoma, the BSMPO Area is nearly equidistant from the following major metropolitan areas; Memphis, Kansas City, and Dallas. Each of these metropolitan areas is within five hours driving time or approximately 320 miles. Little Rock, Arkansas is 150 miles east of the Area and Oklahoma City, Oklahoma is 180 miles west of the Area. The Fort Smith Metropolitan Statistical Area, MSA, was expanded as the result of the 2000 Census. The MSA now includes Franklin County in Arkansas and LeFlore County in Oklahoma in addition to Crawford and Sebastian Counties in Arkansas and Sequoyah County in Oklahoma. The incorporated communities, cities, and towns within the MSA are Alma, Barling, Bonanza, Branch, Cedarville, Central City, Charleston, Fort Smith, Greenwood, Lavaca, Radcliff, Rudy, and Van Buren in Arkansas and Arkoma, Bokoshe, Cameron, Fanshawe, Gans, Howe, Moffett, Muldrow, Panama, Pocola, Poteau, Roland, Sallisaw, Spiro, Vian, and Wister in Oklahoma. The BSMPO Area is the regional trade center for approximately 384,100 persons who reside in a bi-state 11 county area.

The Fayetteville/Springdale/Rogers MSA, one of the fastest growing regions in the nation, is located 50 miles north of the BSMPO Area. With the completion of I-540 between these, the two areas have increased their social, economic, and cultural interaction by bringing over 20% of the State's population into a more convenient travel sphere of daily socio-economic activity. The tier of counties in northwest Arkansas that comprises these two metropolitan areas (Benton, Washington, Crawford, and Sebastian Counties) are four of the most rapidly growing counties in the State and, when viewed in a regional context, are seen as one of the principal growth areas in the Nation.

B. Physical

The BSMPO Area encompasses nearly 550 square miles in western Arkansas and eastern Oklahoma. It embraces over 230 square miles of eastern Sequoyah County and northeastern LeFlore County in Oklahoma and approximately 315 square miles of southwestern Crawford County and northwestern Sebastian County in Arkansas. The Arkansas River, flowing eastward through a relatively flat and narrow valley, bisects the Area. Although large sections of all four counties have mountainous terrain, those portions of the counties that are within the BSMPO Area have flat to rolling terrains. The central cities of Fort Smith and Van Buren reflect this type of terrain in that they both exhibit a rather flat topography adjacent to the Arkansas River and a rolling to hilly topography away from the River valley. The lands outside of the two central cities, yet still within the BSMPO Area, however, demonstrate a different topographical cross section. Here, the terrain becomes more mountainous with numerous mountain elevations reaching over 2,000 feet separated by narrow wooded valleys and small mountain streams.

C. Population

The 2000 Census indicated that the BSMPO Area has a population of 154,640 persons. The 2005 estimated population is 187,065. This represents an increase of 21% over the

2000 BSMPO Area population estimate of 148,500. The trend during this period continued to see the same growth characteristic as was seen in the 1990s where the highest growth rates were in the smaller cities and unincorporated portions of the BSMPO Area lying immediately outside of the two largest communities of Fort Smith and Van Buren. **Table 1** depicts the BSMPO Area’s population by county for the years 1990, 2000, 2010, 2020, and 2030. **Table 1a** presents the Area’s percent of total county population for these same years. Additional discussion of the population and subsequent projections to the horizon year of 2030 can be found in **Section III, Planning Horizon Description and Data Projections**.

County	1990	2000	2005	2010	2020	2030
Crawford	27,910	36,378	41,875	46,150	53,265	62,596
Sebastian	86,491	101,586	109,000	112,582	128,954	135,935
Arkansas Total	114,401	137,964	150,875	158,732	182,219	198,531
LeFlore	8,804	9,151	19,950	20,960	23,935	25,820
Sequoyah	6,589	7,525	16,240	17,155	18,255	22,750
Oklahoma Total	15,393	16,676	36,190	38,115	42,190	48,570
Bi-State Total	129,794	154,640	187,065	196,847	224,409	247,101

The Bi-State population is projected to increase 32 % between 2005 and 2030.

1990	2000	2005	2010	2020	2030
59.2%	60.5%	71.5 %	71%	74.2%	75.9 %

D. Economic

As was mentioned under the Geographic Sub-Section IIb, the BSMPO Area is located within the Fort Smith MSA with a regional market area population of approximately 384,100 people. The local economies of the cities and counties within the BSMPO Area/Fort Smith metropolitan area rely to a large degree upon the City of Fort Smith for employment, commercial services, health care services, government services, and educational opportunities. Since the mid 1990s, the outlying communities have begun to provide many more services that have been traditionally offered by the City of Fort Smith such as banking, medical, and recreational. This has been due, in part, to the rapid growth and development of these outlying areas and the need to locally satisfy the increasing demands for the above noted services. The City of Fort Smith, however, remains the central focus for the majority of job opportunities, health care facilities, government services, and educational opportunities. **Table 2** and the accompanying information present a ‘snap shot’ of the region’s economic characteristics as of April, 2006.

In 2005 the Fort Smith Regional Chamber of Commerce engaged a consultant to prepare a plan for regional economic development. This plan, *The River Valley, At the Tipping Point*, identified strategies for improving, expanding, and sustaining the region’s economic base and prosperity. Each of the strategies emphasized the strength of the transportation infrastructure and service within the Fort Smith region as a crucial asset that should be the core of any initiative that is undertaken. The plan also recommended four (4) specific target industries that should be the focus of regional efforts in recruiting. The target industries are; Advance Manufacturing, Logistics and Distribution, Food Processing, and Automotive Suppliers. Given the framework of the plan, capitalizing on existing assets and utilizing their strengths for immediate gain, the consultant recognized the value and extent of the region’s existing transportation system as essential for enhancing the economic development opportunities and creating a sustainable regional economy for the future.

The Fort Smith Regional Chamber of Commerce is continuing to work with the consultant to develop a clear and effective step by step procedure and process to implement recommendations from *The River Valley, At the Tipping Point*.

Table 2 2006 (April) Economic Data for the Fort Smith MSA (Crawford, Sebastian and Franklin Counties in Arkansas; Sequoyah and LeFlore Counties in Oklahoma)			
	April 2006	April 2005	Net Change From April 2005
Civilian Labor Force	139,350	136,625	2,725
Employment	133,300	130,900	2,400
Unemployment	6,050	5,725	+325
Unemployment Rate	4.3	4.2	--

Additional economic data extrapolated from the 2000 Census and other Census Bureau publications relating to the BSMPO Area's economic characteristics are presented below.

- Eighty-five percent of workers working outside their place of residence drive to work alone. Slightly over 10% of workers working outside their place of residence participate in car pools. The national averages for this same data are 67% and 12.3% respectively.
- The average travel time to work for workers working outside their place of residence is 20 minutes. The national average for travel time to work is in the 20-24 minute range.
- The three largest industrial categories of workers and their respective percentages of the total workers within the BSMPO Area are;

1. Manufacturing	23.1%
2. Trade, Transportation & Utilities	0.4%
3. Government	14.4 %
4. Education & Health Services	11.9 %

E. Transportation Modes

The BSMPO Area is blessed with a transportation system that is both effective and efficient. The present system is multi-modal and is developing into an intermodal system as well, as seen in the construction in Van Buren of intermodal river-port terminal facilities along the Arkansas River immediately east of the I-540 Bridge between Van Buren and Fort Smith. Additional interest in intermodalism has been expressed by the City of Fort Smith and there is, as of the preparation of this **Plan**, considerable discussion regarding a new location for the Port of Fort Smith and the establishment of an entity to provide administrative functions for the region's port, terminals, and distribution activities. The types of entities under discussion are a metropolitan port authority, intermodal port authority, municipal port authority, and a public facilities board. Each of these entities is enabled by Arkansas State Statutes and they are being reviewed to determine the most appropriate vehicle for the region's needs. The BSMPO has been approached to assist in the review and analysis to determine the most appropriate path to take to establish an administrative port structure.

A review of the many modes of travel and transportation is provided below.

Air

Regional passenger air service is provided by the Fort Smith Regional Airport located in the City of Fort Smith. In 2005 the Regional Airport retained a consultant to develop their Airport Master Plan Update. The update of this Plan is continuing. The MPO Staff has been involved in the review of the many drafts of the Update to ensure that the recommended access improvements are considered for inclusion in the **Year 2030 Plan**. The principal transportation system needs identified in the Update refer to signage for the Airport, improved access at the Leigh Avenue/I-540 interchange, and the deployment of appropriate Intelligent Transportation Systems (ITS) projects. The Airport Master Plan Update has estimated a total airport improvement cost of \$ 74,170,000 over a Three (3) Phased Development Program. The overwhelming majority of these costs are for airport operational and functional projects. The associated costs for improvements to the region's surface transportation system are going to be found in regularly scheduled maintenance

activities, implementation of improved signage pertaining to airport access, and related projects resulting from the development of off-airport properties under the airport's ownership.

Rail

Three (3) Class 1 Railroads also serve the BSMPO Area. The first of these, the Union Pacific, is located north of the Arkansas River and provides east-west service essentially along the I-40 corridor. Switching capabilities are located in Van Buren, Arkansas and in Sallisaw, Oklahoma, located approximately nine (9) miles west of the western boundary of the BSMPO Area. The second Class 1 rail line is the Kansas City Southern which provides services to the west/southwestern portion of the Area in LeFlore County, Oklahoma. The Kansas City Southern offers rail services in a north-south corridor between US 59 in Oklahoma and the Arkansas/Oklahoma State Line. Switching capabilities along this line are offered at two locations, both of which are located outside of the Area. One of these facilities is located in Poteau, Oklahoma, approximately 25 miles southwest of Fort Smith, while the other facility is located in Sallisaw, Oklahoma. The third Class 1 rail line, the Burlington Northern-Santa Fe, utilizes a line which parallels US 71/I-540 between the Arkansas-Missouri Line and Fort Smith.

In addition to the three Class 1 rail lines, the BSMPO Area is served by two Class 3 lines known as short line railroads. The Arkansas-Missouri Line (A&M) provides rail services on the same tracks as the Burlington Northern-Santa Fe. The tracks lie along the US 71 corridor between Springfield, Missouri and Fort Smith, Arkansas. The A&M has contractual arrangements with all three Class 1 lines in the Area, which is a rarity among communities that are primarily serviced by a Class 3 short line railroad. The second short line is the Fort Smith Railroad. This service offers transportation services within Fort Smith. With the provision of the two Class 3 short lines and the three Class 1 main lines, the BSMPO Area has access to every major east-west and north-south gateway for freight and raw material transportation.

Water

The BSMPO Area is bisected in a west to east direction by the Arkansas River. The Arkansas River is part of a larger navigation system which involves the Arkansas and White Rivers in Arkansas and the Arkansas and Verdigris Rivers in Oklahoma. This System, the Kerr-McClellan Arkansas River Navigation System, was completed in the 1970's and opened a length of the Arkansas River to barge traffic between the Mississippi River in Desha County, Arkansas and the Port of Tulsa in Catoosa, Oklahoma. Although the river channel width varies, the channel depth is maintained at a minimum depth of 9 feet in order to accommodate barge traffic. The Area is served by two commercial ports as well as several private terminals, docks and loading facilities. The two commercial ports are located in Fort Smith and Van Buren, Arkansas. The Port of Fort Smith is actually located on the Poteau River immediately south of the confluence of the Poteau and Arkansas Rivers while the port in Van Buren is located on the Arkansas River, east of and adjacent to the I-540 Bridge over the Arkansas River. Both ports are in operation and serve local, regional, and national barge and shipment needs. The administration of the Port of Fort Smith is performed through the Fort Smith Port Authority and the management and operations through Kinder Morgan Terminals. The Port of Van Buren is actually a series of privately held terminals individually owned and operated. In 1999 a

study was undertaken to determine the feasibility of establishing an intermodal port facility at the site or at another site depending on the size, availability, and need as defined by the study. The study determined that there is, in fact, a need for an intermodal facility in the region and that a Van Buren site would be the preferred location. The study also indicated that the most pressing need was not for an intermodal port, although the findings showed that there was sufficient volume for one, but that there was a critical need for an intermodal facility for truck-rail transloading. The study further identified a location for the truck-rail transloading facility which is in the Van Buren Industrial Park adjacent to the Port of Van Buren. Since the completion of the 1999 study and subsequent planning studies, recommended rail improvements have been made in the port area on the riverside portion of the port property. There are currently three port related projects that are being addressed by the City of Van Buren in concert with the Arkansas State Highway and Transportation Department. These projects are: improvements to Access Road into the port; signalization at the I-540/SH 59 interchange which is the interstate access for the port; and an extension of an access road along the 'toe' of the levee on the riverside side of the port.

Roadway

The Bi-State MPO Area is served by numerous State and Federal highways. The east-west corridors are serviced by the following State and Federal highways:

Arkansas: State Highways: 348, 282, 162, 22, 10, 10 spur, and 255
Federal Highways: I-40, I-540, and US 64

Oklahoma: Federal Highways: I-40, and US 64

The north-south corridors are serviced by the following State and Federal highways.

Arkansas: State Highways; 59, 255, 45, and 253
Federal Highways; I-540 (I-49), US 71 and 271

Oklahoma: State Highways; 9, 9A, and 112
Federal Highways; US 271, and US 59

The relocation of US 71 between the Missouri State Line and Alma, Arkansas, later designated as I-540 Arkansas, was completed in 1999. The Missouri State Line to Alma phase is just one of many to be constructed before the new interstate, I-49, is completed through western Arkansas between Missouri and Louisiana. Pre-construction projects have begun on the section of I-49 that traverses the Fort Chaffee Trust's property. These activities will include clearing, grubbing, structures, and other related projects. Funding has been received and the various projects programmed in the FY 07 – FY 10 Statewide Transportation Improvement Program. Ultimately, I-49 will replace the entire length of US 71 with a safer and more efficient facility thus facilitating an expanded regional and national economic environment for all of western Arkansas and eastern Oklahoma. This facility has long been the highest regional priority.

Other facilities that have been considered critical planned extensions within the BSMPO Area include the extension of I-540 into Oklahoma from Fort Smith and the extension of the Muskogee Turnpike from Webber Falls, Oklahoma to Poteau, Oklahoma. Each of these facilities could have significant impacts on the Area's transportation network as

well as its economic growth and development. Thus each of these proposed facilities are integral parts of the **Bi-State MPO 2030 Transportation Plan**.

Pipeline

Another transportation mode that is prominent throughout the BSMPO Area is the pipeline. The BSMPO Area sits upon one of the largest continental natural gas field in the nation. This field, the Arkhoma Basin, provides natural gas for local, regional, and national customers and is regularly being expanded as the need for natural gas increases. It was recently announced that a new interregional pipeline is to be constructed through the BSMPO Area. This new pipeline will begin south of the Red River in Texas near the Oklahoma State line and continue through the vicinity of Fort Smith to Newport, Arkansas and then to the Ohio River valley. The number and location of all pipelines will be an important factor in the design and location considerations during implementation of the proposed improvements contained in the **Bi-State MPO 2030 Transportation Plan**. As the proposed improvements are readied for implementation, the location of the lines and efforts to avoid or accommodate them will be done on a case by case basis.

Public Transportation

The only public transit system currently operating in the Bi-State MPO Area is the Fort Smith Transit System, which serves city residents. Its expressed purpose is to provide for the operations of the city's transit system meeting its growing public transportation needs. The major goals of the Fort Smith Transit System have been outlined in its plan/application for continued funding submitted to the Arkansas State Highway and Transportation Department and Federal Transit Administration. These goals are:

- A. Complete the construction of an intermodal bus transfer station to provide amenities for passengers boarding intra/inter city busses and for tourists to board the steel rail trolley.
- B. Work with the Arkansas Highway and Transportation Department's Public Transportation Offices to purchase and place 30 – 40 bus stop shelters along major transit routes throughout Fort Smith. This will include planning, easement acquisition, shelter purchase and placement.
- C. Enhance the Department's website to include public information regarding safe practices as it relates to public transportation. The site will also include instructions on hoe to identify and report suspicious activity
- D. Reevaluate night transportation needs to restructure for improved efficiency

A new initiative was started in 2004 by the Fort Smith Transit Department and the Bi-State MPO. This initiative involves developing a coordinated transit operation among all the region's transit providers, both public and private. The result of this initiative was the formation of the River Valley Transit Providers which is a group comprised of approximately 30 individuals representing the region's transit operators. Included in this

group are the local taxi company and the region's charter bus services. This effort predated the federal transit initiative, United We Ride, by nearly two (2) years, and will become the foundation for the BSMPO's Coordinated Human Services Transit Plan prepared during fiscal year 2007.

Bicycle

In 1998, the BSMPO Staff with the assistance of the Fort Smith Parks Commission prepared a Bikeway Plan for the City of Fort Smith. This plan was adopted and became a part of the City's Master Street Plan to commensurate with street plan implementation activities that are enforced through the City's Subdivision Regulations. There is a nationwide uniformity in design standards for the construction of bikeway facilities. The City of Fort Smith's Bikeway Plan has adopted these specifications as a part of their Plan.

The City of [Fort Smith Bikeway Plan](#) is presented in its entirety in the attached link.

Sebastian County initiated a bikeway project that was coordinated with the City of Fort Smith's Bikeway Plan as it relates to a bike path element along Massard Road. As the Massard Road bike path intersects with Zero Street and enters the County, it continues into Ben Geren Park which is a County operated Park.

Pedestrian and Recreational Trails

A truly regional pedestrian plan for the BSMPO Area is not feasible due to geography. Major cities in the Area are separated from one another by long stretches of undeveloped land corridors, accessed by State or Federal Highways. In turn, these corridors do not have sufficient population or activity to generate the need for pedestrian improvements. However, as State and Federal Highways are improved, the BSMPO will suggest that pedestrian improvements be considered in the highways' final study and design. When requested, the BSMPO Staff assists each Area city in their planning needs and activities. As cities continue to grow, and needs such as pedestrian improvements arise, the Bi-State Staff will coordinate all local pedestrian plans to ensure connectivity, correct location, ADA accessibility, and design.

The Fort Smith Trails and Greenways Plan was developed during late 2003 and into 2004. The Plan shows 22 individual corridors that have been identified as potential trails. A total of nearly 88 miles of trails are proposed in the plan with a three phased implementation schedule of Near Term (0-5 years), Mid Term (5-10 years) and Long Term (10-15 years). Over its three phases, total estimated costs for the Plan range from \$21,897,500 to an estimated \$26,277,000.

The Fort Smith Plan will be the backbone for the development of other trails plans within the Bi-State MPO Area. Currently, the City of Greenwood is entertaining the

Bicycle Plan

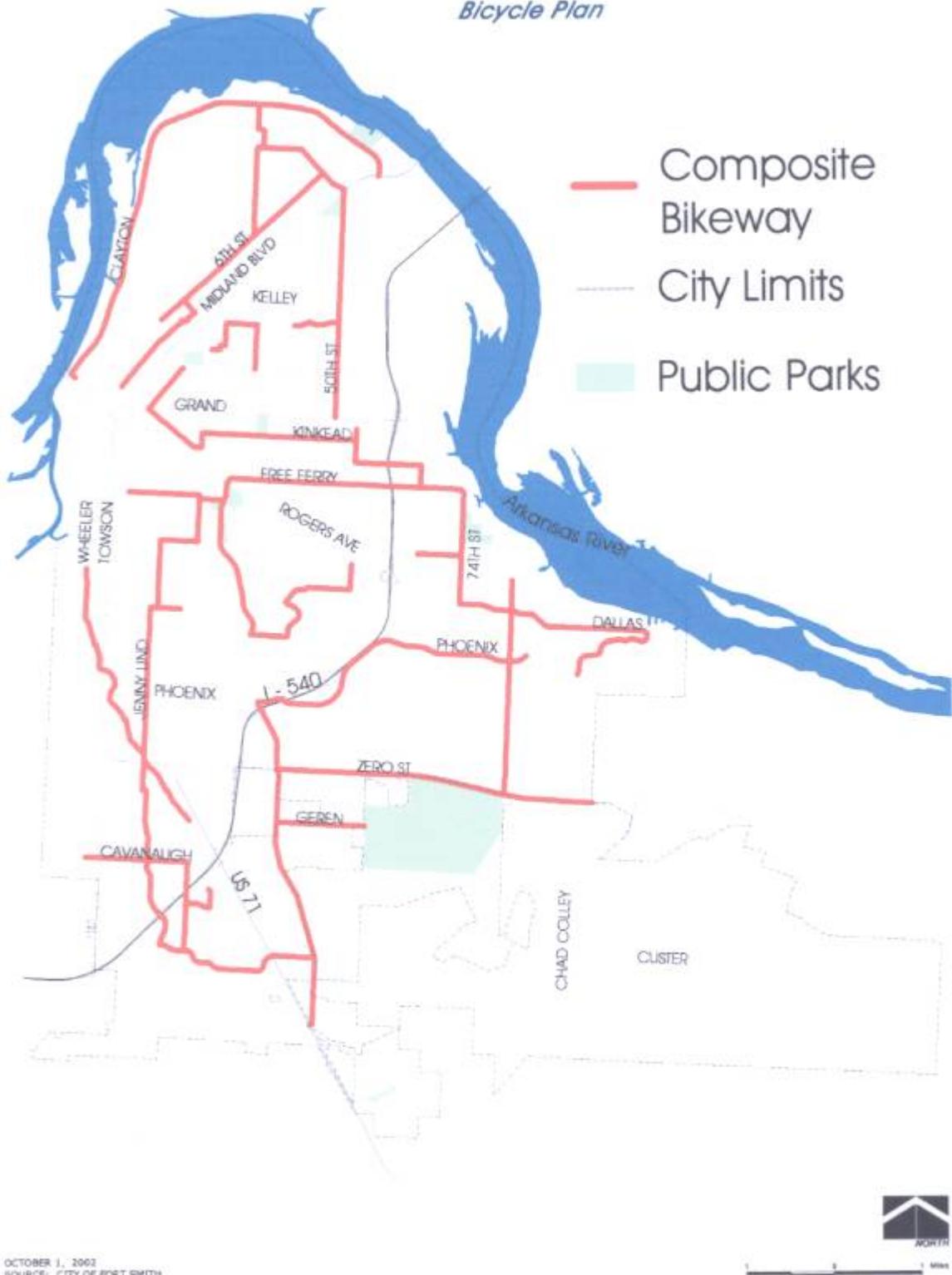


Illustration A

Fort Smith Bike Plan

development of a Greenways Plan that, once adopted, will become an element of their Master Street Plan. The following illustration depicts the Fort Smith Trails and Greenways Plan.



Fort Smith Trails and Greenways Plan



prepared for
City of Fort Smith, Arkansas
 5/10/04

Trails and Greenways Route Plan

Illustration B

III. Planning Horizon Description and Data Projections

A. Year 2030 Horizon Year

The year 2030 was chosen as the horizon year for the **Bi-State MPO 2030 Transportation Plan** for many reasons. Not unlike the rationale for the basis of determining the BSMPO Area, the year 2030 is far enough into the future to allow for the anticipated urbanized development of the Area to be implemented. By establishing the year 2030 as the planning horizon, the local governments and participating agencies are looking into the future for long range solutions to anticipated needs. Although this may appear to be a rather pragmatic approach in response to critical planning issues, it is a direction that will enable local governments and participating agencies to adequately plan and prepare to achieve the long term goals while maintaining the necessary short term vision and implementation techniques to respond to crucial short term issues.

B. Five Year Planning Modules

As a means of achieving the successful implementation of the **Bi-State MPO 2030 Transportation Plan** over the next 24 years, the **Plan** and its component parts has been developed in five year increments. The five year increment format will offer realistic goals relative to the **Plan's** short range implementation activities while still addressing the ultimate long range goals. Additionally, the five year incremental approach presents a "good fit" with the local governments' ability to program and commit local financial resources for transportation improvements. The incremental approach also provides a reasonable opportunity in scheduling state and/or federally funded transportation improvements within the BSMPO Area.

C. The TIP and Its Relationship to the Long Range Plan

The relationship of the Transportation Improvement Program (TIP) to the **Bi-State MPO 2030 Transportation Plan** can best be described as one of a statement of goals and the identification of objectives to implement these goals. The **Plan** is a statement, both visual and verbal, of the BSMPO Area's transportation goals as determined by local governments. One of the principal methods of achieving these goals is the development and successful implementation of the transportation capital improvements found in the TIP. This document identifies a schedule for improvements which describe the method, source of funding, physical properties, and priority of each project.

A requirement of the BSMPO transportation planning process is the development of a TIP that is cooperatively developed by the BSMPO, the State, and local jurisdictions. The TIP is a prioritized program for transportation improvements within the Area that reflects the goals of the **Plan** and is consistent with the planning process. The BSMPO TIP is a three (3) year document that is annually reviewed for any changes, additions, or reassessment of priorities. In this manner, the annual review combined with the three year nature of the document itself will fashion an effective tool to be used by local governments in implementing the five year incremental segments of the **Bi-State MPO 2030 Transportation Plan**. More information about the TIP process is in Section V, Plan Implementation and Monitoring Procedures, Subpart a.

The BSMPO is required to have a functioning TIP. The TIP is required to be a fiscally realistic program for transportation improvements. The TIP can not be a wish list which incorporates an enormous number of projects with an equally enormous cost. Local governments, in concert with the State and the BSMPO, must develop a TIP that demonstrates **fiscal constraint** with respect to reasonably achievable transportation improvement goals within the time frame of the TIP. Both the TIP and **Plan** must be fiscally constrained relative to the projects that are proposed and indicated to be implemented during the horizon years established for each document.

The term fiscally constrained means that there must be a reasonable expectation of the availability of funds within the identified horizon time frame, whether they are local, state or federal, to implement the projects contained in the TIP or **Plan**. This expectation also includes the availability of funds for any portion of the project. If the project is one considering a new location for an existing or planned facility, then the feasibility studies, environmental studies, design and right-of-way studies come under the definition of constrained. A number of the proposed projects in the **Plan** and in the TIP come under this definition. Since the **Plan** has a 25 year horizon and is divided into four 5 year increments, the 3rd, 4th, and 5th increments contain projects that do not have current funding sources but there is a reasonable expectation that funds will be available for them by the time of the individual increment. These expectations are based, in part, on the historical ability of the BSMPO Area to secure the appropriate funding for regionally significant projects. The expectations are also based on the importance of the projects that are presented and their impact on the regional, state, and national transportation system. It is the historically supported position of the BSMPO that each project that is identified in the constrained elements of the **Plan** and the constrained elements of the TIP has a reasonable expectation of the availability of funding within its respective horizon years.

The fiscal constraint element of the TIP is another reason for the document's three year horizon and annual review. If there are critically needed projects within a local jurisdiction, the TIP may reflect its implementation in year three of the Program thus enabling the local government to commit the necessary local resources over a three year period rather than face a possibly substantial sum over the span of only one year. One qualification of the financially constrained approach is that the local government must be reasonably expected to implement the project within the programmed time frame.

D. Data Projections and Rationale

The **Bi-State MPO 2030 Transportation Plan** uses transportation related data projected on the basis of the five year increments. Using the 2000 Census data, State Data Center data for Arkansas and Oklahoma, and other historical data, estimates have been made for the year 2005 for population and employment. These 2005 estimates are the base year data for subsequent population and employment projections for the years 2010, 2020, and 2030. **Table 3** presents total population for the four (4) county region by county for the years 1990, 2000, 2010, 2020, and 2030.

The data projections contained in **Table 4** has been developed based on the data presented in **Table 3**. The projections are based, in part, on historical trends and growth patterns as well as the recent increase in developments outside of the central cities of Fort Smith and Van Buren. The local governments' growth policies and abilities to service

new developments with the necessary infrastructure needs such as water and sewer have also been considered in preparing the incremental projections.

Table 5 presents employment estimates and projections for 1990 - 2030. As in **Table 4**, these estimates and projections are by county and the appropriate percent increases are listed for the entire period as well as for the projected annual average rate of increase.

Map 2 displays the BSMPO Area Boundary. Changes have recently been proposed in the Boundary stemming from the expansion of the MSA, the growth in the outlying areas of the region, the anticipated completion of I-49 from I-40 in Alma to US 71 south of Fort Smith by the Horizon Year, the full redevelopment of the Fort Chaffee Released Property, the extension of I-540 or an interstate designed facility into Oklahoma, and the expansion of the region's freight trade area resulting from the implementation of the Van Buren Regional Intermodal Facility. All of these projects and endeavors are anticipated to be completed by 2020, well before the Horizon Year.

Table 3
Four County Area Total Population Forecasts
(Includes Bi-State MPO Area)

County	1990	2000	2010	2020	2025	2030
Crawford	42,493	53,247	69,800	82,000	93,700	103,800
Sebastian	99,590	115,071	135,760	159,390	173,000	189,800
AR. Subtotal	142,083	168,318	202,800	241,390	266,700	293,600
LeFlore	43,270	47,040	50,860	55,500	57,300	59,100
Sequoyah	33,828	38,860	43,500	48,200	50,400	52,600
OK. Subtotal	77,098	85,900	94,360	103,700	107,700	111,700
Four County Total	219,181	254,218	297,160	345,090	374,400	405,300

Table 3a
Percent Change in Population by County, 1990 - 2030

Jurisdiction	1990-2000	2000-2010	2010-2020	2020-2025	2025-2030
Crawford Co.	22.4	31.1	17.5	14.3	10.8
Sebastian Co	15.5	18.0	17.4	8.5	9.7
AR. Subtotal	18.5	20.5	19.0	10.5	10.1
LeFlore Co.	8.7	8.1	9.1	3.2	3.1
Sequoyah Co.	14.8	11.9	10.8	4.6	4.4
OK Subtotal	11.4	9.8	9.9	3.9	3.7
Four County Total	16.0	16.9	16.1	8.5	8.3

Table 4
Bi-State MPO Area Population by County
1990, 2000 and 2010, 2020, 2025, 2030 Projections

County	1990	2000	2010	2020	2025	2030
Crawford	27,910	36,378	52,410	62,730	71,550	77,190
Sebastian	86,491	101,586	122,715	146,000	156,140	170,260
Arkansas Total	114,401	137,964	175,125	208,730	227,690	247,450
LeFlore	8,804	9,151	20,960	23,935	25,340	25,820
Sequoyah	6,589	7,525	17,155	18,255	19,565	22,750
Oklahoma Total	15,393	16,676	38,115	42,190	44,905	48,570
Bi-State Total	129,794	154,640	213,240	250,920	272,595	296,020

Table 4a
Bi-State MPO Area Population as a Percent of the Four County
Total Population

1990	2000	2010	2020	2025	2030
59.2%	60.5%	71.8%	72.7%	72.8%	73%

Table 5
Bi-State MPO Area Employment and Employment Projections by County
1990, 2000, 2010, 2020, 2025, 2030

County	1900	2000 Est.	2010	2020	2025	2030
Crawford	14,188	18,920	27,780 A.	32,620	36,490	41,310
Sebastian	44,153	54,860	66,270	77,380	82,750	90,490
AR. Total	58,341	73,780	94,050	110,000	119,240	131,800
LeFlore	3,864	4,360	10,060 B.	11,250	12,620	13,020
Sequoyah	2,989	3,680	8,050 C.	8,540	9,200	9,600
OK Total	6,853	8,040	18,110	19,790	21,820	22,620
Bi-State MPO Area Total	65,194	81,820	112,160	129,790	141,060	154,420

Table 5a
Percent Change in Employment by Jurisdiction 1900 - 2030

Jurisdiction	1900-2000	2000-2010	2010-2020	2020-2025	2025-2030
Crawford Co.	33.3	46.8 A.	18.1	11.9	13.2
Sebastian Co.	24.2	20.9	16.8	6.9	9.4
AR. Subtotal	26.5	17.0	17.0	8.4	10.5
LeFlore Co.	12.8	130.7 B.	11.8	12.2	3.2
Sequoyah Co.	23.1	118.8 C.	6.1	7.7	4.3
OK. Subtotal	17.3	125.2	9.3	10.3	3.7
4 County Total	25.5	37.1	15.7	8.7	9.8

- A. The Cities of Chester, Mountainburg, and Mulberry are reflected in the employment totals beginning in 2010. These cities will be added to the Bi-State MPO Area between 2006 and 2010.
- B. The Towns of Panama, Poteau, and Rock Island are reflected in the employment totals beginning in 2010. These towns will be added to the Bi-State MPO Area between 2006 and 2010.
- C. The Town of Sallisaw is reflected in the employment totals beginning in 2010. The town will be added to the Bi-State MPO Area between 2006 and 2010.

Table 6
Bi-State MPO Area Population and Population Projections by City and County Part
1990, 2000, 2005, 2010, 2020, 2025, 2030
Crawford County

Jurisdiction	1990	2000	2005	2010	2020	2025	2030
County	42,493	53,257	59,141	69,800	82,000	93,700	103,800
Alma	2,959	4,160	4,495	5,800	6,900	8,000	8,870
Cedarville	A.	1,133	1,240	1,900	3,900	4,200	4,650
Chester	B.	B.	C.	110	190	230	260
Kibler	931	969	1,035	1,600	2,200	3,500	3,880
Mountainburg	B.	B.	C.	1,050	1,600	2,400	2,660
Mulberry	B.	B.	C.	1,800	2,050	2,170	2,400
Van Buren	14,899	18,986	21,100	27,000	31,000	35,000	38,770
County Pt. of Bi-State MPO Area	9,027	11,000	11,750	12,800	14,200	15,100	15,700
Bi-State MPO Area as % of total County	65.7%	68.3%	67%	74.6%	75.7%	75.3%	74.4%

A. Not incorporated at the time of the 1990 Census.
B. Not included in the Bi-State MPO Area at the time of the Census.
C. Not in the MPO Area at the time of the 2030 Plan

Table 6, Continued
Sebastian County

Jurisdiction	1990	2000	2005	2010	2020	2025	2030
County	99,590	115,071	125,095	135,760	159,390	173,000	189,800
Barling *	4,078	4,176	4,420	6,600	9,200	9,800	10,750
Bonanza	520	514	545	740	1,400	1,600	1,750
Central City	480	531	575	1,050	2,100	2,300	2,520
Fort Smith	72,798	80,268	82,100	91,400	106,000	110,300	121,000
Greenwood	3,984	7,112	7,700	9,400	12,100	14,200	15,580
Lavaca	1,364	1,825	2,030	2,225	3,000	2,240	2,460
County Pt. of Bi-State MPO Area	3,267	7,160	8,600	11,300	12,200	14,600	16,200
Bi-State MPO Area as a % of total County	86.8%	88.3%	84.7%	92.3%	90.4%	91.4%	89.7%

Table 6, Continued
LeFlore County

Jurisdiction	1990	2000	2005	2010	2020	2025	2030
County	43,270	48,109	49,700	50,860	55,500	57,300	59,100
Arkoma	2,393	2,180	2,200	2,330	2,510	2,600	2,680
Panama	B.	B.	C.	1,460	1,570	1,620	1,670
Pocola	3,664	3,994	4,150	4,280	4,610	4,760	4,910
Poteau	B.	B.	C.	8,500	9,160	9,460	9,750
Rock Island	B.	B.	C.	760	820	840	870
Spiro	2,146	2,227	2,290	2,380	2,570	2,650	2,740
County Pt. of Bi-State MPO Area	600	750	1,100	1,600	2,400	2,900	3,200
Bi-State MPO Area as a % of total County	20.3%	19.0%	19.6%	41.8%	42.3%	43.3%	43.7%

Table 6, Continued
Sequoyah County

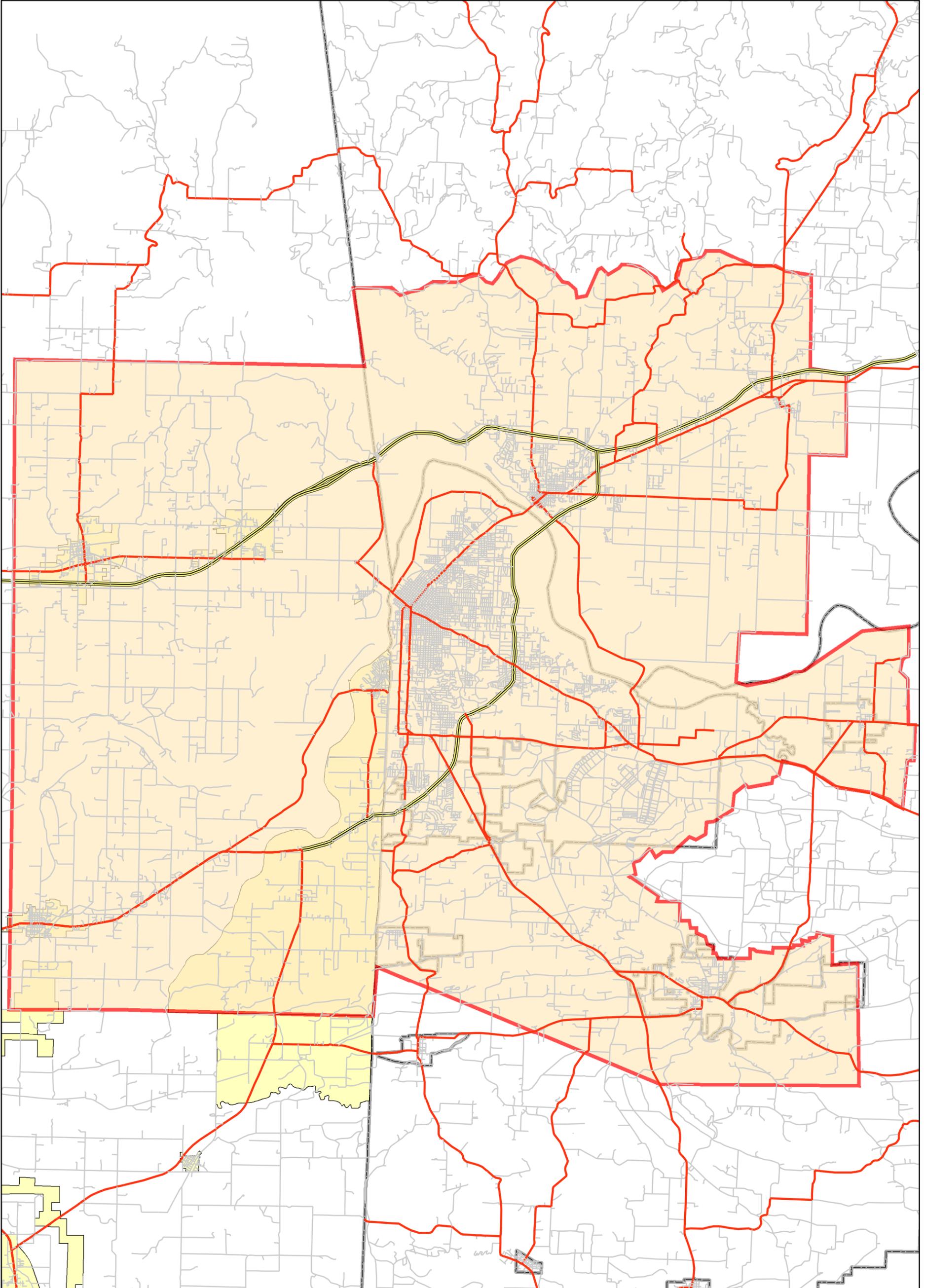
Jurisdiction	1990	2000	2005	2010	2020	2025	2030
County	33,828	38,972	41,200	43,500	48,200	50,400	52,600
Moffett	219	179	180	200	220	230	240
Muldrow	2,889	3,104	3,225	3,460	3,840	4,010	4,190
Roland	2,481	2,842	3,080	3,170	3,510	3,680	3,840
Sallisaw	B.	B.	C.	8,920	9,880	10,330	10,780
County Pt. of Bi-State MPO Area	1,000	1,400	1700	2,000	2,900	3,200	3,700
Bi-State MPO Area as a % of total County	19.5%	19.3%	19.9%	40.8%	42.2%	42.6%	43.3%

A. Not incorporated at the time of the 1990 Census.
 B. Not included in the Bi-State MPO Area at the time of the Census.
 C. Not in the MPO Area at the time of the 2030 Plan

MAP 2 BI STATE METROPOLITAN PLANNING ORGANIZATION BOUNDARY AREA MAP

OKLAHOMA

ARKANSAS



0 2.5 5 10 Miles

E. Sub-Area Importance to Long Range Plan Development and Implementation

As has been noted, the Bi-State MPO Area is bisected, west to east, by the Arkansas River and has a predominantly hilly to mountainous terrain. These two factors have established a process that the BSMPO Staff has followed for the past 25 years relative to the development of the local communities' master street plans as well as the eventual development of the **Bi-State MPO 2030 Transportation Plan**. The process that has been followed has been one of maintaining the integrity and close coordination of the individual street plans while recognizing that there will be limited planning opportunities, beyond those that currently exist, for connecting street and highway corridors between and among the Area's communities. The local communities have proceeded to develop and define their individual transportation planning needs based on providing efficient and effective local street plans and improvement programs.

The BSMPO Area is an interdependent region where all of the communities rely on each other for various purposes and services. Although Fort Smith is the region's economic hub and provides most of the financial, educational, medical services, its sister communities have realized a significant increase in residential activities and the associated service commercial uses that typically follows new residential developments. Each community has limited linkage to one another because of the geographic and terrain factors addressed above. This linkage is provided by one or two State or US Highways as shown on **Map 1**, and has created transportation/growth corridors which have been predominant in determining and fostering the local developmental patterns. The following subsections describe the corridors and growth trends, and present the **Bi-State MPO 2030 Transportation Plan's** relationship with the Arkansas River and other regional freight modes.

Arkansas Communities

Alma

The City of Alma is located seven (7) miles east of Van Buren at the intersection of the I-40 and U.S. 71 corridors. The I-40/U.S. 64 corridor represents the direct connection between Alma and the Fort Smith/ Van Buren area.

Since the completion of I-540 in 1999 between Alma and the Fayetteville/Springdale area, the City has seen the continuance of new residential developments along the I-540 corridor. This growth has been advanced with the completion of the new I-540 interchange at Collum Lane and Maple Shade Road. The City has also recently realized the beginning of 'spill-over' development from the unprecedented growth of Northwest Arkansas. Increasingly, new individuals to that part of the State who are working in Northwest Arkansas are living in Alma, Van Buren, Mountainburg, and other Crawford County communities. A number of these individuals are moving to the area from other parts of the country where commutes of 35 to 40 minutes are common place. The commute times to Northwest Arkansas from Alma, Van Buren, Mountainburg, and other Crawford County communities fall well within these accustomed travel times.

Barling

The City of Barling is located immediately east of the City of Fort Smith. There are four existing connecting corridors between Barling and the other Bi-State communities, three of which are State Highways. Barling is connected with Fort Smith through three corridors. Two of these corridors, State Highways 22 and 255, offer fast and direct linkage between the two cities. The development that is occurring along the State Highway 255 corridor is considerably different than that of the State Highway 22 corridor due to the large tracts of land that are available for warehousing, distribution, and other light industrial uses. The State Highway 22 corridor does not offer large tracts thus the types of development along this corridor tend to have more of a service and highway commercial orientation. The third existing corridor between Barling and Fort Smith is the Moody Road corridor which extends west out of Barling to its intersection with Massard Road in Fort Smith. This corridor is entirely residential and both communities have planned for it to remain residential. Massard Road, a north-south facility, connects State Highways 22 and 255.

The only major north-south corridor between Barling and any other community within the BSMPO Area is AR State Highway 59. Although there is, at present, little development along this corridor in Barling, there are abundant opportunities for development because of the existing mixture of uses found within the corridor. Residential usage dominates the southern section of the corridor within the City, whereas the northern section of the corridor within the City is predominantly open and includes a Corps of Engineers Park along the Arkansas River. State Highway 59 crosses the Arkansas River at this point and continues into the City of Van Buren where the development dramatically changes to agricultural and industrial uses.

A sizable piece of property was released from Fort Chaffee through the Base Realignment and Closure (BRAC) procedures of the US Department of Defense. This property has been ceded to the Fort Chaffee Trust for the purposes of developing a reuse plan that provides for a mixed use development including residential, commercial, industrial, public use conveyances, and other public uses. During the past eight (8) years, over 85 businesses, operations, and other private developments have been initiated on the property which is now called Chaffee Crossing. Among the most important public use properties is the necessary right-of-way for the construction of I-49 through Fort Chaffee from south of I-40 near Alma to an area north of the Jenny Lind Community, south of Fort Smith.

Bonanza

The City of Bonanza is located five miles south of Fort Smith and lies in the southwest part of the Bi-State Area in Arkansas. The City of Bonanza relies almost entirely on the Fort Smith/Van Buren area for employment, medical, and retail services due to its very small area and population. State Highway 45 traverses the City from north to south and provides the only direct access between Bonanza and Fort Smith. The City initiated a planning program and formed a planning commission in the late 1990s in anticipation of the continued growth and development trends south of Fort Smith. The BSMPO Staff has assisted the City in the development of plans and ordinances and will continue to assist in developing strategies that will be consistent with the regional plans and projects.

Central City

Central City is located immediately east of Barling and has access to the Fort Smith area by State Highway 22. The City is currently experiencing a considerable amount of residential growth along the State Highway 22 corridor as well as the State Highway 255 corridor which connects Central City with the City of Lavaca. Due to the location of Fort Chaffee, as Map 2 illustrates, there is little opportunity for additional connections between Central City and the communities south and west of the City.

Fort Smith

The City of Fort Smith is situated in the center of the Bi-State Area. With the exception of I-40 and SH 59, each of the Federal and State Highways comes to or through the City. Fort Smith is separated from Van Buren and points north by the Arkansas River; Greenwood and points south by topographical features such as Rye Hill; the eastern section of the Area by Fort Chaffee; and, the Oklahoma communities by another bend in the Arkansas River. Considering these limited points of access as gateways, the following highway corridors offer the only means of accessing Fort Smith;

1. State Highways 22 and 255, to the east
2. U.S. 71 and State Highways 253, 45, and I-540 to the south
3. I-540 and U.S. 64/71 to the north
4. U.S. 64 to the west

The City of Fort Smith actively implements their Master Street Plan through the enforcement of their subdivision regulations and through their transportation related capital improvements program which is supported by a city-wide 1 cent sales tax. Although the City of Fort Smith has been successful in maintaining and improving their streets and highways, the **Bi-State MPO 2030 Transportation Plan** addresses additional regional highway improvements that will provide further access and mobility improvements into and out of the City. These proposed improvements will not be the sole responsibility of the City of Fort Smith; rather the City will be working with the appropriate federal and state agencies and local governments to secure funding and implementation of these proposed improvements.

Greenwood

The City of Greenwood is located 10 miles south of Fort Smith immediately east of U.S. 71. Although State Highway 10 Spur provides the principal connection between the City and the U.S. 71 corridor, recent residential developments along North Main Street, north of the City, are placing more importance on the recently developed North Main Street connection to the U.S. 71 corridor. The City has also seen a significant amount of development pressure along the US 71 corridor. These have been, for the most part, residential and retail activities and proposals.

The residential developments on the east side of the City have caused the City to study the need for an effective bypass for traffic between US 71 on the east side of the City.

With the assistance of the Arkansas State Highway and Transportation Department and BSMPO Staff, the City has proposed two separate bypasses. The first involves the use of SH 10 on the southwest side of the City and an extension of SH 10 south of the City to an intersection with SH 96 on the east side of the City. This would involve approximately 1.5 miles of construction on new location within the Vache Grasse Bottoms area south of the City's waste water treatment facility. The second bypass that has been addressed is located on the north side of the City. This bypass would provide the same type of relief as the SH 10/SH96 proposal as it relates to the existing and future congestion through the City's downtown. The northern bypass would link the east side of the City with the planned Gate 9 Road interchange on I-49 within the Fort Chaffee Released Property. This proposal was brought before the Department of Defense (DOD) to determine if it could be pursued. The DOD and the Arkansas National Guard both agreed that a proposed northern by-pass was not a viable alternative due to recent improvements that had been made by the DOD along the western segment of the proposed route. The City of Greenwood is now actively studying other options and alternatives including major widening and other operation improvement on the SH 10 and SH 10 spur corridors.

Kibler

The City of Kibler is located five miles east of Van Buren and two miles south of Alma. Kibler is connected to these two communities by State Highway 162. As has been seen in most of the smaller Bi-State communities, the development within Kibler is concentrated along the State or U.S. Highway that provides the principal means of access to the Fort Smith/Van Buren area.

Improved access through the upgrading of SH 162 has fostered an increase in residential activity in and around the City. Although the City is experiencing increases in residential development, the long term residential growth within the City will be dictated by the substantial amount of prime agricultural farm land within the Arkansas River Valley which surrounds the City. As the City continues to grow and develop, there will be an increasing number of commuters using State Highway 162 to access the Fort Smith/Van Buren area for employment, medical, and retail purposes. Since the long range plans and goals of the City do not include major industrial and retail development, the current commuting trend between the City and the Fort Smith/Van Buren area is expected to continue. One qualifying factor pertaining to the future of industrial and commercial activity is the continuation of I-49 through Kibler. The approved plan for I-49 includes an interchange on SH 162 in Kibler. Typically, interchanges on interstate highways are catalysts for development. Factors such as water, sewer, local building regulations, and traffic volumes are critical to the scale, timing, and type of development that occur. The Bi-State Staff will continue to assist the City of Kibler in their planning and project development to be able to respond to the changing development climate that will arise as a result of the construction of I-49 and its eventual completion through the City.

Lavaca

The City of Lavaca is located along State Highway 255, two miles north of State Highway 22 and eight miles east of Barling. The development that is occurring in and around Lavaca is primarily found along the State Highway 255 corridor and the State Highway 96 corridor which offers another access to State Highway 22. A significant amount of residential growth has occurred in the City. In response to this growth, the City

formed a planning commission and has begun to develop plans and implementing ordinances. The BSMPO Staff assisted the City in the formation of the planning commission and in the development and preparation of the plans and ordinances. As in Greenwood, Kibler and the neighboring communities in Oklahoma, the residential development is directly related to the overall growth within the Fort Smith/Van Buren area. Also, as in these other communities, the growth will be seen along the connecting corridor to the Fort Smith/Van Buren Area which is State Highway 255 in Lavaca.

Rudy

The City of Rudy is located at the intersection of State Highways 348 and 282, 12 miles north of Van Buren and two miles northwest of Alma. The State Highway 348/282 corridor is currently experiencing scattered residential development and small scale subdivision activity.

Rudy has access to I-540 through an interchange at SH 282 on the east side of the City. Again, as in most of the other smaller BSMPO communities, the future growth is expected to be seen along the State or U.S. highways which connect these communities to the Fort Smith/Van Buren/ area. Since I-540 is a controlled access facility, the growth in and around Rudy is anticipated along State Highways 348 and 282 as they connect the City to State Highway 59 and I-540.

Van Buren

The City of Van Buren is located immediately north of Fort Smith on the north side of the Arkansas River. Van Buren is served by three east-west highway corridors and three north-south corridors. These corridors are as follows;

1. I-40, east and west
2. U.S. 64, east and west
3. State Highway 162, east
4. I-540/U.S. 71, north and south
5. State Highway 59, north and south
6. State Highway 282, north

As in the other BSMPO communities, these corridors offer connections between the communities within the BSMPO Area. The City of Van Buren has maintained the integrity of their street plan through the monitoring of the growth trends and development issues and pressures. This monitoring program has ensured that adequate and appropriate access to the above corridors has been maintained and fostered. Van Buren is also provided with three means of accessing Fort Smith. They are:

1. I-540 Bridge
2. U.S. 64/71 Bridge
3. State Highway 59 Bridge (Lock and Dam # 13)

The importance and impacts of the BSMPO Area's corridors and their connections among the BSMPO Area's communities becomes most apparent in the case of Van Buren. Practically all of the vehicular traffic emanating from points north and northeast of the BSMPO Area with destinations in Fort Smith or points south of Fort Smith must

cross the Arkansas River on one of the three bridges cited above. Since this amounts to a significant amount of traffic, the importance of these bridges and of maintaining the local street plans through the careful review of circulation issues becomes a critical issue.

Over the past 10 years, the growth in northern Van Buren has continued to accelerate, resulting in new residential developments and a rapid increase in commercial developments. The most important factor in this growth has been the widening and reconstruction of SH 59 from Rena Road to Northridge Rd. The widening is scheduled to continue for the next 10 years over a series of phased projects. State Highway 59 is the only continuous north - south facility in Van Buren and major growth areas have developed within its corridor.

Cooperative Inter-Jurisdictional Planning Agreements

Recognizing the importance of maintaining adequate connections between jurisdictions, the Cities of Van Buren and Alma agreed in 1993 to coordinate their respective planning jurisdictional areas in order to remove any overlapping, redundancy, and jurisdictional conflicts. As a result of this coordination, all of the BSMPO Area in Arkansas north of the River is now under local jurisdictions' authority for master street planning and subdivision control. The significance of this can be clearly understood with respect to design and construction standards and the provision of future connecting facilities between and among communities.

The Cities of Greenwood and Fort Smith also entered into a cooperative and coordinated arrangement during 1993 for planning jurisdictional responsibility. Accordingly, nearly the entire southern portion of the BSMPO Area in Arkansas is under a coordinated planning authority resulting from the Greenwood and Fort Smith agreement.

These inter-jurisdictional agreements and processes have continued and have been expanded to include the Cities of Barling, Lavaca, Bonanza, Dyer, and Cedarville.

Oklahoma Communities

All of the Oklahoma communities lie west of Fort Smith and Van Buren and are connected to the BSMPO Area by four US highways and one state highway. The towns of Roland and Muldrow are directly connected to the Van Buren area by I-40 and U.S. 64 and to the Fort Smith area by US 64. The town of Moffett is also connected to Fort Smith by U.S. 64. The Arkansas River presents both a physical and a fiscal barrier for potential connections from the Fort Smith /Van Buren area to the communities in Sequoyah County due to the tremendous costs and complexities of bridge construction. As a result, the I-40 and US 64 connections will retain their importance as the only foreseeable connections north of the River between the BSMPO Area and Oklahoma.

The communities of LeFlore County, Oklahoma within the BSMPO Area are offered two primary connections into the Fort Smith/Van Buren area. Oklahoma State Highway 9 connects Arkoma, Oklahoma directly to Fort Smith while US Highway 271,

which becomes I-540 as it enters Arkansas, offers Fort Smith/Van Buren connections for Pocola and Spiro, Oklahoma. US 271, via Oklahoma Highways 112 and 9, offers a direct connection between the Fort Smith/Van Buren area and the growing sub-regional center of Poteau, Oklahoma.

The Oklahoma DOT is currently working with the BSMPO, AHTD, and the FHWA to have the entire length of US 271 from the Arkansas State line to US 59 four miles west of Spiro, Oklahoma designated as a National Highway system facility so this section can be designed and constructed to interstate standards. Once this is accomplished, the BSMPO Area will be serviced by a controlled access facility on its south and southwestern side via I-540 in Arkansas and US 271/59 in Oklahoma.

Arkansas River Impacts

The importance and impacts of the River crossings of the highway corridors and their connections among the Area's communities becomes very apparent in the case of the Fort Smith/Van Buren area. Practically all of the vehicular traffic emanating from points north and northeast of the BSMPO Area with destinations in Fort Smith or points south of Fort Smith must cross the Arkansas River on one of the three bridges referenced under the Van Buren discussion section. Since this amounts to a significant amount of traffic, the importance of these bridges and the maintenance of local street plans through careful review of circulation issues becomes a critical BSMPO Area issue.

The implementation of the **Bi-State MPO 2030 Transportation Plan** will have two important impacts on the Arkansas River. The first impact will be in the form of an additional river crossing with the construction of the planned I-49 and its bridge across the Arkansas River.

The second Arkansas River impact resulting from the implementation of the **Bi-State MPO 2030 Transportation Plan** is the on-going implementation of the Van Buren Regional Intermodal Facility in the Van Buren Industrial Park and along the Arkansas River immediately downstream from the I-540 Bridge. The impact of this facility not only impacts the river through increased river traffic, but also through significant impacts on streets and highways in and around the Industrial Park.

IV. Long Range Plan Presentation

A. Importance of Local Plans and Local Planning Programs

Each of the BSMPO jurisdictions has developed a set of regional priorities for transportation improvements. These priorities range from local improvement projects that will benefit their respective street and highway networks to truly regional projects that will benefit all jurisdictions. The regional priorities that are presented on the following pages reflect projects that, in some cases, have the financial resources to construct and in other cases are those projects that the jurisdiction has no authority over but recognizes that importance of the project to the region.

Bi-State Metropolitan Planning Organization Regional Transportation Priorities

Alma

- Completion of I-49 between I-40 and Jenny Lind, south of Fort Smith
- West extension of Collum Lane to the Frog Bayou and continuation into Van Buren's jurisdiction
- Complete SH 162 by-pass
- Widen and reconstruct Mountain Grove Rd between US 64 and Edwards Rd.
- Construction of frontage roads along I-540

Barling

- Completion of I-49 between I-40 and Jenny Lind, south of Fort Smith
- Widen and reconstruct SH 22 between SH 59 and the City of Charleston
- Widen and reconstruct 'H' Street between SH 22 and SH 59
- Construction of frontage roads along I-49 from SH 22 through the Fort Chaffee Trust properties to the I-49 Terminal with US 72 south of Fort Smith
- Construction on new location of SH 255 between Massard Rd. and Fort Chaffee Blvd.

Bonanza

- Completion of I-49 between I-40 and Jenny Lind, south of Fort Smith
- Widen to 4 lanes SH 45 between its intersection with SH 253 and the southern city limits
- Widen and reconstruct Sherwood Ave. between SH 45 and the western city limits
- Widen and reconstruct Bonanza Rd. between US 71 and SH 45

Fort Smith

- Completion of I-49 between I-40 and Jenny Lind, south of Fort Smith
- Widen and reconstruct Albert Pike Rd. between Grand Ave and Free Ferry Rd.
- Construct a regional intermodal port facility on the Arkansas River
- Develop Corridor Plans for city's major commercial arterial and collector systems

- Design and improve the US 271/US 59 corridor to Interstate standard from the Arkansas State Line to I-40 in Sallisaw

Greenwood

- Completion of I-49 between I-40 and Jenny Lind, south of Fort Smith
- Widen and reconstruct Denver Street between SH 10 spur and Main Street
- Widen and reconstruct Denver Street between US 71 and SH 10 spur
- Identify a location and construct an east-west bypass for SH 10 from a point near the Burnville community and US 71 or I-49 (the planned southern interchange on Fort Chaffee property)
- Construction of frontage roads along the I-49 corridor between the I-49/US 71 interchange and the I-49.SH 10 planned interchange west of the city.

Van Buren

- Completion of I-49 between I-40 and Jenny Lind, south of Fort Smith
- Continued implementation of the Van Buren Intermodal Facility
- Completion of the remaining phases of the SH 59 corridor improvements
- Completion of the planned improvements within the 28th Street corridor project
- Construction of an additional interchange on I-40 to provide access to the growth areas in the northern portion of the city

Crawford County

- Completion of I-49 between I-40 and Jenny Lind, south of Fort Smith
- Widen and reconstruct Old Uniontown R. between SH 59 and the northern Bi-State Boundary
- Complete the Rena Road/Collum Lane corridor connection
- Widen and reconstruct Industrial Park Rd. between the Van Buren city limits and the city of Kibler
- Identify locations for an I-40 frontage road system and initiate construction

Sebastian County

- Completion of I-49 between I-40 and the southern BSMPO Boundary, south of Greenwood
- Widen and reconstruct SH 45 from SH 253 to the southern BSMPO Boundary
- Widen and reconstruct SH 45 between US 71 and SH 253
- Widen and reconstruct Bonanza Rd and Tennessee Ridge Rd. between US 71 and SH 45

LeFlore County

- Design and improve the US 271/US 59 corridor to Interstate standard from the Arkansas State Line to I-40 in Sallisaw
- Widen and reconstruct SH 112 between its intersection with US 271 in Pocola and the southern BSMPO Boundary

Sequoyah County

- Design and improve the US 271/US 59 corridor to Interstate standard from the Arkansas State Line to I-40 in Sallisaw
- Repair, replace or rehabilitate the county's functionally or structurally obsolete bridges

There are additional regional goals that are shared by the BSMPO member governments. These goals reflect more of a transportation systems management approach in identifying specific goals, priorities and projects. They are listed below.

- Development of the John Paul Hammerschmidt Ground Transportation Center in Fort Smith. Concept includes:
 - Possible interpretative center
 - Consolidate transportation modes and transfers at one location
 - Pedestrian, Transit, Bikeway, trails, riverboat/ marina
 - Retail space for lease, i.e. restaurants, office
- Development of an Interregional Bus Rapid Transit System or Light Rail System between the Arkansas River Valley and Northwest Arkansas.
- Extension of Clayton Expressway to an interchange with I-540
- Expansion of the Fort Smith Transit into a regional transit system within the urban areas of Sebastian and Crawford Counties.
- A regional trails system for the Fort Smith Area

- Expansion of the Fort Smith Bikeway system.
- Development of an electronic travelers services system for the Fort Smith Urban Area
 - Specific ITS deployments
 - To promote economic development
 - Utilize potential program at University of Arkansas Fort Smith
- Improved and coordinated Signal Timing on the region’s traffic signals
- Safety improvements on the region’s highway and street network.
- Increased bus services between communities in LeFlore and Sequoyah Counties and the Fort Smith/Van Buren area.
- Extension of Grand Avenue within the corridor between I-540 and eastern Fort Smith or alternative corridor to alleviate congestion on Rogers Avenue
- Widening of State Highway 45 to a four-lane facility between Zero Street and US 71 in Fort Smith.
- Develop and implement a region-wide access management system.
 - Strengthen driveway ordinances,
 - Promote shared access on Arterial roadways,
 - Consider and implement where possible frontage roads

B. Local Planning Assistance

The BSMPO Staff offers local communities assistance in the development and review of annual capital improvement programs with respect to street and/or transportation related projects. Due to the size and staffing presence of the City of Fort Smith, the Bi-State Staff does not offer the City direct assistance in capital improvements programming except when requested. The size and limited staffs of the other cities often results in requests for such assistance and, as mentioned, the BSMPO Staff offers this type of assistance annually. In addition to the capital improvements programming assistance cited above, the BSMPO Staff works with each local planning commission and local legislative body in the development and review of plans, subdivision plats, programs, and ordinances to improve transportation and transportation services.

C. Public Transportation Activities

The Fort Smith Transit Department’ Service is an award winning public transit provider that has been in operations since 1995. The Department won a Federal Transit Administration Regional award in 2005 for the greatest percent increase in rider-ship for small to medium sized transit systems.

The Transit system operates four (4) core fixed route systems and three (3) peak routes from 5:30 a.m. to 11:00 p.m. Monday through Friday and from 8:00 a.m. to 7:00 p.m. on Saturday. **Illustration C** presents these routes. In addition to the fixed route system para-transit and demand response operations are also offered. Para-transit services are offered between the hours of 8:00 a.m. and 5:00 p.m. Monday through Saturday while demand response services are offered between the hours of 8:00 a.m. and 3:00 p.m. Monday through Saturday. Fare structures are \$1.00 for fixed routes and \$2.00 for the para-transit and demand responses services. Reduced fares are provided for the elderly and disabled while children 5 years and younger ride free with a paying passenger.

A new initiative was started in 2004 by the Fort Smith Transit Department and the BSMPO. This initiative involves developing a coordinated transit operation among all the region's transit providers, both public and private. The result of this initiative was the formation of the River Valley Transit Providers which is a group comprised of approximately 30 individuals representing the region's transit operators. Included in this group are the local taxi company and the region's charter bus services. This effort predated the federal transit initiative, United We Ride, by nearly two years and has become the foundation for the BSMPO's Coordinated Human Services Transit Plan that will be prepared during fiscal year 2007.

D. The Bi-State MPO 2030 Transportation Plan

The **Bi-State MPO 2030 Transportation Plan** is the most critical element in the BSMPO's planning process. Its presentation follows the above discussion of local planning for one very important reason. The development and ultimate implementation of the **Plan** has been and will be a direct result of the cooperation and coordination of all of the local planning efforts within the Area. The tremendous growth within the BSMPO Area and the dynamics of this growth has caused each community to focus on the future and respond to the needs and issues rather than recognize the needs and issues and merely react to them. This is an important posture for the local communities to adopt since it has distinct implications on the planning, programming, and implementation of their local plans and the **Bi-State MPO 2030 Transportation Plan**. The local communities will be in a far better position to effectively manage their transportation needs by developing the appropriate responses to the issues instead of reacting to their critical needs. The planning programs that have been established and fostered by the local governments are all a substantial investment in the development of the **Bi-State MPO 2030 Transportation Plan**.

Map 3 presents the **Bi-State MPO 2030 Transportation Plan**. This is the element of the **Plan** for streets and highways and is based on a functional classification which classifies all facilities according to how they function as defined by a set of established criteria. These criteria include; traffic volumes, vehicular trip characteristics, speeds, and relationships to adjacent land uses. The classifications illustrated on the **Plan** are; Interstate, Principal Arterial, Minor Arterial, Collector, and Local streets. Each of these classifications is based on information contained in the American Association of State Highway and Transportation Officials' Manual for the Functional Classification of Streets and Highways and each classification has specific standards for design and construction. All of the communities within the BSMPO Area have identical minimum standards for design and construction of streets and highways. The schematics, following

the Plan, illustrate the design characteristics of the functionally classified facilities that are shown on the **Plan** and that have been adopted by each individual local government as well as the Bi-State Policy Committee for use in implementing the **Bi-State MPO 2030 Transportation Plan**.

Maps 4 and 5, the BSMPO Area's 2030 Land Use Plan, is a macro-plan that was prepared with the assistance of the local governments. It is defined as a macro-plan because it represents the planned land use on a regional scale. The land use plans of the individual communities are in far more detail and provide the necessary level of detail for the development of local zoning ordinances and other land use related policies. The BSMPO's Land Use Plan reflects a policy that has been adopted by most of the BSMPO Area communities which states that local planning issues and decisions will be analyzed from the standpoint of land use impacts and their implications on the local and regional transportation needs rather than predetermining transportation needs and forming land use decisions based on such needs. As a result, the local land use plans and subsequent BSMPO Land Use Plan have been developed by considering such factors as population densities, intensity of development, infrastructure capacities, and appropriate balances between residential developments and commercial services.

Immediately after **Map 4** is an illustration of the Land Use Plan for Chaffee Crossing. The Cities of Barling and Fort Smith have annexed portions of the Chaffee Crossing property and have incorporated the respective elements of the property's land use plans into the individual City's official Land Use Plan.

Maps 6 and 8 in association with **Tables 7 and 8**, depict the estimated 2005 traffic volumes and the projected 2010, 2020, and the 2030 traffic volumes for selected locations. These estimates and projections were developed based on an annual rate of increase for traffic on the functionally classified facilities. The base data was prepared by the Arkansas State Highway and Transportation Department from their traffic counting program while the annual rates of increase for traffic on functionally classified facilities were developed with the assistance of the City of Fort Smith. The City of Fort Smith has developed a traffic counting program for its city streets and has determined rates of increase based on the type and classification of that facility. They have used their on-going traffic counting program to qualify and test their estimates and rates and have developed a high confidence in the findings. Based on the City of Fort Smith's analysis, the following rates of increase have been determined and used by the BSMPO Staff in estimating the 2005 traffic volumes and the projected 2010, 2020, and 2030 traffic volumes.

Local and Collector Streets:	2.3% annual average growth rate
Minor and Principal Arterial Streets:	2.8% annual average growth rate

Maps 7 and 9 depict the Area's major traffic generators. As the BSMPO Area continues to grow and demands for new or expanded services and activities arise, the location of the new services or activities must be thoroughly studied with respect to the vehicular trips generated by such services or activities and the impacts on the adjacent streets and highways. Local access management measures and ordinances will be crucial in providing safe, efficient and effective traffic control. Again, this and other issues are at the center of the land use policy that was addressed above and will ultimately determine the successful implementation of the **Bi-State MPO 2030 Transportation Plan**.

Illustration C: Fort Smith Transit Fixed Routes

FIXED ROUTE

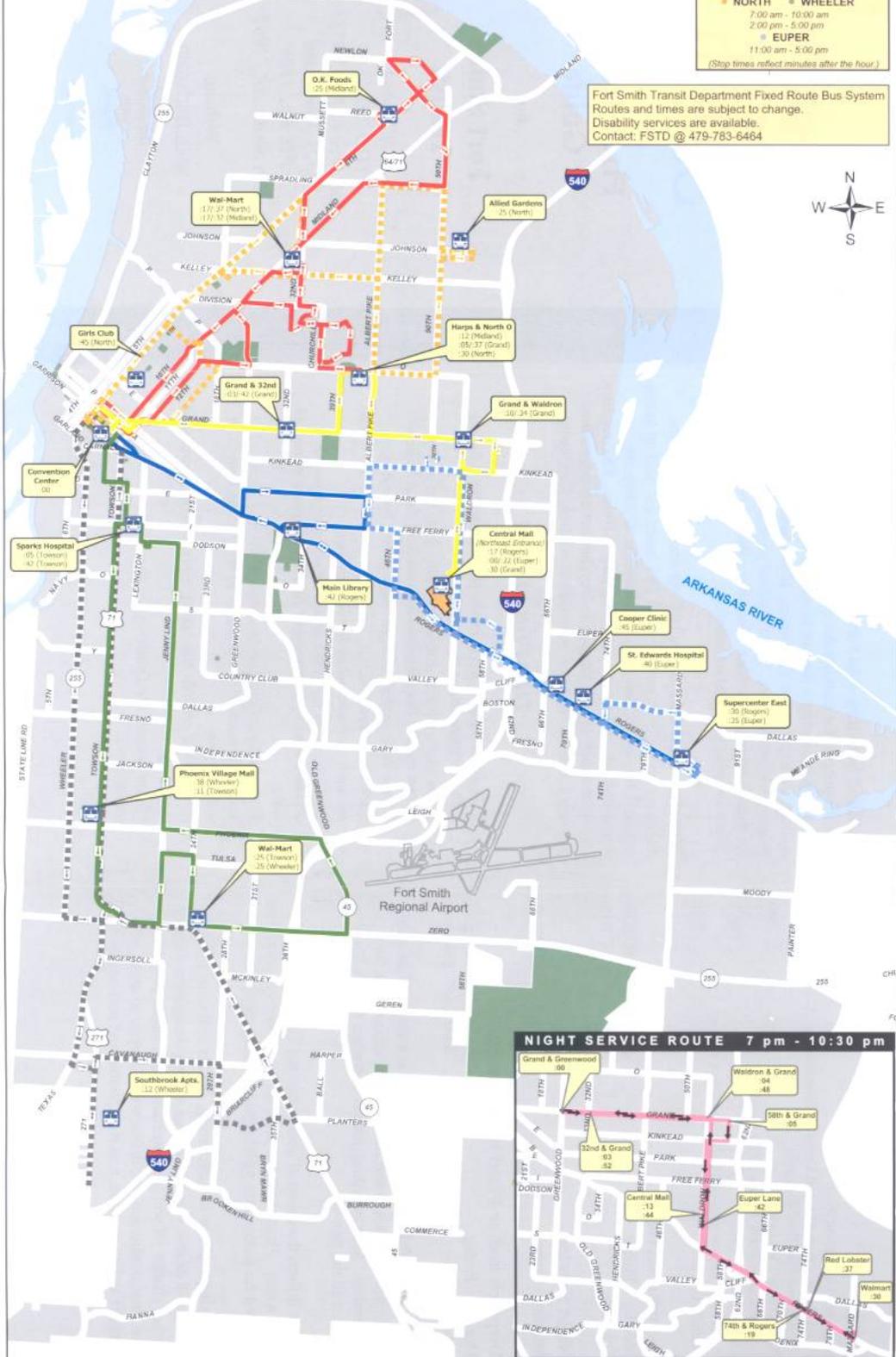
Available
 Mon. thru Fri. - 5:30 am - 7:00 pm
 Sat. - 8:00 am - 7:00 pm

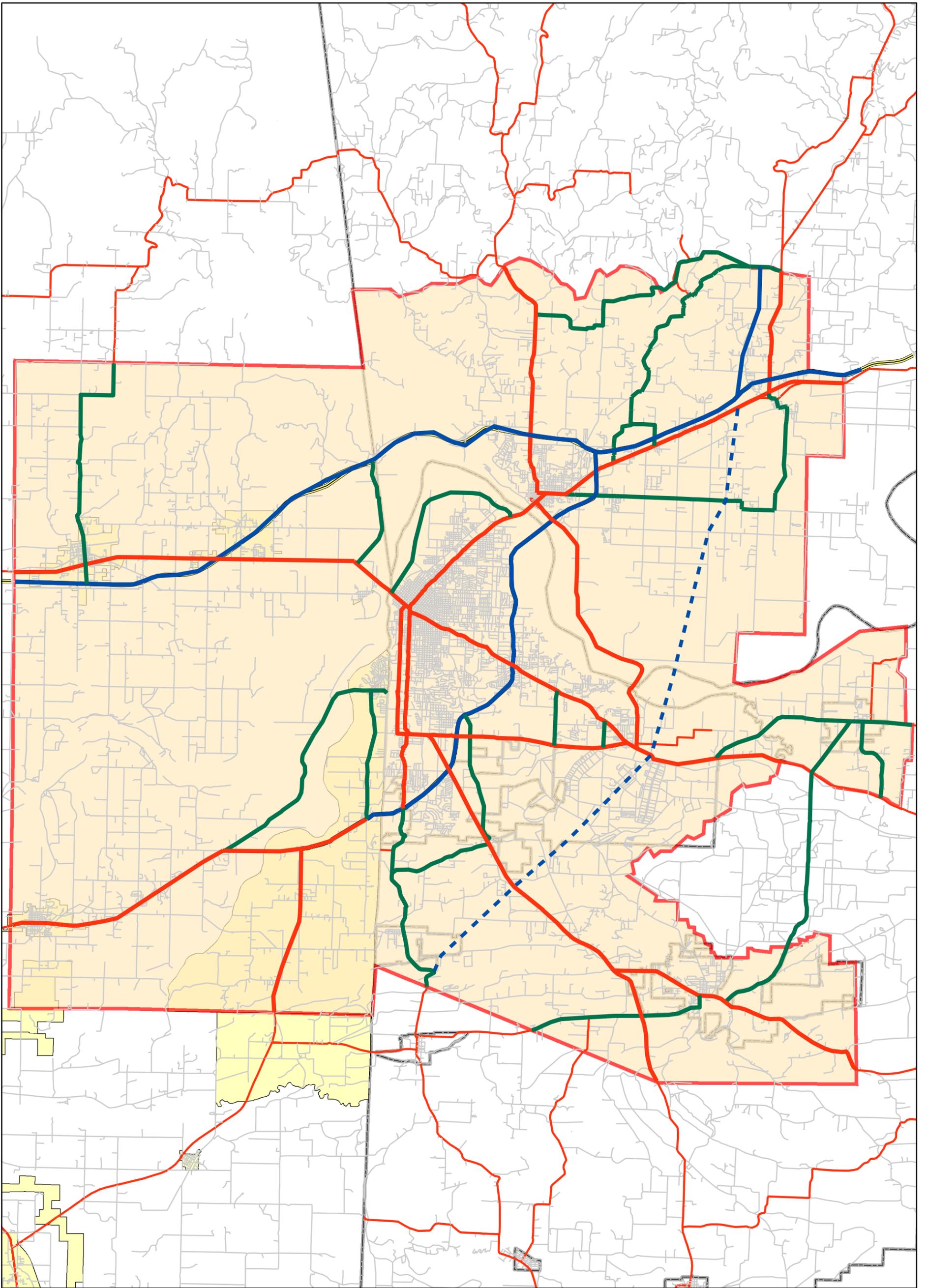
● GRAND ● MIDLAND
 ● ROGERS ● TOWSON

Available
 Mon. thru Fri.

● NORTH ● WHEELER
 7:00 am - 10:00 am
 2:00 pm - 5:00 pm
 ● EUPER
 11:00 am - 5:00 pm
(Stop times reflect minutes after the hour.)

Fort Smith Transit Department Fixed Route Bus System
 Routes and times are subject to change.
 Disability services are available.
 Contact: FSTD @ 479-783-6464



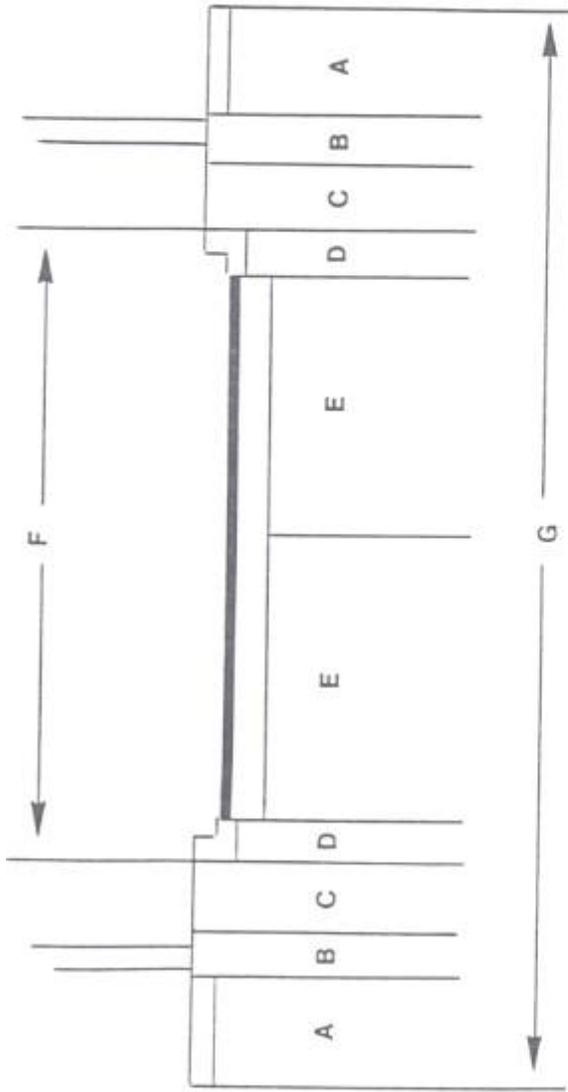


BI-STATE MPO YEAR 2030 TRANSPORTATION PLAN MAP
MAP 3

Legend

- INTERSTATE
- MINOR ARTERIAL
- PRINCIPAL ARTERIAL
- - - PROPOSED INTERSTATE

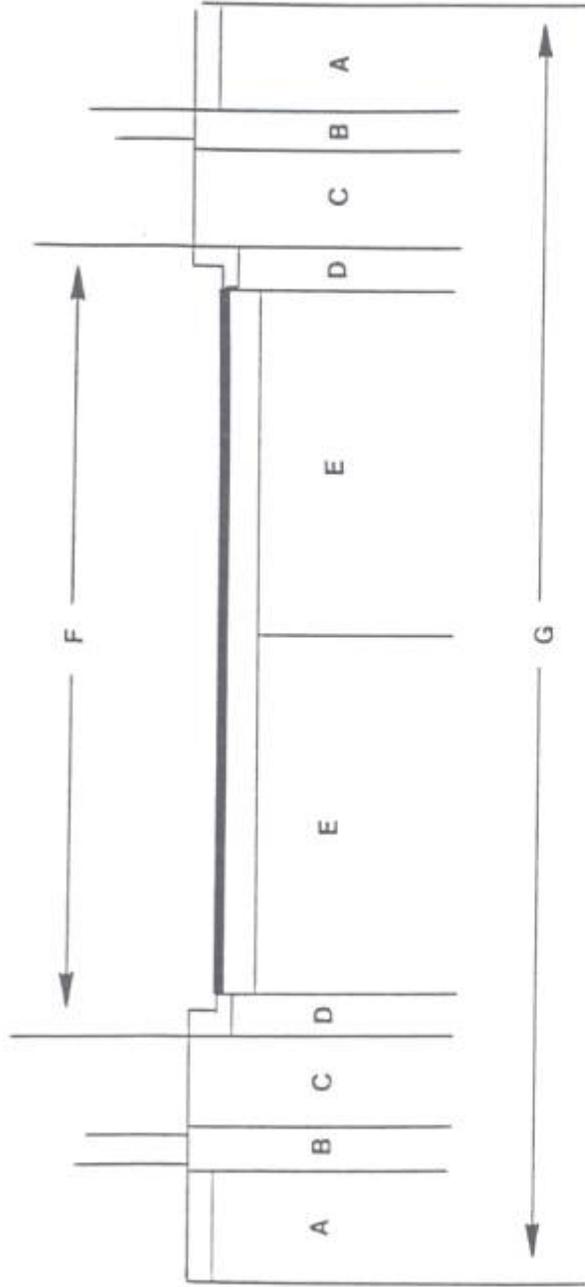
0 2.5 5 10 Miles



LOCAL STREET DIMENSIONS

REFERENCE	DIMENSION
A	4'
B	2'
C	5.5'
D	2'
E	11.5'
F	27'

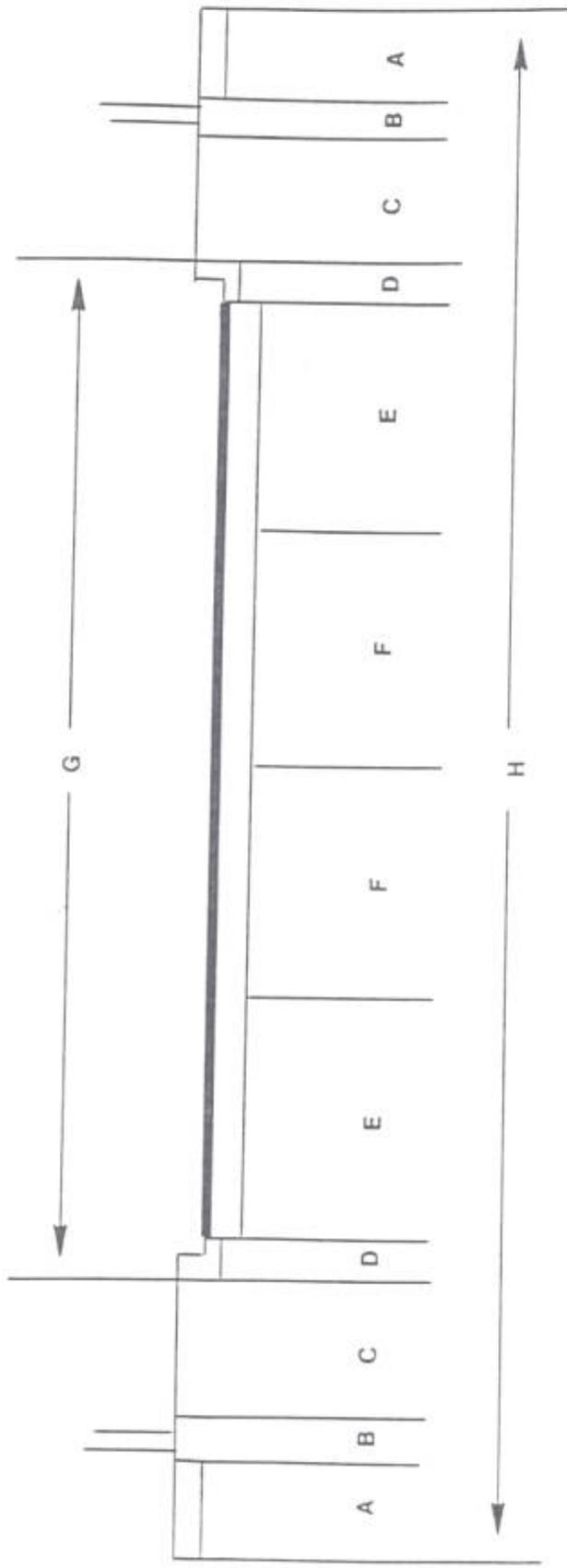
LOCAL STREET DESIGN CROSS SECTION



COLLECTOR STREET DIMENSIONS

REFERENCE	DIMENSION
A	4'
B	2'
C	5.5'
D	2'
E	16.5'
F	37'

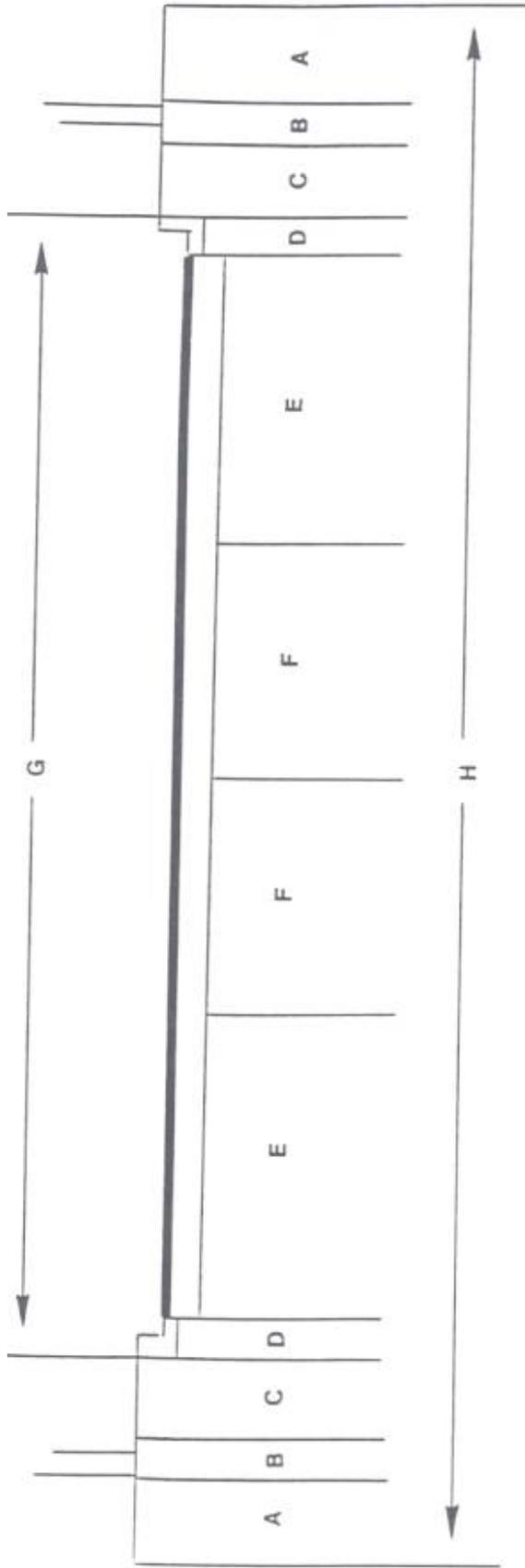
COLLECTOR STREET DESIGN CROSS SECTION



MINOR ARTERIAL STREET DIMENSIONS

REFERENCE	DIMENSION
A	4'
B	2'
C	8'
D	2'
E	12'
F	12'
G	52'

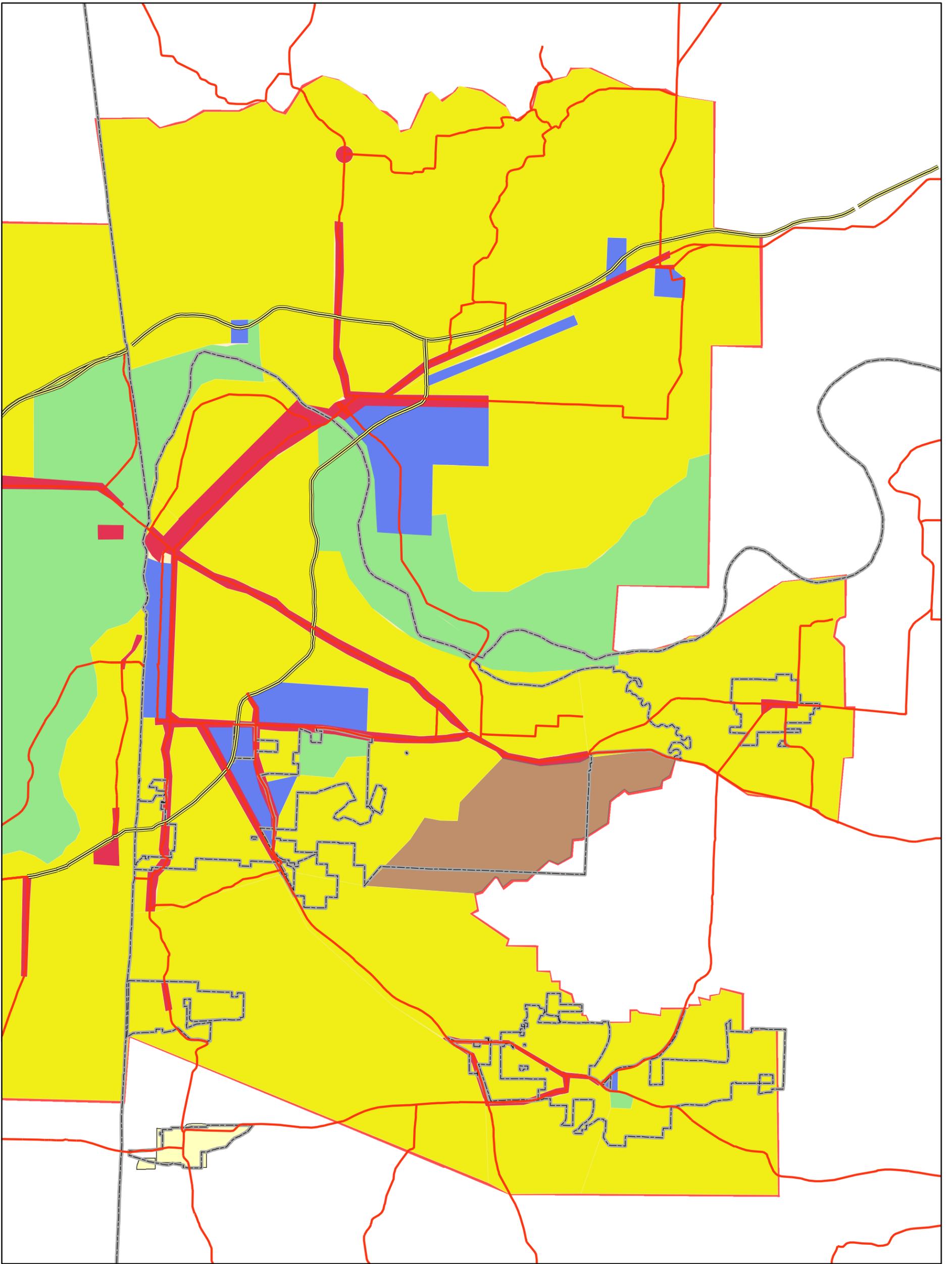
MINOR ARTERIAL STREET DESIGN CROSS SECTION



PRINCIPAL ARTERIAL STREET DIMENSI

REFERENCE DIMENSIO

PRINCIPAL ARTERIAL STREET DESIGN CROSS SECTION

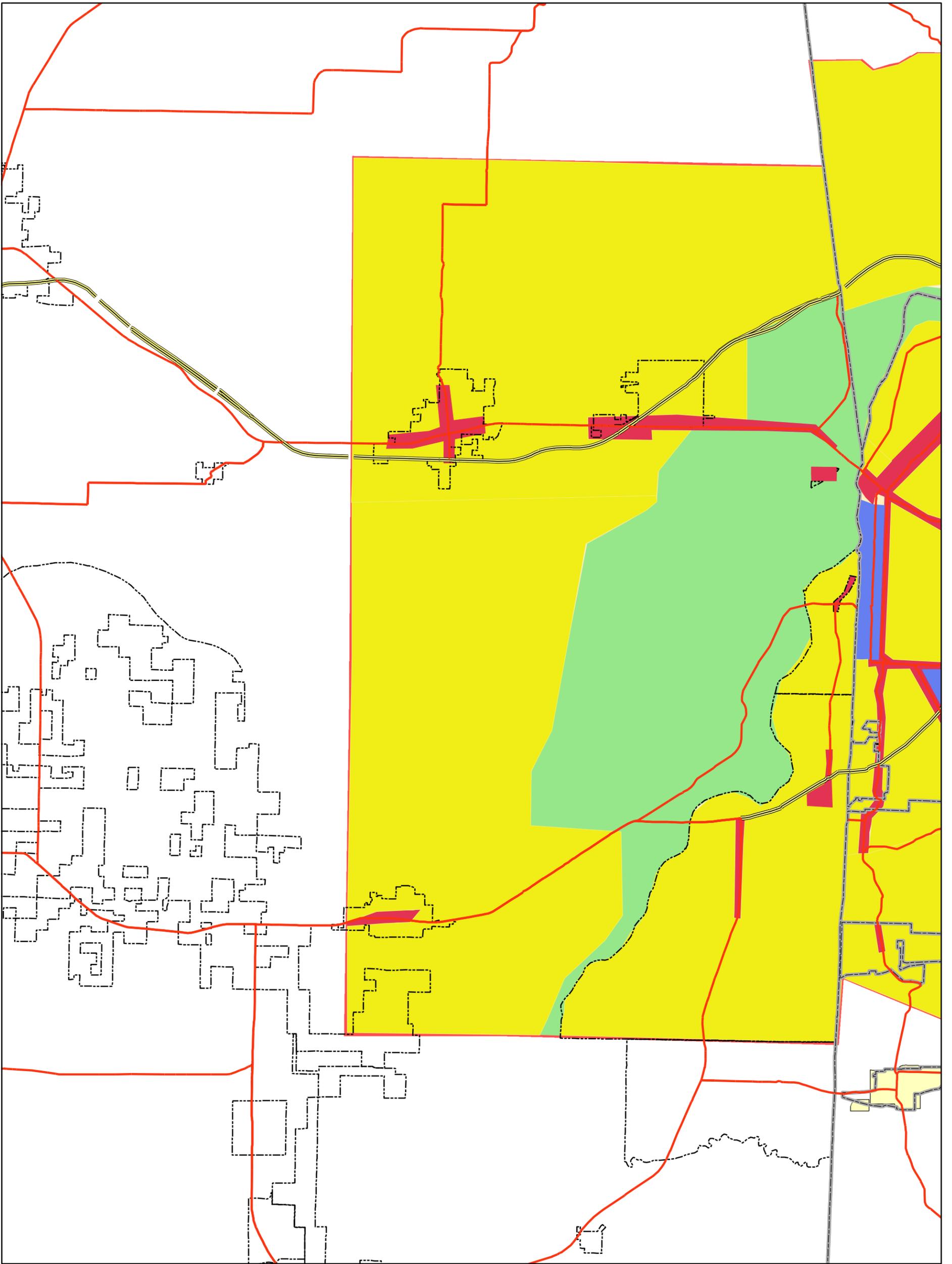


BI-STATE METROPOLITAN PLANNING ORGANIZATION
MAP 4

YEAR 2030 GENERAL LAND USE PLAN: ARKANSAS PART



- Legend**
- LANDUSE**
- COMMERCIAL
 - INDUSTRIAL
 - MILITARY
 - PARK/OPEN SPACE
 - RESIDENTIAL

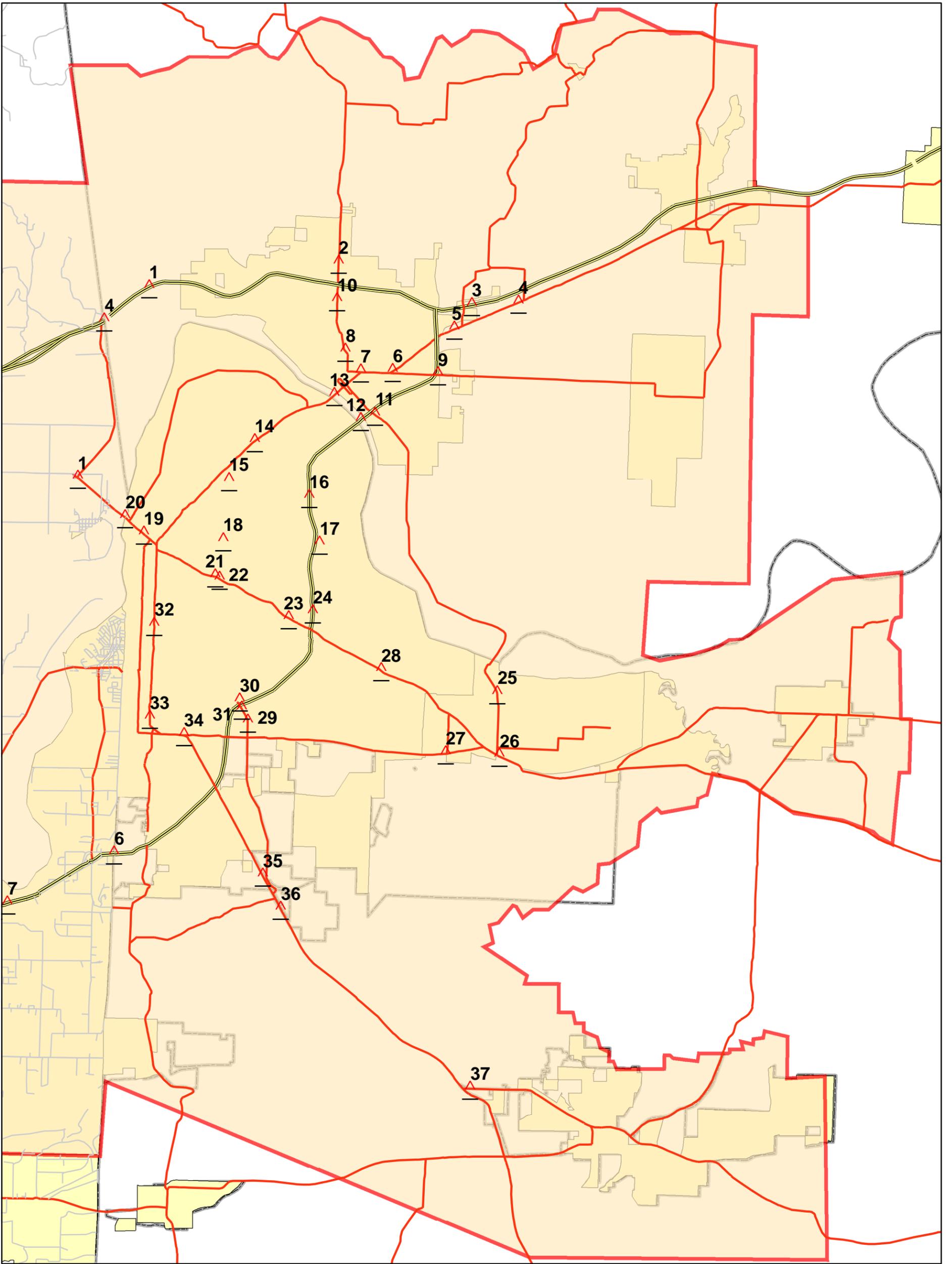


BI-STATE METROPOLITAN PLANNING ORGANIZATION
MAP 5

YEAR 2030 GENERAL LAND USE PLAN: OKLAHOMA PART

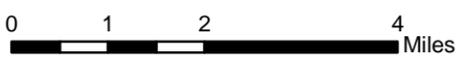


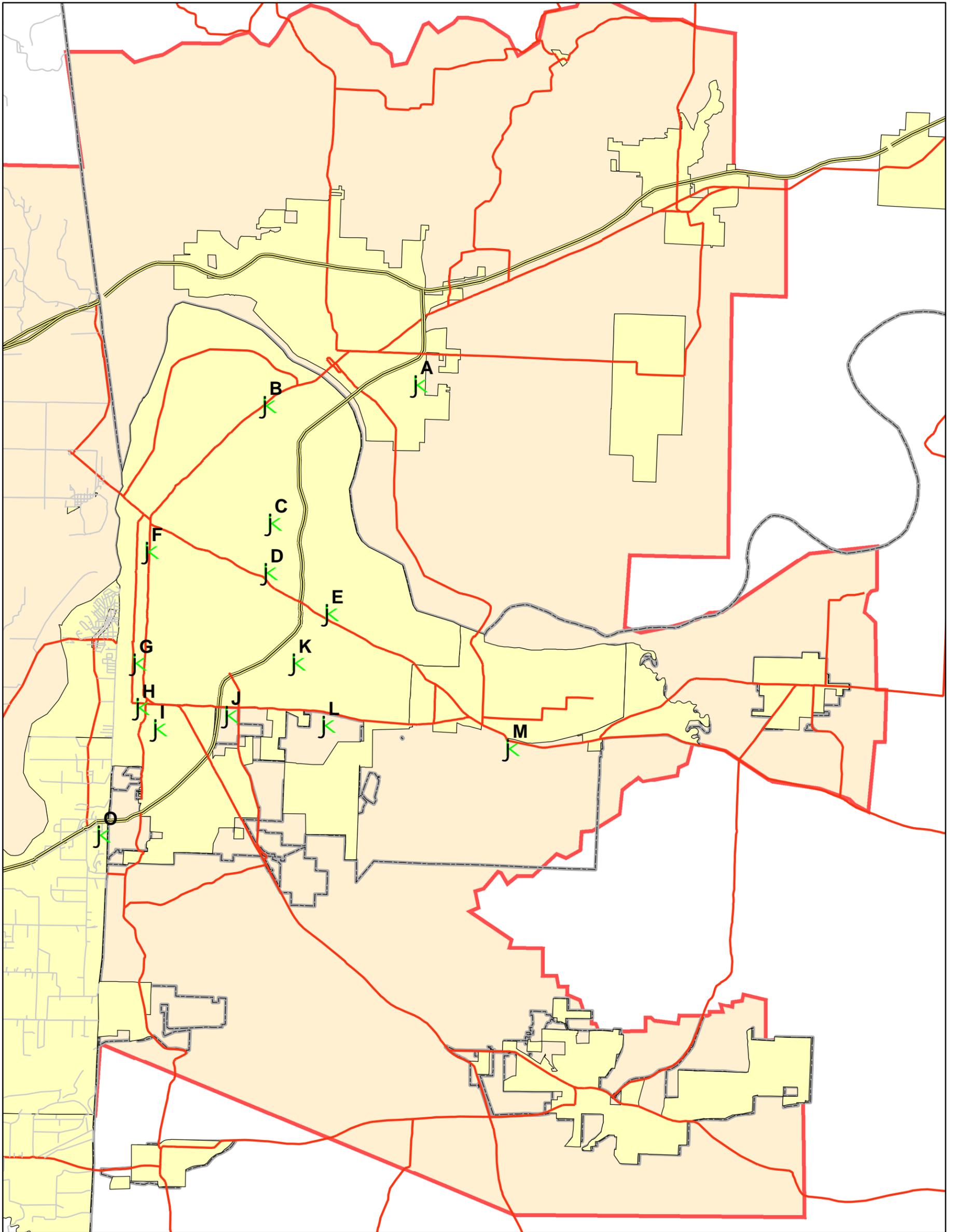
- Legend**
- LANDUSE**
- COMMERCIAL
 - INDUSTRIAL
 - MILITARY
 - PARK/OPEN SPACE
 - RESIDENTIAL



BI-STATE METROPOLITAN PLANNING ORGANIZATION
MAP 6

TRAFFIC VOLUME MAP: ARKANSAS PART

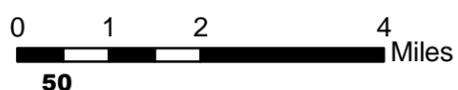




BI-STATE METROPOLITAN PLANNING ORGANIZATION
MAP 7

MAJOR TRAFFIC GENERATORS MAP: ARKANSAS PART

- A VAN BUREN INDUSTRIAL PARK
- B KAY ROGERS PARK
- C UNIVERSITY OF ARKANSAS FORT SMITH
- D CENTRAL MALL
- E ST EDWARD MERCY MEDICAL CENTER
SPARKS REGIONAL MEDICAL CENTER
- F PHOENIX VILLAGE MALL
- G BALDOR ELECTRIC COMPANY
- H WHIRLPOOL CORPORATION
- I RHEEM AIR CONDITIONING DIVISION
- J FORT SMITH REGIONAL AIRPORT
- L BEN GEREN REGIONAL PARK
- M CHAFFEE CROSSING



Location Identifiers for Map 6
BSMPO Area Select Traffic Counts: Arkansas
2005 (est.), 2010 (proj.), 2020 (proj.), 2030 (proj.)

ARKANSAS

<u>Site</u>	<u>Jurisdiction</u>
1. I-40, west of Lee Creek	(Van Buren)
2. SH 59, north of Rena Road	(Van Buren)
3. I-40, east of the Weigh Station	(Van Buren)
4. US 64, east of Shibley Road	(Van Buren)
5. US 64, east of Flat Rock Creek	(Van Buren)
6. US 64, between Main Street and 23 rd Street	(Van Buren)
7. Main Street, west of North 12 th Street	(Van Buren)
8. SH 59, between Faber and Haynes Streets	(Van Buren)
9. SH 162, east of I-540	(Van Buren)
10. SH 59, south of Pointer Trail	(Van Buren)
11. SH 59, south of I-540	(Van Buren)
12. I-540, on Arkansas River Bridge	(Fort Smith)
13. US 64/71 on Arkansas River Bridge	(Fort Smith)
14. Midland Blvd., between 42 nd Street and Spradling	(Fort Smith)
15. Kelley Hwy., between No. 32 nd and No. 33 rd Streets	(Fort Smith)
16. I-540, between Kelley Blvd. and Grand Ave.	(Fort Smith)
17. Grand Ave. west of I-540	(Fort Smith)
18. Grand Ave., between No. 32 nd and No. 33 rd Streets	(Fort Smith)
19. US 64 (Garrison Ave.), between 5 th and 6 th Streets	(Fort Smith)
20. US 64 (Garrison Ave.), at Oklahoma State line	(Fort Smith)
21. SH 22 (Rogers Ave.), at Greenwood Road and RR	(Fort Smith)
22. SH 22 (Rogers Ave.) At RR Crossing	(Fort Smith)
23. 54 th Street (Waldron Road), south of Rogers Ave.	(Fort Smith)
24. I-540, between Euper Lane and Ellsworth Road	(Fort Smith)
25. SH 59, at the Lock and Dam	(Barling)
26. SH 22, east of SH 59	(Barling)
27. SH 255, west of SH 253 (Strozier Lane)	(Barling)
28. SH 22 (Rogers Ave.), east of Massard Creek	(Fort Smith)
29. SH 45, north of RR	(Fort Smith)
30. Phoenix Ave., west of Greenwood Road	(Fort Smith)
31. I-540, south of Greenwood Road Interchange	(Fort Smith)
32. US 71 (Towson Ave.), south of "W" Street	(Fort Smith)
33. US 71 (Towson Ave.) At Vicksburg and "U" Streets	(Fort Smith)
34. US 71 west of Jenny Lind Road	(Fort Smith)
35. US 71, north of SH 45	(Fort Smith)
36. US 71, south of Rye Hill	(Fort Smith)
37. SH 10 Spur, east of US 71	(Greenwood)

The following table presents the estimated and projected traffic counts for various locations in the BSMPO Area in Arkansas. Table 7 illustrates data by site which corresponds to the sites that are identified on its companion map, Map 6.

Table 7				
BSMPO Estimated and Projected Traffic Counts: Arkansas part				
Site Number	2005 (est.)	2010 (proj.)	2020 (proj.)	2030 (proj.)
1	16,900	19,300	23,800	30,500
2	21,300	24,300	29,900	38,300
3	31,100	35,450	45,380	58,100
4	14,700	16,800	20,700	26,500
5	18,100	20,600	25,400	32,500
6	14,900	17,000	20,900	26,800
7	19,300	22,000	27,100	34,700
8	11,400	13,000	16,000	20,500
9	9,300	10,600	13,100	16,800
10	23,400	26,700	32,900	42,100
11	16,600	18,900	23,300	29,800
12 A.	46,300	57,800	71,300	91,300
13	21,800	24,900	30,700	39,300
14	13,900	15,800	19,500	25,000
15	9,600	11,000	13,560	17,360
16 A.	47,300	53,900	66,500	85,100
17	17,120	19,500	28,050	35,900
18	16,310	18,600	26,720	34,200
19 B.	18,400	21,000	25,900	33,400
20 B.	21,300	24,300	30,000	38,400
21	27,400	31,200	38,500	49,300
22	27,500	31,400	38,700	49,500
23	10,570	12,050	17,320	22,170
24 A.	49,400	56,300	69,400	88,800
25*	5,100	5,800	7,200	9,200
26	16,900	19,300	23,800	30,500
27	9,200	10,500	12,900	16,500
28	20,000	22,800	28,100	36,000
29	14,700	16,800	20,700	26,500
30	13,220	15,100	18,600	23,800
31 A.	46,500	53,000	65,300	83,600
32 B.	19,600	22,300	27,500	35,200
33 B.	21,700	24,700	30,500	39,000
34 B.	26,900	31,000	38,200	48,900
35	26,300	30,000	37,000	47,400
36	31,800	36,300	44,800	57,300
37.	17,000	19,400	23,900	30,600

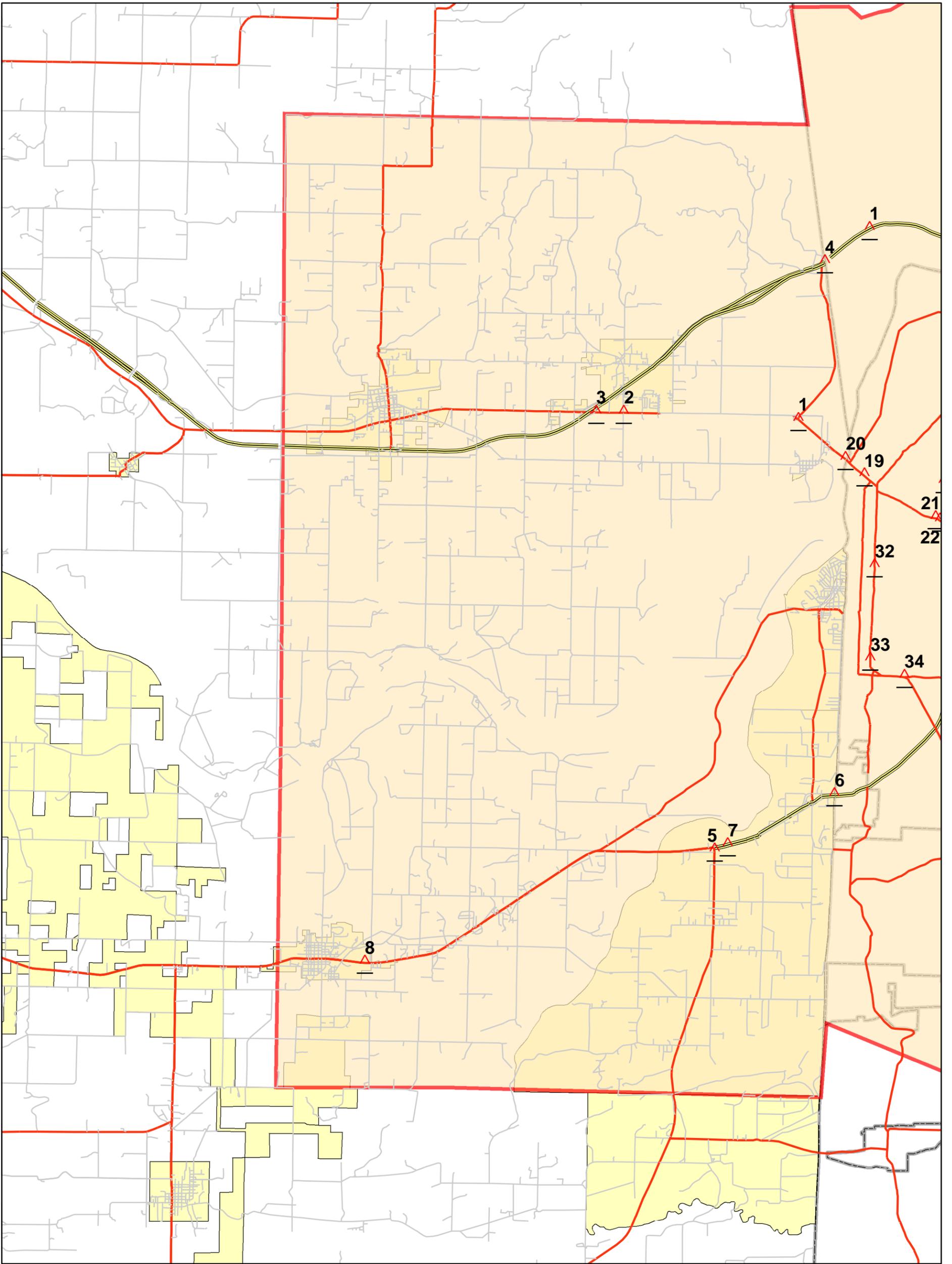
* Total traffic volumes after 2010 will reflect increased traffic generated by the Van Buren Regional Intermodal Facility. The current estimate is that 65% of the projected volumes will be truck or container traffic

A. These totals reflect traffic volumes as they would be without the completion of I-49 between I40 in Alma and US 71 south of Fort Smith near the Jenny Lind Community. Sub-Table 6A on the following page presents the traffic data for these locations with the completion of I-49 through Ft. Chaffee.

B. The traffic volume totals from 2010 - 2030 reflect the projected traffic without the completion of I-540 west into Oklahoma between the Arkansas State Line and a point near Muldrow on I-40. Sub-Table 6B reflects the projected traffic with the completion of I-540.

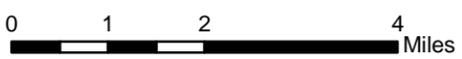
<u>Sub-Table 7A: Arkansas part</u>			
Site	2010 (proj.)	2020 (proj.)	2030 (proj.)
12	43,500	53,500	68,500
16	40,400	49,900	63,800
24	42,200	52,100	66,600
31	39,800	49,000	62,700

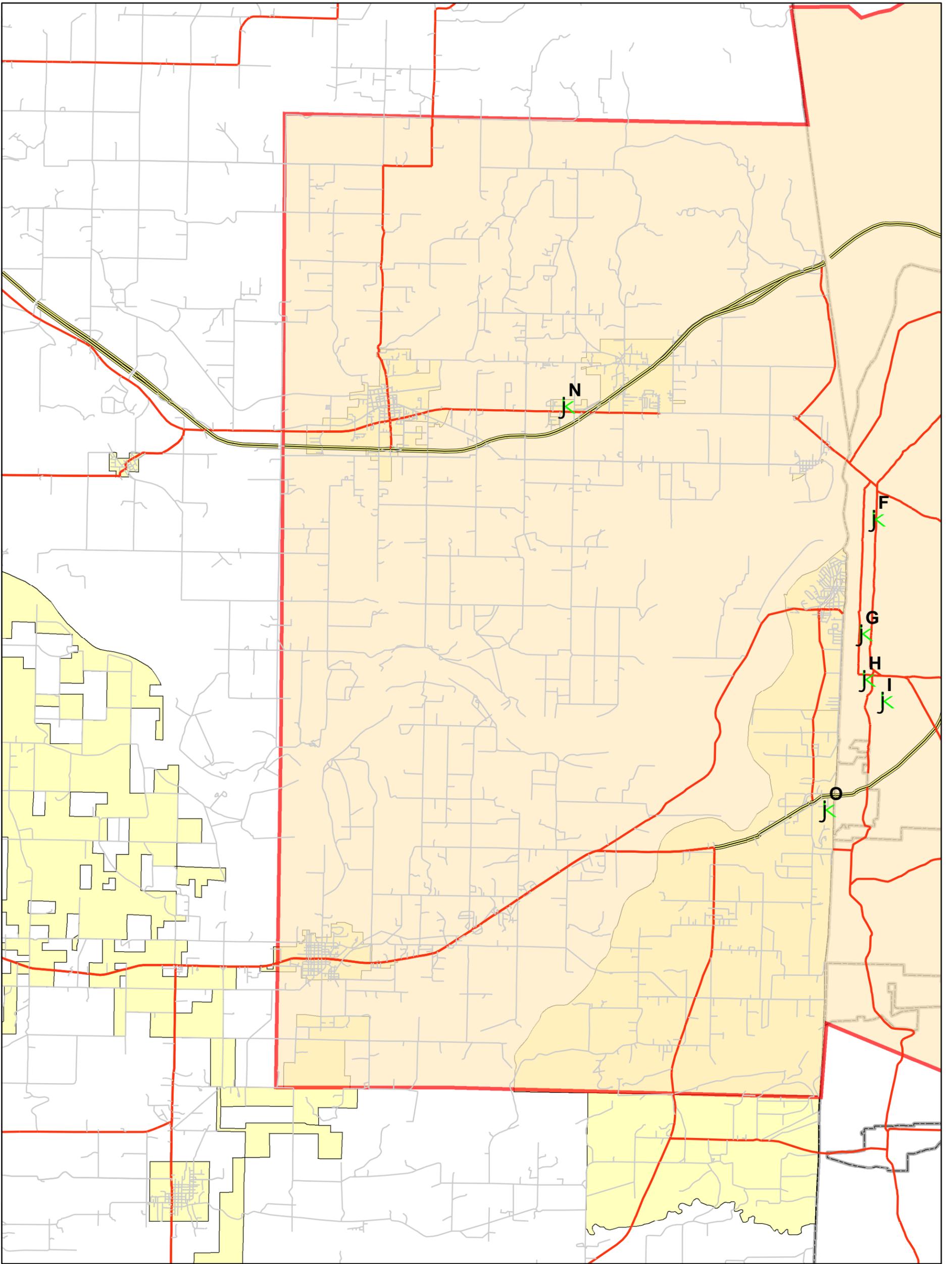
<u>Sub-Table 7B: Arkansas part</u>			
Site	2010 (proj.)	2020 (proj.)	2030 (proj.)
19	19,600	24,200	31,200
20	22,700	28,100	35,900
32	20,900	25,700	32,900
33	23,100	28,500	36,500
34	29,000	35,700	45,700



BI-STATE METROPOLITAN PLANNING ORGANIZATION
MAP 8

TRAFFIC VOLUME MAP: OKLAHOMA PART





BI-STATE METROPOLITAN PLANNING ORGANIZATION
MAP 9

MAJOR TRAFFIC GENERATORS MAP: OKLAHOMA PART

N CHEROKEE NATION CASINO
O CHOCTAW NATION CASINO



Location Identifiers for Map 8
BSMPO Area Select Traffic Counts: Oklahoma part
2005 (est.), 2010 (proj.), 2020 (proj.), 2030 (proj.)

OKLAHOMA

<u>Site</u>	<u>Jurisdiction</u>
1 US 64, west of US 64 D	(Moffett)
2 US 64, Roland Road	(Roland)
3 US 64, I-40 Interchange	(Roland)
4 I-40, AR State Line	(Sequoyah)
5 State Highway 112, south of US 271	(Pocola)
6 US 271, at the Arkansas State Line	(Pocola)
7 US 271, east of State Highway 112	(Pocola)
8 US 271 in Spiro	(Spiro)
9 US 271, east of US 59	(LeFlore)

The following table presents the estimated and projected traffic counts for various locations in the BSMPO Area in Oklahoma. The table illustrates the data by site which corresponds to the sites that are identified on the companion map associated with the table, Map 8.

Table 8				
BSMPO Estimated and Projected Traffic Counts: Oklahoma part				
Site Number	2005 (est.)	2010 (proj.)	2020 (proj.)	2030 (proj.)
1 C.	21,800	25,200	32,500	41,600
2 C.	21,900	25,300	32,600	41,700
3 C.	16,600	19,200	24,800	31,700
4 C.	15,500	18,400	23,700	30,300
5	2,260	2,600	3,400	4,400
6 C.	16,250	18,600	24,000	30,700
7 C.	20,700	23,700	30,600	39,200
8 C.	12,950	14,900	19,200	24,600
9 C.	6,480	7,300	9,400	12,000
C. The traffic volume totals from 2010 - 2030 reflect the projected traffic without the completion of I-540 west into Oklahoma between the Arkansas State Line and a point near Muldrow on I-40. Sub-Table 8C reflects the projected traffic with the completion of I-540. These estimates reflect the volumes within the I-540 extension corridor which encompasses US 59 and US 271.				

Sub-Table 8C			
Site	2010 (proj.)	2020 (proj.)	2030 (proj.)
1	23,600	30,400	38,900
2	23,700	30,600	39,200
3	18,000	23,200	29,700
4	17,300	22,300	28,500
21	19,800	25,500	32,600
22	25,200	32,500	41,600
28	15,800	20,400	26,100
29	7,800	10,100	12,900

V. Plan Implementation and Monitoring Procedures

A. Transportation Improvements Program (TIP) Process

The Transportation Improvements Program (TIP) process is the mechanism that the BSMPO uses each year in the implementation of the **Plan**. The TIP is developed as a three (3) year document containing proposed transportation projects that have been selected from the **Bi-State MPO 2030 Transportation Plan**. The TIP must be fiscally constrained in the same manner as the **Plan** and it must contain assurances or a reasonable expectation that the projects listed in the document can be accomplished during the stated time frame in the document. The TIP is a document has prescribed amendment procedures and the preparation of the three year TIP must be a coordinated and cooperative effort among all of the participants of the BSMPO Transportation Planning Process to ensure a complete and comprehensive document. As mentioned, all projects that anticipate Federal funding from any source must be included in the TIP, yet any project that may have a significant effect on the transportation system whether it is federally funded or not must also be on the TIP. This requirement is to maintain close coordination and monitoring of all projects that may have an impact not only on the existing transportation network but also on the potential or possibility of future requests for Federal assistance.

The direct relationship of the TIP and the **Plan** can readily be seen in the first Five Year Increment of the **Plan**. This Increment includes all of the federally funded projects and the vast majority of the non-Federal projects that are contained in the Fiscal Years 2005 - 2007 TIP which has been fiscally constrained and approved by the BSMPO Policy Board. As a result, the three year time frame of the TIP will closely coincide with the modular approach of the **Plan** and will be directly tied to the updates in the **Plan** which will occur during alternating TIP development processes.

B. Bi-State MPO 2030 Transportation Plan Financial Implementation Plan

The Financial Plan for implementing the **Plan** is contained in the Five Year Modular presentation illustrated in the previous Sub-Section. Its elements include the funds available to local governments for street and/or highway improvements in conjunction with Federal assistance, State assisted projects, and 100% locally funded projects. Local governments are best served when implementing street projects through the use of Federal funds because of the leveraging affect of the Federal funding programs. However, since local access to these programs can not be guaranteed, the need to identify the local improvements remains. Thus, the Financial Plan for implementing the **Plan** includes a number of projects that are programmed for 100% local funding. These funds will be secured through the use of local revenues that will be generated by the Area communities' sales taxes and local general funds. If and when Federal Funds become available for a project that is currently shown as a 100% locally funded project, the local government together with the BSMPO Staff will initiate the process of securing these funds while retaining the integrity of the fiscal constraint element of the TIP and **Bi-State MPO 2030 Transportation Plan**.

C. Local Master Street Plan Implementation Procedures

Local street plan administration is a significant implementation device since the successful day to day administration can implement large parts of the **Plan** with limited expenses required from local governments. Each city within the Bi-State Area has adopted a master street plan and has implemented enforcement procedures through their respective planning commissions. As a result of these enforcement measures, numerous miles of local and collector streets have been built or improved in new and expanded subdivisions according to regionally accepted and shared standards.

D. Maintenance Activities of the Bi-State MPO Area's Local Street Plans

Maintenance of local streets and highways that are under the jurisdiction of local governments is a large annual budget item for each jurisdiction. It represents the majority of the allocations of the annual funds for street repair and construction. Each BSMPO Area city has a 1 cent dedicated sales tax for street and drainage work. These funds have provided the cities with resources necessary to perform the required maintenance activities for their individual street networks. Although these funds allow the cities to extend the life of the streets, there are not enough funds to undertake new construction or major improvement. However, the Cities of Fort Smith and, to a smaller degree, Van Buren are the exceptions. Each of these cities has programmed large scale street projects in recent years through the assistance of federal funds which were leveraged by the availability of local non-federal matching funds. Notwithstanding, each city still devotes a large percentage of their budget to regular maintenance activities. The underlying tenet of all of the Bi-State cities and counties is that effective maintenance programs extend the life of a facility while poor programs or insufficient maintenance practices result in re-capitalizing their public investments before the expected replacement of them. Not only is this a sound administrative policy, but it is also the means by which the local governments can demonstrate accountability to the local tax payers.

BSMPO Staff is also assisting Sebastian County, Arkansas and the City of Greenwood in a comprehensive GIS program which will contain a county road and city street inventory element that will set priorities for maintenance, new construction, and other road and street improvements. It will also provide the County and the City of Greenwood with a quantifiable planning tool for use in capital improvements programming and budgetary concerns. It is anticipated that the BSMPO will offer this type of assistance to the other member communities in the next few years. Although maintenance costs vary depending on the type of facility and cost of materials, a 12% to 17% range of local budgets is an average for the BSMPO Area's jurisdictions.

E. Bi-State MPO 2030 Transportation Plan Monitoring Procedures

There are two primary sources of **Plan** monitoring activities relative to the **Bi-State MPO 2030 Transportation Plan**. The first source is the Bi-State MPO Annual Unified Planning Work Program, UPWP, which is prepared each year by the BSMPO Staff in coordination with the local member governments, the two States' Transportation Departments, and the US Department of Transportation. For almost three decades, the UPWP has provided the framework for all regional transportation planning activities in

the BSMPO Area. It has enabled the BSMPO Staff to assist local governments in local plan development and review which has become the essence of the BSMPO Transportation Plan from its inception to its present form. BSMPO Staff works with each local planning commission in conducting studies, providing analysis of transportation related matters, and periodically updating the street plans as the need arises. Local Master Street plans are regularly reviewed and amended as needed in response to the various development issues facing the local jurisdictions. Each of these efforts is coordinated through the BSMPO Staff which, when, necessary involves the appropriate State Transportation Department.

The second form of **Plan** monitoring that is regularly undertaken is a product of the unique relationship that the BSMPO has with Western Arkansas Planning and Development District. Although the BSMPO is a free-standing MPO, the two organizations serve within the same general area, share staff, facilities, and other planning resources. The fiscal responsibilities of the two organizations are distinct and have continually remained separate since the BSMPO can only serve the urbanized portions of the six (6) county area that the District encompasses as well as those urbanized portions of LeFlore and Sequoyah Counties in Oklahoma. This relationship has provided a degree of synergy that has benefited both organizations in their missions to provide local and regional planning assistance to their respective member governments. As a result of this unique arrangement, the BSMPO Staff has access to essentially all development related matters in an eight county area (including the two Oklahoma Counties) which affords the Staff opportunities for comprehensive impact analysis, early information relative to planned developments which may impact the region's infrastructure, and a data base for comparable studies linked to previous regional and district plan implementation activities. All of these benefits combine to afford the BSMPO Staff with a unique apparatus to effectively monitor local plan implementation efforts and, collectively, the **Bi-State MPO 2030 Transportation Plan**.

Another monitoring device that assists the BSMPO Staff is through the BSMPO's role as a regional Sub-State Data Center in cooperation with the State Data Center at the University of Arkansas, Little Rock. The designation as a Sub-State Data Center means that all of the Census Bureau data releases are housed in the BSMPO offices. Sub-State Data Centers receive numerous requests each week from private developers and marketing consultants for data pertaining to local demographics, traffic, and other census related data which are used in preparing plans and proposals for new developments within the Bi-State Area. When there is a possibility of new development occurring as a result of the data requests from private developers and consultants, the BSMPO Staff works closely with the impacted local jurisdiction in identifying any transportation needs or improvements relative to the possible developments. This close coordination and liaison between the communities and developers enables the BSMPO Staff to stay abreast of the impending developments and incorporate them into the planning process. Although, as mentioned, the BSMPO is a free standing MPO, it and the Western Arkansas Planning and Development District are essentially the same organization in that they comprise the same staff, location, and technical resources. This unique relationship enables the BSMPO Staff to draw upon a variety of local monitoring techniques ranging from economic development assistance to regional solid waste planning activities. When the various assortments of monitoring techniques and activities are combined, the BSMPO Staff is presented with a comprehensive pulse beat of both the BSMPO Area and the many communities surrounding the BSMPO Area which will ultimately impact or be

impacted by the transportation needs, issues, plans and programs affecting the metropolitan area.

F. New Directions

During Fiscal Year 2006, the BSMPO Staff recommended to the BSMPO Policy Board that a new vision for the transportation planning process be incorporated into the planning process. This vision is one of developing a series of management systems and initiatives in order to maximize and better utilize the region's transportation investments. Staff conducted an exhaustive research effort to develop the systems and had intended to craft the Year 2030 Plan around the design and operations of these systems. This desire was found to be too ambitious and time consuming to achieve in the development of the **Plan**. The Board's decision to move the BSMPO planning activities in this direction will be acknowledged and realized in the first two years of the implementation and maintenance of the **Year 2030 Plan**. To achieve this goal of the Board, a series of sub-committees of the BSMPO Technical Committee will be formed that will address the mechanics of the proposed management systems. Focus groups comprised of the transportation service users and providers of the individual systems will be formed and act as advisors in the preparation of the processes and procedures necessary to develop and implement the management systems.

During the management systems research, BSMPO Staff obtained an October 2001 White Paper (*The Metropolitan Planning Organization (MPO) Role In Management And Operations*) by Alex Taft who was at the time Executive Director of the Association of Metropolitan Planning Organizations (AMPO). Mr. Taft presented a set of MPO Management and Operational Role scenarios that mirrored the intensions of the Bi-State MPO. The Paper's highlights and appropriate elements that will become a part of the foundation of the BSMPO's Management Systems based planning process are provided below.

A. Range of Roles for MPOs

Planning for operations and operations activities, each entails a large number of complex processes with many stakeholders. In addition, there are enormous institutional and other differences among metropolitan areas. As a result, an almost infinite number of roles for MPOs are possible. To provide a framework for discussion, five generic roles have been identified, recognizing that these represent five points on a continuum of roles. The five roles, in order of increasing MPO responsibility, are:

- 1. Traditional MPO role, with involvement in management and operations planning limited to existing role in ITS, CMS, etc*
- 2. Convener of meetings to facilitate the planning for management and operations improvements*
- 3. Champion of plans to improve management and operations efficiency*
- 4. Developer of metropolitan-level M&O plans*
- 5. Operator of the metropolitan system*

The BSMPO plans to adopt the second and third roles as a part of the on-going traditional role that most, if not all, small to medium sized MPOs have functioned under since their creation. It is envisioned that the BSMPO will be the **Convener** of meeting and have the BSMPO become the forum to discuss and develop opportunities and methods to improve transportation management and coordination. The 7 systems of the proposed management based planning process would lend themselves to this form of MPO involvement. The systems where the BSMPO could provide, perhaps the greatest amount of assistance in the role of **Champion** are ITS, Transit, and communications.

In his White Paper, Mr. Taft provided his definitions for the roles of the MPO. In adopting the roles of Convener of Meetings to Facilitate the Planning for Management and Operations and Champion of Plans to Improve Management and Operations Efficiency, in addition to the Traditional Role of the MPO, the BSMPO has incorporated these definitions with only slight changes into the BSMPO New Direction Planning Process.

Traditional MPO Role

In this role, MPOs would “Promote efficient system management and operation” as called for in SAFETEA-LU by incorporating this planning factor in its traditional activities. MPOs with the necessary expertise, financial resources and inclination could continue to be more heavily involved in M&O activities, as they saw fit, and they could also choose to become increasingly involved in these activities. But there would be no requirement for other MPOs to move into M&O planning, beyond consideration of specific M&O projects that are part of TIPs, LRTPs or CMS reports. For the most part, MPOs would remain strictly project-oriented. No budget or grant eligibility issues would arise.

MPO as Convener of Meetings to Facilitate Metropolitan-level Management and Operations

Planning Under this role, in addition to their traditional responsibilities, MPOs would become the convener of metropolitan level discussions of operational planning issues. By convening meetings on region-wide operational issues, MPOs would encourage operational planning to be carried out at the metropolitan level, but would not actively advocate on behalf of metropolitan level planning of M&O activities. M&O plans that agencies brought forward at MPO-convened meetings would be discussed with the public and local elected and appointed officials through normal MPO processes. MPOs would be information sources on operational plans and projects in the same way they currently are for capital projects. Detailed operational planning would not be done by MPOs, but MPOs would invite those agencies involved in the planning to present their plans and projects to the MPO. The public would comment on the plans and projects through the normal MPO outreach process, as well as through any outreach that might be done by the originating agency. Plans and projects identified and discussed through this process would be incorporated into LRTPs and TIPs in the same way that capital projects are incorporated. MPOs would hold regular meetings to discuss operational issues, plans and projects. These meetings would involve not only the agencies already involved in MPO activities, but also operational agencies, such as fire and emergency service providers, and relevant private sector entities. The main product from this additional MPO activity would be information that would be discussed with the public and incorporated into MPOs’ TIPs and LRTPs. This would strengthen the TIPs and LRTPs, and allow

assessment of the relative merits of capital and operational investments to improve system performance.

MPO as Champion of Metropolitan-level Operations Plans and Projects

This is similar to the previous role, with one important difference: rather than taking a passive role at MPO-convened meetings on operations, MPOs work actively to get agencies to collaborate in developing operations plans and programs that will improve system performance. MPOs do not develop operations plans themselves, but use their leverage, their involvement of local elected officials and their relationship with the public to persuade agencies to work together to create programs and projects that improve system performance. Under this role, in addition to their existing responsibilities, MPOs would:

- Collate system performance data created by others
- Identify gaps in data and appropriate agencies to fill these gaps
- Manage MPO, and possibly other, resources committed to work on operational issues
- Involve elected officials in discussions of operational problems, opportunities, plans, programs and projects
- Establish partnerships to address specific operational issues
-

Create MOUs or other agreements as required to codify stakeholder collaboration operational programs or projects

There are seven (7) management systems that will be the core of the **New Direction Planning Process (NDPP)**. They are; Traffic, Safety, ITS, Transit, Communications, Non-Vehicular, and Freight. The following Matrix presents the dynamics of the envisioned process through the interoperability of the seven systems. The NDPP will be a work in progress for the initial phases of its development but the end result will be a more effective and responsive process involving the users, providers, and financial agencies of the transportation services within the BSMPO Area.

Bi-State Year 2030 Transportation Plan Integration of Transportation Management and Operation Systems			
Management System	MPO Role	Systems Interoperability	MPO Actions
Traffic Freeway, Arterial, Incident, Transportation Management Center ITS Deployments	Traditional Convener	Safety, ITS, Communication, Non-Vehicular, Freight	Develop Traffic Management Center in Fort Smith, Greenwood, and Van Buren
Safety Safety Conscientious Planning, Educational Programming, ITS Deployments	Champion Convener	Traffic, ITS, Transit, Communications, Non-Vehicular, Freight	Establish a regional safety conscientious planning committee
ITS Traveler Services, Communications, ITS Communications Platform	Champion	Traffic, Safety, Transit, Freight	Continue Stakeholders group to advance ITS deployments i.e. ATIS, DMS, and Communications Platform
Transit Transit Management Center, Coordinated Regional Services, Public and Private Operator Training, Transit Oriented Development, Intermodal Coordination, ITS Deployments	Champion Convener	Traffic, Safety, ITS, Communication, Non-Vehicular	Advance deployment of ITS projects such as ATIS, AVL, communications and safety features Participation in the United We Ride Program
Communications Regional Communication System, Coordinated Communications Purchasing	Champion	Traffic, ITS, Transit, Freight	Assist Arkansas and Oklahoma Departments of Transportation in developing and deploying 511
Non-Vehicular Integrated Bike/Pedestrian/Greenway Planning, Educational Programming, Regional Passenger Rail Service	Champion Convener	Traffic, Safety, Transit	Advance regional bikeway, trails, and greenway systems
Freight Intermodal Facilities, Foreign Trade Zone Management, Integration Freight Management and Land Use, ITS Deployments	Convener	Transit, Safety, ITS, Communications	Establish freight advisory and intermodal committees

G, New Regional Initiatives

Since the development of the Year 2025 Plan in 2001, there have been a number of innovative and exciting regional and interregional transportation initiatives. The BSMPO, together with the Northwest Arkansas MPO conducted original research in identifying the path(s) of the Butterfield Overland Stage Coach that provided the nation's first intercontinental mail service. There has been the formation of a private non-profit organization, the Heritage Trails Partners, to advance not only the Butterfield Trail, but also the Cherokee and Choctaw Trails of Tears, and the Civil War historic routes.

A second exciting development has centered on the potential of a light rail system for Northwest Arkansas that could possibly, in time, service the BSMPO Area. Although the BSMPO supports this concept and has gone on record in its support, the Staff and Policy Board believe that a more practical approach would be to consider an interregional rapid bus service between the two areas. The Fort Smith Transit Department, the BSMPO Staff and the Ozarks Regional Transit System in Northwest Arkansas have held numerous discussions regarding such a bus system and have agreed to continue studying the concept as it relates to the individual service areas as well as to the two regions. Each service provider is confident that if a light rail system were to be initiated, the success of such a system would still depend on a coordinated expanded regional bus system to provide the necessary connectivity for the light rail terminals and stops.

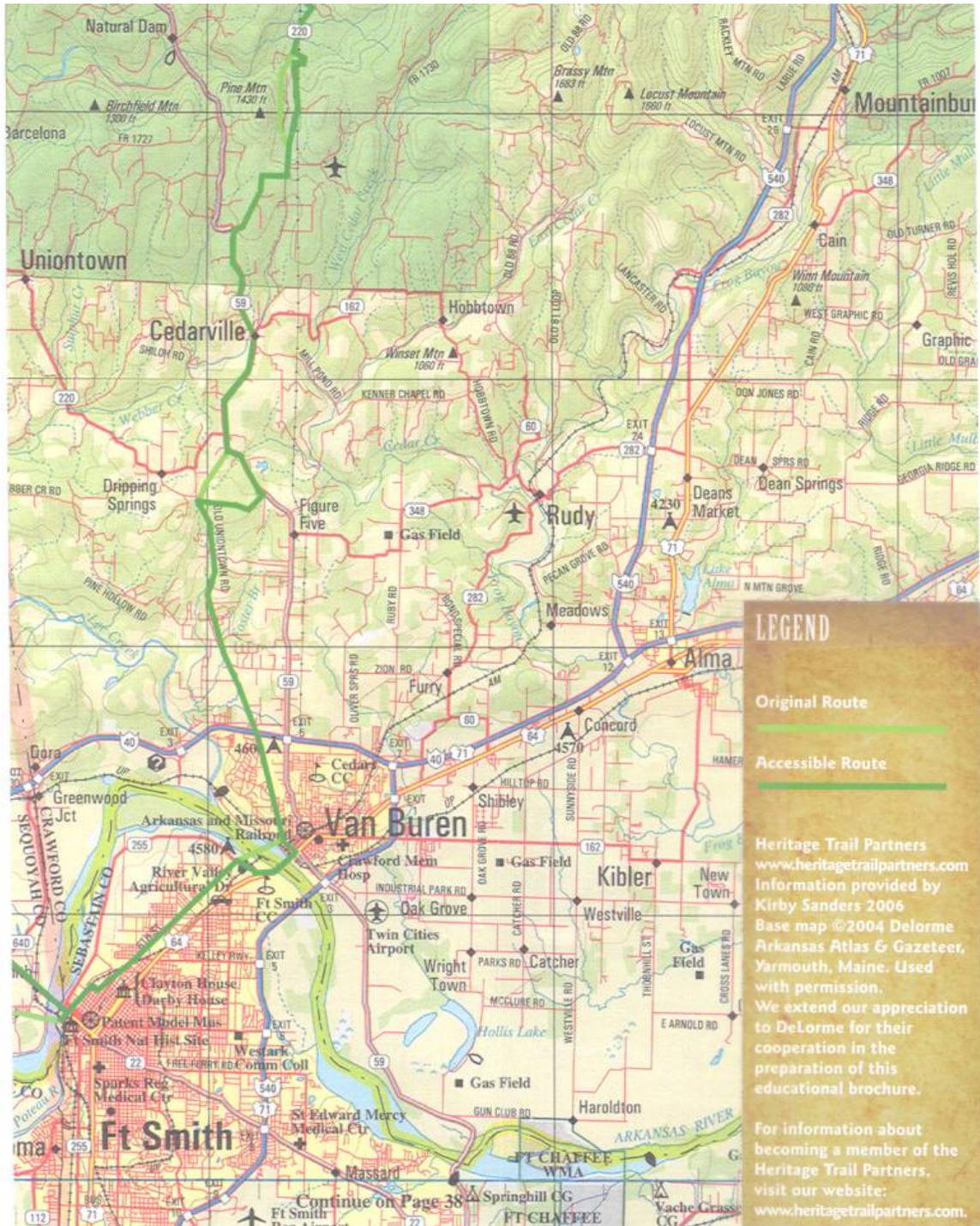


Illustration E

Butterfield Overland Stage Coach Route

BSMPO Area

If you answer to question #4 is “sometimes” or “often”, please indicate the typical source of the problem.

- Conflicts with trucks (such as left turns, double parking) _____
- Trains at railroad crossings _____
- Conflicts with local delivery or services trucks _____
- Others (write in) _____

5. Facilities and infrastructure play a big role in transportation safety. Things such as street lighting, adequate lane width on streets and highways, and the presence of bicycle paths and sidewalks are safety considerations for transportation projects. Please mark how important you think each of the following are in terms of contributing to transportation safety. (not important = 1, important = 2, very important = 3)

Lane width	1	2	3
Street lighting	1	2	3
Street signage	1	2	3
Clear sight of oncoming traffic at intersections	1	2	3
Appropriate speed limits & enforcement	1	2	3
Marked bicycle paths	1	2	3
Sidewalks	1	2	3
Bus shelters	1	2	3
Bus shelter lighting	1	2	3
Condition of road pavement	1	2	3
Reflective striping on street or highway pavement	1	2	3

6. What do you think should be the three (3) highest transportation improvement priorities for the community you live in? (Please write your answer)

- 1. _____
- 2. _____
- 3. _____

7. What do you think should be the three (3) highest transportation improvement priorities for the Fort Smith Region? (Please write your answer)

- 1. _____
- 2. _____
- 3. _____

8. Do you ride Fort Smith Transit?

- Yes _____
- No _____

If you have any additional comments or suggestions relating to planning and improving transportation in the Fort Smith Region, we encourage you to provide them here:

And please provide the following information about yourself:

Check the city or town you live in or nearest to:

Arkansas

Alma _____
Barling _____
Bonanza _____
Cedarville _____
Central City _____
Charleston _____
Dyer _____
Fort Smith _____
Greenwood _____
Hackett _____
Hartford _____
Huntington _____
Kibler _____
Lavaca _____
Mansfield _____
Midland _____
Mountainburg _____
Van Buren _____
Other, (write in) _____

Oklahoma

Arkoma _____
Cameron _____
Moffett _____
Muldrow _____
Panama _____
Pocola _____
Poteau _____
Rock Island _____
Roland _____
Sallisaw _____
Spiro _____
Other (write in) _____

Check the city or town where you typically travel to work

Arkansas

Alma _____
Barling _____
Bonanza _____
Cedarville _____
Central City _____
Charleston _____
Dyer _____
Fort Smith _____
Greenwood _____
Hackett _____
Hartford _____
Huntington _____
Kibler _____
Lavaca _____
Mansfield _____
Midland _____
Mountainburg _____
Van Buren _____
Other, (write in) _____
Retired or unemployed _____

Oklahoma

Arkoma _____
Cameron _____
Moffett _____
Muldrow _____
Panama _____
Pocola _____
Poteau _____
Rock Island _____
Roland _____
Sallisaw _____
Spiro _____
Other (write in) _____
Retired or unemployed _____

Your Age

- 10 – 17 _____
- 18 – 24 _____
- 25 – 34 _____
- 35 – 44 _____
- 45 – 54 _____
- 55 - 64 _____
- 65 + _____

Thank you for your participation in this Survey. Your opinions and views are very important and we encourage your continued participation and interest in the Bi-State MPO process and the development of the *Bi-State Year 2030 Transportation Plan*. If you would like to be notified of the results of this Survey as well as the upcoming events, meetings, and activities relating to the development of the *Plan* we can either e-mail or mail these notifications to you.

Email Address _____

Or, Mailing Address _____

VI. Bi-State MPO 2030 Transportation Plan 5 Year Modular Project List
2006 - 2030

The project listing presented in this section contains only those projects that are “fiscally constrained”. By definition this means that the following projects are those where there is a reasonable expectation of the availability of funds for each project by its horizon year. Therefore, if a project is scheduled for the 3rd Five Year Increment, 2011 - 2015, there must be a reasonable assumption that the funds, whether they are from Local, State, or Federal sources, will be available for the project. To assist in maintaining the fiscally constrained requirement, some projects have been phased over one or more Increment.

The local projects that are shown to be funded by 100% local funds are indicated in this manner because of the project’s priority and the availability of funds from the local sales taxes. It is understandable that the respective jurisdictions will seek alternative funding sources if they are available and not have to use 100% of their own funds. Thus, those projects that are programmed for implementation using only local funds will be actively promoted before State and Federal funding agencies in the attempt to receive financial assistance for the project.

The Horizon Year for the **Bi-State MPO 2030 Transportation Plan** is 24 years in the future, and there are a number of projects in the constrained listing that may raise some concern about fiscally constrained issues. It is the policy of the BSMPO that these projects have a reasonable expectation for funding over this time frame and that the concerted efforts of the BSMPO Staff and those of the local governmental and business leadership will result in securing the necessary funding for these projects.

BI-STATE MPO 2030 TRANSPORTATION PLAN PROJECT LIST
BY FUNDING CATEGORY

Interstate Maintenance (IM)

IM Increment: 2006 – 2010

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 25,725,000	\$ 2,858,330	-0-	\$ 28,583,330
Project				
I-40 Signage, BSMPO Area	141,000	15,000	-0-	156,000
I-540 Signage, Crawford County	108,000	12,000	-0-	120,000
I-540 Signage, Sebastian County	432,000	48,000	-0-	480,000
Various Interstate Maintenance Projects	25,000,000	2,800,000	0	27,800,000

IM Increment: 2011 – 2015

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 12,157,500	\$ 1,350,000	-0-	\$ 13,507,500
Project				
Various Interstate Maintenance Projects*	\$ 12,157,500	\$ 1,350,000	-0-	\$ 13,507,500

*Specific projects will be determined at a later date. Consistent with the fiscally constraint requirements of the Year 2030 Plan, the total costs for these projects will not exceed the funds that will be available.

IM Increment: 2016 – 2020

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 12,157,500	\$ 1,350,000	-0-	\$ 13,507,500
Project				
Various Interstate Maintenance Projects*	\$ 12,157,500	\$ 1,350,000	-0-	\$ 13,507,500

*Specific projects will be determined at a later date. Consistent with the fiscally constraint requirements of the Year 2030 Plan, the total costs for these projects will not exceed the funds that will be available.

IM Increment: 2021 – 2025

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 12,157,500	\$ 1,350,000	-0-	\$ 13,507,500
Project				
Various Interstate Maintenance Projects*	\$ 12,157,500	\$ 1,350,000	-0-	\$ 13,507,500

*Specific projects will be determined at a later date. Consistent with the fiscally constraint requirements of the Year 2030 Plan, the total costs for these projects will not exceed the funds that will be available.

IM Increment: 2026 – 2030

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 12,157,500	\$ 1,350,000	-0-	\$ 13,507,500
Project				
Various Interstate Maintenance Projects*	\$ 12,157,500	\$ 1,350,000	-0-	\$ 13,507,500

*Specific projects will be determined at a later date. Consistent with the fiscally constraint requirements of the Year 2030 Plan, the total costs for these projects will not exceed the funds that will be available.

Enhancement (ENH)

ENH Increment: (State Projects): 2006 – 2010

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 160,000	\$ 40,000	\$	\$ 200,000
Project				
I-40 Landscaping, Crawford County	52,800	13,200	-0-	66,000
I-540 Landscaping, Fort Smith & Van Buren	52,800	13,200	-0-	66,000
I-540 Landscaping, Fort Smith & Van Buren	54,400	13,600	-0-	68,000

ENH Increment: (Local Projects) 2006 – 2010

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 2,030,000	\$ -0-	\$ 507,500	\$ 2,537,500
Project				
Fort Smith Streetscaping; west end of US 64 (Garrison Avenue)	338,300	-0-	84,575	422,875
Van Buren Trails Implementation	338,300	-0-	84,575	422,875
Greenwood Trail and Greenway Implementation	338,300	-0-	84,575	422,875
Barling Fort Chaffee trail Implementation	338,300	-0-	84,575	422,875
Crawford County Trails Implementation	338,300	-0-	84,575	422,875
Sebastian Bikeway & Trails Implementation	338,300	-0-	84,575	422,875

ENH Increment: 2011 – 2015

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 2,030,000	\$ -0-	\$ 507,500	\$ 2,537,500
Project				
BSMPO Area-wide Bikeway & Trails Projects	2,030,000	-0-	507,500	2,537,500

Specific projects will be determined at a later date. Consistent with the fiscally constraint requirements of the Year 2030 Plan, the total costs for these projects will not exceed the funds that will be available.

ENH Increment: 2016 – 2020

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 2,030,000	\$ -0-	\$ 507,500	\$ 2,537,500
Project				
BSMPO Area-wide Bikeway & Trails Projects	2,030,000	-0-	507,500	2,537,500

Specific projects will be determined at a later date. Consistent with the fiscally constraint requirements of the Year 2030 Plan, the total costs for these projects will not exceed the funds that will be available.

ENH Increment: 2021 – 2025

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 2,030,000	\$ -0-	\$ 507,500	\$ 2,537,500
Project				
BSMPO Area-wide Various Projects	2,030,000	-0-	507,500	2,537,500

Specific projects will be determined at a later date. Consistent with the fiscally constraint requirements of the Year 2030 Plan, the total costs for these projects will not exceed the funds that will be available.

ENH Increment: 2026 – 2030

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 2,030,000	\$ -0-	\$ 507,500	\$ 2,537,500
Project				
BSMPO Area-wide Various Projects	2,030,000	-0-	507,500	2,537,500

Specific projects will be determined at a later date. Consistent with the fiscally constraint requirements of the Year 2030 Plan, the total costs for these projects will not exceed the funds that will be available.

Bridge (BR)

BR Increment: 2006 – 2010

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 5,580,000	-0-	\$ 1,395,000	\$ 6,975,000
Project				
Denver Street Bridge, Greenwood	288,400	-0-	72,100	360,500
Fort Smith Bridge Project	881,930	-0-	220,480	1,102,410
Van Buren Bridge Project, Industrial Park Road	881,930	-0-	220,480	1,102,410
Barling Bridge Project	881,930	-0-	220,480	1,102,410
Alma Bridge Project	881,930	-0-	220,480	1,102,410
Crawford County Bridge Project (BSMPO Area)	881,930	-0-	220,480	1,102,410
Sebastian County Bridge Project (BSMPO Area)	881,930	-0-	220,480	1,102,410

BR Increment: 2011 – 2015

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 5,580,000	-0-	\$ 1,395,000	\$ 6,975,000
Project *				
Greenwood Bridge Project	797,140	-0-	199,285	996,425
Fort Smith Bridge Project	797,140	-0-	199,285	996,425
Van Buren Bridge Project	797,140	-0-	199,285	996,425
Barling Bridge Project	797,140	-0-	199,285	996,425
Alma Bridge Project	797,140	-0-	199,285	996,425
Crawford County Bridge Project (BSMPO Area)	797,140	-0-	199,285	996,425
Sebastian County Bridge Project (BSMPO Area)	797,140	-0-	199,285	996,425

*Specific projects will be determined at a later date. Consistent with the fiscally constraint requirements of the Year 2030 Plan, the total costs for these projects will not exceed the funds that will be available.

BR Increment: 2016 – 2020

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 5,580,000	-0-	\$ 1,395,000	\$ 6,975,000
Project *				
Greenwood Bridge Project	797,140	-0-	199,285	996,425
Fort Smith Bridge Project	797,140	-0-	199,285	996,425
Van Buren Bridge Project	797,140	-0-	199,285	996,425
Barling Bridge Project	797,140	-0-	199,285	996,425
Alma Bridge Project	797,140	-0-	199,285	996,425
Crawford County Bridge Project (BSMPO Area)	797,140	-0-	199,285	996,425
Sebastian County Bridge Project (BSMPO Area)	797,140	-0-	199,285	996,425

*Specific projects will be determined at a later date. Consistent with the fiscally constraint requirements of the Year 2030 Plan, the total costs for these projects will not exceed the funds that will be available.

BR Increment: 2021 – 2025

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 5,580,000	-0-	\$ 1,395,000	\$ 6,975,000
Project *				
Greenwood Bridge Project	797,140	-0-	199,285	996,425
Fort Smith Bridge Project	797,140	-0-	199,285	996,425
Van Buren Bridge Project	797,140	-0-	199,285	996,425
Barling Bridge Project	797,140	-0-	199,285	996,425
Alma Bridge Project	797,140	-0-	199,285	996,425
Crawford County Bridge Project (BSMPO Area)	797,140	-0-	199,285	996,425
Sebastian County Bridge Project (BSMPO Area)	797,140	-0-	199,285	996,425

*Specific projects will be determined at a later date. Consistent with the fiscally constraint requirements of the Year 2030 Plan, the total costs for these projects will not exceed the funds that will be available.

BR Increment: 2026 – 2030

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 5,580,000	-0-	\$ 1,395,000	\$ 6,975,000
Project *				
Greenwood Bridge Project	797,140	-0-	199,285	996,425
Fort Smith Bridge Project	797,140	-0-	199,285	996,425
Van Buren Bridge Project	797,140	-0-	199,285	996,425
Barling Bridge Project	797,140	-0-	199,285	996,425
Alma Bridge Project	797,140	-0-	199,285	996,425
Crawford County Bridge Project (BSMPO Area)	797,140	-0-	199,285	996,425
Sebastian County Bridge Project (BSMPO Area)	797,140	-0-	199,285	996,425

*Specific projects will be determined at a later date. Consistent with the fiscally constraint requirements of the Year 2030 Plan, the total costs for these projects will not exceed the funds that will be available.

Special (SPC)**SPC Increment: 2005 – 2007**

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds (Total for 2005 - 2007)	\$ 3,600,000	0	\$ 900,000	\$ 4,500,000
Project				
Rena Road Major Widening, Van Buren	3,600,000	0	900,000	4,500,000
Jenny Lind Rd. & Ingersol Av. Widening, Ft. Smith	8,160,000	0	1,548,000	9,708,000
28 th St. Improvements, Van Buren	776,000	0	924,000	1,700,000
Van Buren Intermodal Port Facility (Phase II)	41,000	0	10,000	51,000
I-49, Jenny Lind–Custer Blvd Grading/Improvemt.	6,020,000	1,505,000	0	7,525,000

STP Small Urban (STPU)**STPU Increment: 2006 – 2010**

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 3,025,000	-0-	\$ 1,066,000	\$ 4,091,000
Project				
SH 45/ Planters Road Intersection Improvements, Fort Smith	1,000,000	-0-	200,000	1,200,000
Reconst US 71 B (Towson Ave.) between US 64 (Garrison Ave) & Dodson Ave., Fort Smith	1,000,000	-0-	250,000	1,250,000
SH 59 & Wood Street Signal, Van Buren	88,000	-0-	22,000	110,000
Hwy 71/Denver.Mt. Zion Rd. Signal	88,000	-0-	22,000	110,000
Rena Rd. west of SH 59	1,000,000	-0-	250,000	1,250,000
SH 22 (Rogers Ave) Meandering Way, Signal, Fort Smith	88,000	-0-	22,000	110,000

STPU Increment: 2011 – 2015

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$3,296,000	-0-	\$3,785,000	\$7,081,000
Project				
Denver Street Reconst. Main St. – SH 10 spur, Greenwood	1,000,000	-0-	1,100,000	2,100,000
S. 40 th Street Reconst, SH 162 to Industrial Pk Rd, Van Buren	1,000,000	-0-	1,500,000	2,500,000

STPU Increment: 2016 – 2020

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 4,171,000	-0-	\$ 9,085,000	\$ 13,256,000
Project				
Peevyhouse Road, Reconstruct, Van Buren	1,000,000	-0-	2,000,000	3,000,000
Spradling Avenue, Extend to Clayton Blvd, Fort Smith	815,000	-0-	685,000	1,500,000
Peevyhouse Rd./Moss Rd. Reconst, Rena Rd to Pine Hollow Van Buren	1,000,000	-0-	2,800,000	3,800,000
Denver St. extended to SH 96, Greenwood	1,000,000	-0-	600,000	1,600,000
Uniontown Rd. – Zion Rd. New Const. Van Buren	1,000,000	-0-	3,000,000	4,000,000

STPU Increment: 2021 – 2025

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 3,231,000	-0-	\$ 1,000,000	\$ 4,231,000
Project *				
Various BSMPO Area-wide Urban	3,231,000	-0-	1,000,000	4,231,000

*Specific projects will be determined at a later date. Consistent with the fiscally constraint requirements of the Year 2030 Plan, the total costs for these projects will not exceed the funds that will be available.

STPU Increment: 2026 – 2030

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 3,875,000	-0-	\$ 968,750	\$ 4,843,750
Project *				
Various BSMPO Area-wide Urban	3,875,000	-0-	968,750	4,843,750

*Specific projects will be determined at a later date. Consistent with the fiscally constraint requirements of the Year 2030 Plan, the total costs for these projects will not exceed the funds that will be available.

National Highway System (NHS)

NHS Increment: 2006 – 2010

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds (Total for 2005 – 2007) *	\$ 12,125,000	\$ 3,031,250	-0-	\$ 15,156,250
Project				
I-49 SH 22 – Jenny Lind Base and Surfacing	20,560,000	5,140,000	-0-	25,700,000
I-49 SH 22 – Custer Blvd. Structures, Barling/Fort Smith	13,520,000	3,380,000	-0-	16,900,000
I-49 Grad.& Struct. Jenny Lind – Custer Blvd. Sebastian County	25,840,000	6,460,000	-0-	32,300,000

* NHS Funds will be used to construct I-49 in the BSMPO Area as they become available. The remaining needed funding will have to come from specially designated Federal Earmarked Funds.

NHS Increment: 2011 – 2015

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds *	\$ 4,795,000	\$ 1,198,750	-0-	\$ 5,993,750
Project				
I-49 Construction, Fort Smith/Sebastian County	70,934,000	17,733,500	-0-	88,667,500

* NHS Funds will be used to construct I-49 in the BSMPO Area as they become available. The remaining needed funding will have to come from specially designated Federal Earmarked Funds.

NHS Increment: 2016 – 2020

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds *	\$ 4,795,000	\$ 1,198,750	-0-	\$ 5,993,750
Project				
I-49 Ar. River Bridge Crawford/Sebastian Counties	160,000,000	40,000,000	-0-	200,000,000

* NHS Funds will be used to construct I-49 in the BSMPO Area as they become available. The remaining needed funding will have to come from specially designated Federal Earmarked Funds.

NHS Increment: 2021 – 2025

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds *	\$ 4,795,000	\$ 1,198,750	-0-	\$ 5,993,750
Project				
Completion of I-49 in the BSMPO Area	64,000,000	16,000,000	-0-	80,000,000

* NHS Funds will be used to construct I-49 in the BSMPO Area as they become available. The remaining needed funding will have to come from specially designated Federal Earmarked Funds.

NHS Increment: 2026 – 2030

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 4,795,000	\$ 1,198,750	-0-	\$ 5,993,750
Project *				
Various NHS Projects	4,795,000	1,198,750	-0-	5,993,750

*Specific projects will be determined at a later date. Consistent with the fiscally constraint requirements of the Year 2030 Plan, the total costs for these projects will not exceed the funds that will be available.

STP/MG/CMAQ (STPS)

STPS Increment: 2005 – 2010

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 23,580,000	\$ 5,895,000	\$ 5,100,000	\$ 34,575,000
Project				
Us 64/SH 59 Intersection Improvements, Crawford County	800,000	200,000	-0-	1,000,000
SH 162 Bypass, Alma	3,000,000	0	1,000,000	4,000,000
SH 22 Widen between SH 59 (Lock Dam Road to SH 255, Sebastian County	8,000,000	2,000,000	-0-	10,000,000
SH 45 Widen and Reconst. Between SH 255 (Zero) and Phoenix Ave, Fort Smith	4,100,000	0	4,100,000	8,200,000
SH 22 Widen and Reconst. Between SH 255 and SH 96, Lavaca	8,560,000	2,140,000	-0-	10,700,000

STPS Increment: 2011 – 2015

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$14,144,583	\$ 3,536,146	-0-	\$ 17,680,729
Project				
Install Dynamic Message Signs on SH 22 (Rogers Ave) in Fort Smith 4 locations	800,000	200,000	-0-	1,000,000
SH 10 Widen and Reconst. Between SH 10S and SH 96, Greenwood	3,000,000	750,000	-0-	3,750,000
SH 59 Widen and Reconst. Between Pointer Trail and Mt. Vista, Van Buren	3,000,000	750,000	-0-	3,750,000
SH 10S Widen and Reconst. Between SH 10 and US 71, Greenwood	8,500,000	2,125,000	-0-	10,625,000

STPS Increment: 2016 – 2020

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 13,000,000	\$ 3,250,000	-0-	\$16,250,000
Project				
SH 255 Reconst (New Location) Between Massard Rd. and SH 22, Barling/Fort Smith	6,000,000	1,500,000	-0-	7,500,000
SH 45 Widen and Reconst. Between US 71 and SH 255, Sebastian County	8,500,000	2,125,000	0	10,625,000

STPS Increment: 2021 – 2025

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 12,600,000	\$ 3,150,000	-0-	\$ 15,750,000
Project				
SH 45 Widen and Reconst. Between US 71 and SH 253, Sebastian County	6,000,000	1,500,000	-0-	7,500,000
SH 59, Hwy. 348 – Old Union Town Road	6,000,000	1,500,000	0	7,500,000

STPS Increment: 2026 – 2030

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	\$ 14,750,000	\$ 3,687,500	-0-	\$ 18,437,500
Project				
SH 10 Widen and Reconst. Between US 71 and SH 10S, Greenwood	8,500,000	2,125,000	-0-	10,625,000
US 71B, Hwy. 271 – North (Fort Smith)	6,000,000	1,500,000		7,500,000

State Maintenance (MNT)**MNT Increment: 2006 – 2010**

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	-0-	\$ 1,236,000	-0-	\$ 1,236,000
Project *				
Ar River Bridge (US 64) Painting	1,000,000	250,000		1,250,000
Various State Maintenance Projects	-0-	\$ 1,236,000	-0-	\$ 1,236,000

Specific projects will be determined at a later date. Consistent with the fiscally constraint requirements of the Year 2030 Plan, the total costs for these projects will not exceed the funds that will be available.

MNT Increment: 2011 – 2015

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	-0-	\$ 1,236,000	-0-	\$ 1,236,000
Project *				
Various State Maintenance Projects	-0-	\$ 1,236,000	-0-	\$ 1,236,000

*Specific projects will be determined at a later date. Consistent with the fiscally constraint requirements of the Year 2030 Plan, the total costs for these projects will not exceed the funds that will be available.

MNT Increment: 2016 – 2020

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	-0-	\$ 1,236,000	-0-	\$ 1,236,000
Project *				
Various State Maintenance Projects	-0-	\$ 1,236,000	-0-	\$ 1,236,000

*Specific projects will be determined at a later date. Consistent with the fiscally constraint requirements of the Year 2030 Plan, the total costs for these projects will not exceed the funds that will be available.

MNT Increment: 2021 – 2025

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	-0-	\$ 1,236,000	-0-	\$ 1,236,000
Project *				
Various State Maintenance Projects	-0-	\$ 1,236,000	-0-	\$ 1,236,000

*Specific projects will be determined at a later date. Consistent with the fiscally constraint requirements of the Year 2030 Plan, the total costs for these projects will not exceed the funds that will be available.

MNT Increment: 2026 – 2030

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds	-0-	\$ 1,236,000	-0-	\$ 1,236,000
Project *				
Various State Maintenance Projects	-0-	\$ 1,236,000	-0-	\$ 1,236,000

*Specific projects will be determined at a later date. Consistent with the fiscally constraint requirements of the Year 2030 Plan, the total costs for these projects will not exceed the funds that will be available.

Small Urban Transit (5307)

FST Increment: 2006 – 2007

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds (Total for 2006 – 2007)	\$ 2,898,000	-0-	724,500	3,622,500
Project				
Capital and Operations	\$ 2,898,000	-0-	724,500	3,622,500

FST Increment: 2008 – 2012

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds (Operating and Capital)	\$ 5,545,000	-0-	1,386,250	6,931,250
Project				
Capital and Operations	\$ 5,545,000	-0-	1,386,250	6,931,250

FST Increment: 2013 – 2015

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds (Operating and Capital)	\$ 3,972,000	-0-	993,000	4,965,000
Project				
Capital and Operations	\$ 3,972,000	-0-	993,000	4,965,000

FST Increment: 2016 – 2020

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds (Operating and Capital)	\$ 6,620,000	-0-	1,655,000	8,275,000
Project				
Capital and Operations	\$ 6,620,000	-0-	1,655,000	8,275,000

FST Increment: 2021 – 2025

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds (Operating and Capital)	\$ 6,620,000	-0-	1,655,000	8,275,000
Project				
Capital and Operations	\$ 6,620,000	-0-	1,655,000	8,275,000

FST Increment: 2026 – 2030

	Federal Funds	State Funds	Local Funds	Total Costs
Available Funds (Operating and Capital)	\$ 6,620,000	-0-	1,655,000	8,275,000
Project				
Capital and Operations	\$ 6,620,000	-0-	1,655,000	8,275,000

Illustrative Element

The projects contained in the Illustrative Element are not time sensitive as are the projects identified in the Incremental Schedules in the previous listing of projects. Rather, the Illustrative projects are subject to the availability of the necessary funding or a reasonable expectation of funds to implement the projects. It is anticipated that as funds are made available or new funding categories are developed the projects from the illustrative listing will be elevated to the appropriate Year 2030 Plan time Increment based on the type of project and the estimated timeframe for implementation.

Project	Federal Funds \$	State Funds \$	Local Funds \$	Total Costs \$
John Paul Hammerschmidt Ground Transportation Center	11,000,000	-0-	2,750,000	13,750,000
Van Buren Intermodal Facility	25,000,000	-0-	6,250,000	31,250,000
Extension of the Fort Smith Steel Rail Trolley to the Riverfront Pavilion and into the Belle Grove Historic District.	1,440,000	-0-	360,000	1,800,000
Region wide communication system for ITS deployments and applications	13,600,000	-0-	3,400,000	17,000,000
Dynamic Message Signs on I-40 and I-540		-0-		150,000 per sign
Fort Smith Transportation Management Center	240,000	-0-	60,000	300,000
Van Buren Traffic Operations Center	80,000	-0-	20,000	100,000
Greenwood Traffic Operations Center	60,000	-0-	15,000	75,000
Greenwood Signal Coordination & Upgrades	80% of total	-0-	20% of total	20,000 per signal
Van Buren Signal Coordination & Upgrades	80% of total	-0-	20% of total	20,000 per signal
Fort Smith Airport Highway Advisory Radio	80% of total	-0-	20% of total	35,000 per site
Fort Smith Airport Traveler Information Kiosk	16,000	-0-	4,000	20,000
Greenwood School Zone Flasher Pager Control System	80% of total	-0-	20% of total	7,500 per site
Van Buren School Zone Flasher Pager Control System	80% of total	-0-	20% of total	7,500 per site
Fort Smith Transit Intermodal Terminal Video Surveillance	80% of total	-0-	20% of total	20,000 per site
Regional Transit Coordination System/Establish regional operations assistance for Arkansas River Valley Transit Providers (AVTP)		-0-		To be determined
Fort Smith Transit Traveler Information Kiosks	80% of total	-0-	20% of total	20,000 per site
Fort Smith Portable Dynamic Message Signs	80% of total	-0-	20% of total	30,000 per sign
Access Study for the Fort Smith Regional Airport: Focus on the Leigh Avenue/Phoenix/I540 Interchange.	60,000		15,000	75,000
Relocation Study regarding the relocation of SH 255 onto Fort Chaffee Trust property in Barling	120,000	30,000		150,000

Special Note regarding Intelligent Transportation Systems (ITS) Projects in the Year 2030 Plan:

ITS projects will be selected for implementation from time to time by flexing the appropriate and authorized funds from one funding category to a special category exclusively for ITS projects. These projects will be addressed in the Illustrative Element of the Year 2030 Plan and are shown here for informational purposes only. The fiscal constraint requirement for the Year 2030 Plan does not allow for these projects to be included in the listing of projects presented above. However, the ITS projects that are included in the Illustrative Element were developed through the ITS Architecture and Deployment Plan planning phase of the Year 2030 Plan and there is a reasonable expectation that a number of these projects will be initiated and implemented during the next twenty years. Unfortunately, in the absence of a dedicated funding source the ITS projects, though important and needed, will be advanced and ultimately funded through the annual planning program of the BSMPO and through the actions of the BSMPO Policy Board.

VII. BSMPO ITS Architecture and Deployment Plan Summary

LIST OF ACRONYMS

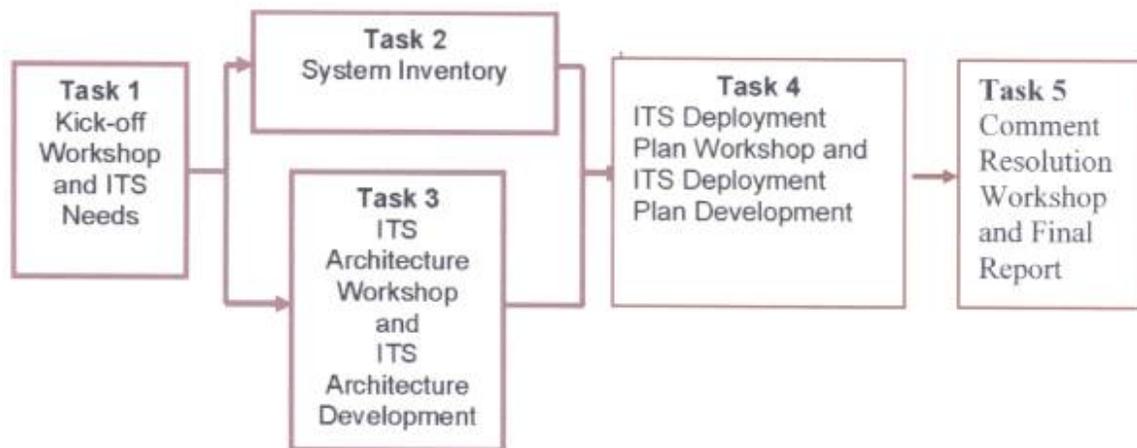
AD	Archived Data
AHTD	Arkansas State Highway and Transportation Department
APTS	Advanced Public Transportation Systems
ATIS	Advanced Travel Information System
ATMS	Advanced Traffic Management System
AVL	Automated Vehicle Location
CAD	Computer Aided Dispatch
CCTV	Closed-circuit television
CVISN	Commercial Vehicle Information Systems and Networks
CVO	Commercial Vehicle Operations
DMS	Dynamic Message Sign EM Emergency Management
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
HAR	Highway Advisory Radio
ITS	Intelligent Transportation System
MC	Maintenance and Construction
MDT	Mobile Data Terminal
MPO	Metropolitan Planning Organization
ODOT	Oklahoma Department of Transportation
SAFETEA-LU	Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TMC	Transportation Management Center
TOC	Traffic Operations Center

PROJECT APPROACH

Development of a regional intelligent transportation system (ITS) architecture is one of the most important steps in planning for and implementing ITS in a region. ITS architectures provide a framework for implementing ITS projects, encourage interoperability and resource sharing among agencies, identify applicable standards to apply to projects, and allow for cohesive long-range planning among regional stakeholders. The ITS architecture allows stakeholders to plan for what they want their system to look like in the long-term and then break out the system into smaller pieces that can be implemented in the short-term.

ITS architectures satisfy the conformity requirements first established in the Transportation Equity Act for the 21st Century (TEA-21) highway bill and continued in the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) bill passed in 2005. In response to Section 5206(e) of TEA-21, the Federal Highway Administration (FHWA) issued a final rule and the Federal Transit Administration (FTA) issued a final policy that required regions implementing any ITS project to have an ITS architecture in place by April 2005. After this date, any ITS projects must show conformance with their regional ITS architecture in order to be eligible for funding from FHWA or FTA. Regions that had not yet deployed ITS were given four years to develop an ITS architecture after their first ITS project proceeded to final design.

In the Bi-State Region, the Bi-State Metropolitan Planning Organization (MPO) began development of their Regional ITS Architecture in 2004. Several stakeholder workshops were held and a draft Regional ITS architecture was developed. In 2005, the Arkansas State Highway and Transportation Department (AHTD), in partnership with the Bi-State MPO, completed the Regional ITS Architecture for the Region. The Regional ITS Architecture has the same geographic boundaries as the Bi-State MPO and focuses on a 20-year vision for ITS in the Region. A project website is located at www.consysfec.com by following the link to Arkansas and contains additional information that was not feasible to include in the report. In addition, a separate ITS Deployment Plan was developed to identify and prioritize specific ITS projects recommended for the Region in order to implement the Regional ITS Architecture.

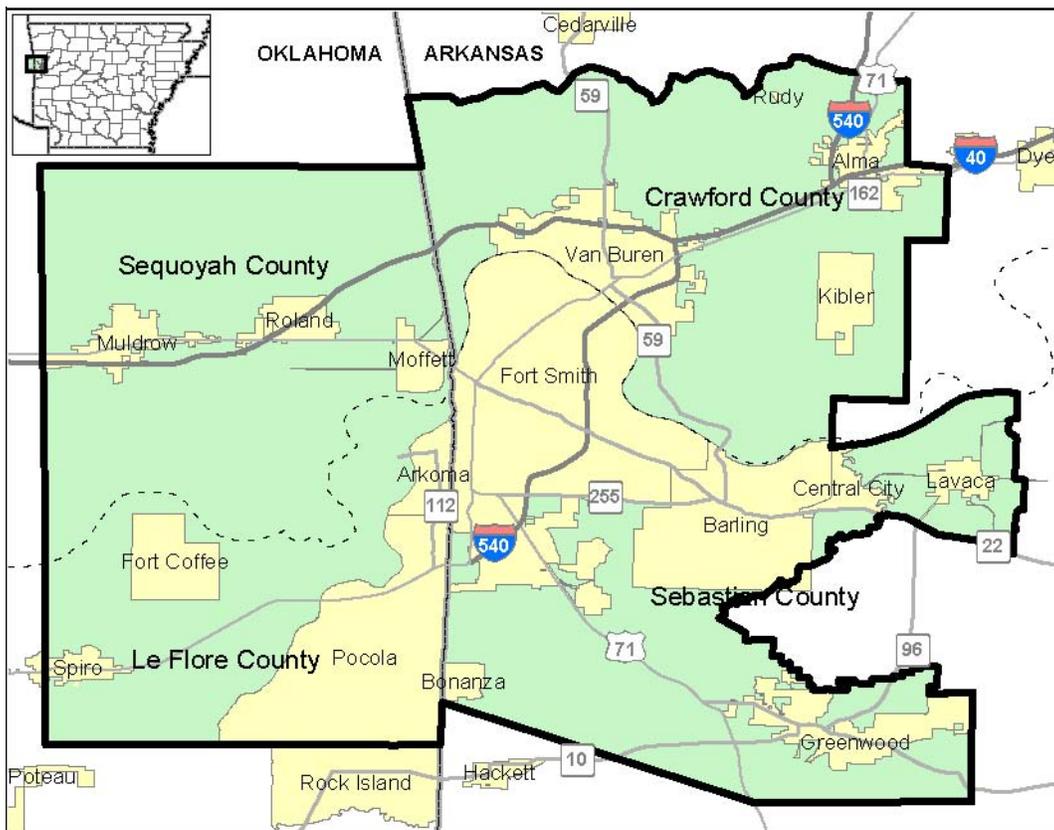


The ITS Deployment Plan, while not required by FHWA and FTA, is a useful tool for Regions to identify specific projects that are able to be deployed in order to implement the architecture. The Regional ITS Deployment Plan builds on the architecture by outlining specific ITS project recommendations and strategies for the Region, and by identifying deployment timeframes so that the recommended projects and strategies can be implemented over time.

The Bi-State Regional ITS Architecture and Regional ITS Deployment Plan were both developed with significant input from local, state, and federal officials. A series of four workshops were held to solicit input from stakeholders and ensure that the plans reflected the unique needs of the Region. Copies of the draft reports were sent to all stakeholders and the project website allowed stakeholders to submit comments directly to the project team. The Regional ITS Architecture and Deployment Plan developed reflects an accurate snapshot of existing ITS deployment and future ITS plans in the Region. Needs and priorities of the Region will change over time and, in order to remain effective, these documents should be periodically reviewed and updated.

OVERVIEW OF THE BI-STATE REGION

The Bi-State Region is defined by the boundaries of the Bi-State MPO as shown by the dark line below. The Region encompasses 545 square miles in western Arkansas and eastern Oklahoma. It includes southwestern Crawford County and northwestern Sebastian County in Arkansas, and eastern Sequoyah County and northeastern LeFlore County in Oklahoma. The two major cities in the area are Fort Smith and Van Buren, which are both situated in Arkansas on opposite sides of the Arkansas River. The population of the Bi-State MPO area is 154,640 according to the 2000 Census.



Bi-State Regional Boundaries

The Bi-State Region is served by numerous State and Federal highways. Primary roadway facilities include I-40, I-540, US 59, US 64, US 71, and US 271. I-40 and I-540 are divided interstate highways in the Region; I-40 runs east-west and I-540 runs north-south. Their effective operation is critical to the movement of goods and people throughout the States of Arkansas and Oklahoma, as well the United States.

REGIONAL STAKEHOLDERS

Due to the fact that ITS often transcends traditional transportation infrastructure, it is important to involve non-traditional stakeholders in the Regional ITS Architecture and Deployment Plan development. Input from these stakeholders, both public and private, is a critical part of developing and documenting the overall vision for ITS in a region.

The following stakeholder agencies have participated in the Bi-State Region project workshops or provided input to the study team:

- . AHTD Central Office;
- . AHTD District Four;
- . AHTD Highway Police;
- . Arkansas State Police;
- . Bi-State MPO;
- . City of Fort Smith;
- . City of Greenwood;
- . City of Van Buren;
- . Crawford County;
- . FHWA Arkansas Division;
- . Fort Smith Advertising and Promotion Commission;
- . Fort Smith Airport;
- . Fort Smith Transit;
- . KIBOIS Community Action Foundation;
- . Oklahoma Department of Transportation (ODOT);
- . Sebastian County;
- . Van Buren Advertising and Promotion Commission; and
- . Western Arkansas Planning and Development District.

A detailed list of stakeholders, including the individuals representing each agency, is provided in the Regional ITS Architecture report.

BI-STATE REGIONAL ITS ARCHITECTURE

The process for developing the Regional ITS Architecture for the Bi-State Region included several key steps:

- . Preparing an inventory of planned and existing systems in the Region;
- . Identifying needs in the Region that could be addressed by ITS deployment or integration;
- . Customizing and prioritizing market packages to address the specific needs and services identified by stakeholders;
- . Developing interconnects and interfaces for system elements to map out data flows and agency links;
- . Preparing an operational concept to illustrate how the systems, components, and agencies will be integrated and function as a result of the architecture framework;
- . Identifying high-level functional requirements;
- . Identifying standards that could be applicable to the Region; and
- . Outlining potential agreements that would be needed to facilitate information or resource sharing as a result of ITS implementation.

Inventory and Needs in the Region

The Bi-State Regional ITS Architecture began with a Kick-off Workshop in July 2005. At that workshop, stakeholders provided information about existing and planned ITS elements in the Region. A diverse range of needs were identified by stakeholders who attended. The inventory of planned and existing ITS infrastructure provided the basis for the architecture development. Needs that could be addressed by ITS technologies guided the selection of market packages, data flows, and integration requirements.

Market Packages

An ITS Architecture Workshop was held in Fort Smith in August 2005. At this workshop, stakeholders were provided with architecture training that included background information about the National ITS Architecture and the process that would be used to develop the Bi-State Regional ITS Architecture.

The next step in developing the Bi-State Regional ITS Architecture was to identify the services that would be needed to address the stakeholder needs. In the National ITS Architecture, services are referred to as market packages. Market packages can include several stakeholders and elements that work together to provide a service in the Region. There are a total of 85 market packages identified in Version 5.1 of the National ITS Architecture.

At the ITS Architecture Workshop, stakeholders selected the market packages that corresponded to the desired services and functions identified for the Region, and then customized these market packages. They included services and functions such as Network Surveillance, Traffic Information Dissemination, and Emergency Response as well as market packages to address coordination needs, including Traffic Incident Management and Regional Traffic Control and Coordination. Because market packages are groups of services and functions, they can be deployed incrementally and over time. Of the 85 market packages in the National ITS Architecture Version 5.1, 38 were selected and customized for deployment in the Bi-State Region. The market packages outline the

functions that stakeholders envision ITS to perform in coming years.

AHTD is leading a separate effort to develop and implement the Commercial Vehicle Information Systems and Networks (CVISN) program. CVISN addresses commercial vehicle operations, including ITS, on a statewide level and includes such applications as electronic clearance, safety enforcement, and registration. Unless a specific need was identified in the Bi-State Region that could be addressed locally, the commercial vehicle operations market packages were not selected and instead will be covered in the CVISN effort to ensure consistency.

Stakeholders were asked to prioritize the market packages into high, medium, and low priorities based on regional needs, feasibility, likelihood of deployment, and overall contribution of the market package to the goals and vision for ITS functionality in the Region. A summary of these prioritized market packages is shown in below. Definitions for the ITS market packages are provided in Appendix A of the Regional ITS Architecture report.

Bi-State Market Package Prioritization by Functional Area

High Priority Market Packages	Medium Priority Market Packages	Low Priority Market Packages
<i>Travel and Traffic Management</i>		
ATMS01 Network Surveillance ATMS03 Surface Street Control ATMS06 Traffic Information Dissemination ATMS08 Traffic Incident Management System	ATMS07 Regional Traffic Control ATMS13 Standard Railroad Grade Crossing	ATMS04 Freeway Control ATMS15 Railroad Operations Coordination
<i>Emergency Management</i>		
EM01 Emergency Call Taking and Dispatch EM02 Emergency Routing EM05 Transportation Infrastructure Protection EM06 Wide Area Alert		EM09 Evacuation and Reentry Management EM10 Disaster Traveler Information
<i>Maintenance and Construction Management</i>		
MC03 Road Weather Data Collection MC04 Weather Information Processing and Distribution MC08 Work Zone Management MC10 Maintenance and Construction Activity Coordination	MC07 Roadway Maintenance and Construction	MC01 Maintenance and Construction Vehicle and Equipment Tracking MC02 Maintenance and Construction Vehicle Maintenance MC06 Winter Maintenance MC09 Work Zone Safety Monitoring

High Priority Market Packages	Medium Priority Market Packages	Low Priority Market Packages
<i>Public Transportation Management</i>		
APTS2 Transit Fixed Route Operations APTS3 Demand Response Transit Operations APTS4 Transit Passenger and Fare Management APTS7 Multi-modal Coordination APTS8 Transit Traveler Information	APTS1 Transit Vehicle Tracking APTS5 Transit Security	APTS6 Transit Maintenance
<i>Commercial Vehicle Operations</i>		
	CVO10 HAZMAT Management	CVO04 CV Administrative Processes CVO06 Weigh-in-Motion
<i>Traveler Information</i>		
ATIS1 Broadcast Traveler Information ATIS2 Interactive Traveler Information	ATIS5 ISP Based Route Coordination	
<i>Archived Data Management</i>		
	AD1 ITS Data Mart AD2 ITS Data Warehouse	

Interconnects, Interfaces and Data Flows

While customizing the Regional ITS architecture market packages, stakeholders mapped existing and planned ITS elements in the Bi-State Region to the subsystems in the National ITS Architecture. These elements included agencies, systems, and all of the ITS components in the Region. Subsystems are the highest level building blocks of the physical architecture, and the National ITS Architecture groups them into four major classes: Centers, Field, Vehicles, and Travelers. This mapping resulted in an interconnect diagram for the Region that is shown on the following page. This architecture diagram, also referred to as the “sausage diagram”, shows the relationship of existing and planned systems in the Bi-State Region.

Interfaces have been identified for each element in the Bi-State Regional ITS Architecture, and each element has been mapped to those other elements with which it must interface. Architecture flows between the elements define the specific data that is exchanged. These data flows could be requests for information, alerts and messages, status requests, broadcast advisories, video images, or other information.

Standards

With the required interfaces and interconnections identified, standards that could potentially be applied to the Bi-State Region were identified. Standards are an important tool that will allow efficient implementation of the elements in the Bi-State Regional ITS Architecture over time. They facilitate deployment of interoperable systems at local, regional, and national levels without impeding innovation as technology advances, vendors change, and as new approaches evolve.

Operational Concept

An Operational Concept documents each stakeholder's current and future roles and responsibilities in the operation of the regional ITS. The operational concept included in the Bi-State Regional ITS Architecture documents these roles and responsibilities across a range of transportation services. The services covered are:

- . Traffic Signal Control;

- . Highway Management;

- . Incident Management;

- . Transit Management;

- . Traveler Information;

- . Emergency Management;

- . Maintenance and Construction Management;

- . Archive Data Management; and

- . Electronic Payment.

Agreements

The Regional ITS Architecture for the Bi-State Region has identified several agency interfaces, information exchanges, and integration strategies that would be needed to provide the ITS services and systems identified by the stakeholders in the Region. Interfaces and data flows among public and private entities in the Bi-State Region will require agreements among agencies that establish parameters for sharing agency information to support traffic management, incident management, provide traveler information, and other functions identified in the Regional ITS Architecture.

With the implementation of ITS technologies, the integration of systems from one or more agencies, and the anticipated level of information exchange identified in the architecture, it is likely that formal agreements between agencies will be needed in the future. These agreements, while perhaps not requiring a financial commitment from agencies in the Region, should outline specific roles, responsibilities, data exchanges, levels of authority, and other facets of regional operations. Some agreements will also outline specific funding responsibilities, where appropriate and applicable.

The following is a list of potential agreements for the Bi-State Region based on the interfaces identified in the Regional ITS Architecture and recommended ITS projects in the Deployment Plan:

- . Joint operations/shared control agreements among public agencies;
- . Joint operations/shared control agreement between public agencies and private media and information service providers;
- . Data sharing and usage agreements among public agencies;
- . Data sharing and usage agreements among public agencies and private media and information service providers; and
- . Mutual aid agreements among public agencies.

It is important to note that as ITS services and systems are implemented in the Region, part of the planning and review process for those projects should include a review of potential agreements that would be needed for implementation or operations.

ITS Architecture Documentation

The Regional ITS Architecture for the Bi-State Region is documented in a final report. Stakeholders were brought together to review the Regional ITS Architecture and provide feedback. The final architecture report was not prepared until after completion of the Bi-State Regional ITS Deployment Plan to allow for modifications based on information and input received for the Regional ITS Deployment Plan recommendations.

A website with the Regional ITS Architectures was also maintained. The website allowed stakeholders to review the architecture and provide comments directly to the project team through the website. At the time this report was published, the Bi-State Regional ITS Architecture website was being hosted at www.consystec.com. The site can be accessed by selecting the link to Arkansas, and then the link to the Bi-State Region. The Bi-State MPO plans to host this information on their site in the future.

BI-STATE REGIONAL ITS DEPLOYMENT PLAN

Although development of an ITS deployment plan was not required by the FHWA Final Rule for the architecture, the Final Rule does request a sequence of projects required for implementation. Capitalizing on the momentum and interagency dialogue established during the development of the Regional ITS Architecture, AHTD chose to expand on the project sequence requirement to develop a formal ITS deployment plan for the Region.

The Bi-State Regional ITS Architecture provided the framework and prioritized the key functions and services desired by stakeholders in the Region. The Bi-State Regional ITS Deployment Plan builds on the architecture by outlining specific ITS project recommendations and strategies for the Region and identifying deployment timeframes so that the recommended projects and strategies can be implemented over time. Agency responsibilities for implementing and operating the systems are also a key component of the Regional ITS Deployment Plan.

ITS Project Recommendations for the Bi-State Region

Using the needs, market package priorities, and any planned projects identified by the stakeholders during the architecture process, a list of recommended ITS projects for the Bi-State Region was developed. These projects were refined and additions and deletions were made by the Regional stakeholders at the ITS Deployment Plan Workshop in September 2005.

For each functional area, stakeholders grouped projects into timeframes for deployment based on priority, dependence on other projects, technology, and feasibility. The timeframes have been loosely defined as 0-5 years, 5-10 years, and 10-20 years for short-

term, mid-term, and long-term, respectively. Actual deployment timeframes will be dependent on inclusion in the Transportation Improvement Program (TIP) and identification of funding sources. Most projects for the Region are infrastructure based; however, there are some recommendations that focus more on institutional practices and interconnectivity to enhance coordination and communications.

Each recommended project for the Bi-State Region was included in a table of projects grouped by functional area and separated into priorities by approximate implementation timeframe. These tables provided the name of the project, a project description, primary responsible agency, a planning level estimate of probable cost, an indication of whether or not funding had been identified for that specific project, and a listing of applicable market packages.

The following table summarizes the ITS projects recommended for the Bi-State Region. This summary is divided into the major program areas and subdivided by timeframe.

Recommended ITS Projects for the Bi-State Region

Project Time Frame	Project Name (Responsible Agency)
Travel and Traffic Management	
Short Term Projects 5-year Horizon	<ul style="list-style-type: none"> . AHTD Dynamic Message Signs (DMS) on I-40 and I-540 (AHTD) . City of Fort Smith Transportation Management Center Phase 1 (City of Fort Smith, Fort Smith Transit) . City of Fort Smith Signal Coordination and Upgrades (City of Fort Smith) . City of Van Buren Traffic Operations Center (TOC) (City of Van Buren) . City of Van Buren Traffic Signal System Optimization and Staff Training (City of Van Buren) . City of Greenwood TOC (City of Greenwood) . City of Greenwood Signal Coordination and Upgrades (City of Greenwood) . Regional Communications Master Plan (AHTD, City of Fort Smith, City of Van Buren, City of Greenwood) . Regional Communications Implementation Phase 1 (AHTD, City of Fort Smith, City of Van Buren, City of Greenwood)

<p>Mid Term Projects 10-year Horizon</p>	<ul style="list-style-type: none"> . AHTD Closed-Circuit Television (CCTV) Cameras on I-40 and I-540 (AHTD) . City of Fort Smith Transportation Management Center Phase 2 (City of Fort Smith, Fort Smith Transit) . City of Van Buren School Zone Flasher Pager Control System (City of Van Buren) . City of Greenwood School Zone Flasher Pager Control System (City of Greenwood) . Fort Smith Airport Highway Advisory Radio (HAR) (Fort Smith Airport) . Fort Smith Airport Traveler Information Kiosk (Fort Smith Airport) . Regional Communications Implementation Phase 2 (AHTD, City of Fort Smith, City of Van Buren, City of Greenwood) . Media Liaison and Coordination (AHTD, City of Fort Smith, City of Van Buren, City of Greenwood, Municipalities)
<p>Long Term Projects 20-year Horizon</p>	<ul style="list-style-type: none"> . Regional Traffic Management Center (TMC) (City of Fort Smith, City of Van Buren, City of Greenwood, Municipalities)
<p>Emergency Management</p>	
<p>Short Term Projects 5-year Horizon</p>	<ul style="list-style-type: none"> . City of Van Buren Emergency Services Computer Aided Dispatch (CAD) Upgrade (City of Van Buren)

<p>Mid Term Projects 10-year Horizon</p>	<ul style="list-style-type: none"> . City of Van Buren Fire and Police Department Automated Vehicle Location (AVL) and Mobile Data Terminals (MDTs) (City of Van Buren) . City of Fort Smith Fire and Police Department AVL and MDTs (City of Fort Smith) . City of Greenwood Emergency Vehicle Signal Preemption (City of Greenwood) . City of Van Buren Emergency Vehicle Signal Preemption (City of Van Buren)
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Project Time Frame	Project Name (Responsible Agency)
Maintenance and Construction Management	
<p>Short Term Projects 5-year Horizon</p>	<ul style="list-style-type: none"> . City of Greenwood Flood Detection Stations (City of Greenwood) . City of Fort Smith Portable DMS (City of Fort Smith)
<p>Mid Term Projects 10-year Horizon</p>	<ul style="list-style-type: none"> . City of Van Buren Maintenance Geographic Information System (GIS) Database (City of Van Buren) . Regional Portable DMS Fleet (Bi-State MPO)

Public Transportation Management	
Short Term Projects 5-year Horizon	<ul style="list-style-type: none"> . Fort Smith Transit Intermodal Terminal Video Surveillance (Fort Smith Transit) . Regional Transit Coordination System (Fort Smith Transit, River Valley Transit Providers)
Mid Term Projects 10-year Horizon	<ul style="list-style-type: none"> . Fort Smith Transit Vehicle Video Surveillance (Fort Smith Transit) . Fort Smith Transit Traveler Information Kiosks (Fort Smith Transit) . Greenwood Public Schools AVL on Buses (Greenwood Public Schools)
Long Term Projects 20-year Horizon	<ul style="list-style-type: none"> . Fort Smith Transit AVL (Fort Smith Transit) . Fort Smith Transit Audible Bus Stop Information (Fort Smith Transit)
Archived Data Management	
Mid Term Projects 10-year Horizon	<ul style="list-style-type: none"> . Bi-State MPO Data Warehouse (Bi-State MPO)
Long Term Projects 20-year Horizon	<ul style="list-style-type: none"> . Fort Smith Transit Data Mart (Fort Smith Transit)

Projects of Statewide Significance

Projects of statewide significance are projects that the Bi-State Region felt were important to the Region, but that would most likely be implemented on a statewide level rather than a regional level. The stakeholders recommended that these projects be considered for deployment statewide and expressed a willingness to support the projects as needed. Because the implementation schedule for these projects will be driven at the state level and not the regional level, a timeframe for implementation has not been included. Costs have also not been included as further study will be needed to determine the costs on a statewide level and the costs should not have an impact on funding for the Region. These projects include:

- . AHTD/ODOT Communications Connection;

- . Arkansas 511 Implementation; and

- . Statewide Transit Coordination System.

Communications

One of the primary purposes of an ITS architecture is to identify the data that needs to flow between agencies. Much of this data, such as video from CCTV cameras and real time traffic information, can require high bandwidth communication; therefore, no ITS deployment is complete without addressing the communications needed for deployment.

In the Regional ITS Deployment Plan, a project to develop a Regional Communications Master Plan is recommended. This master plan should provide the Bi-State Region with guidance on the most feasible communication system to deploy. Communication needs should be considered not just of transportation agencies but also of other government agencies to allow for increased potential for resource sharing. Resource sharing between agencies can often be a very cost effective way to deploy or maintain communications systems. Reliability and maintenance of the communication system must also be carefully considered. Although it will likely not be possible to implement a complete communication system that serves the region's ITS needs through a single project, having a master plan available will allow agencies to incrementally deploy pieces of the communication system when implementing other projects while ultimately working towards deployment of the full master planned system.

MAINTAINING THE REGIONAL ITS ARCHITECTURE AND ITS DEPLOYMENT PLAN

The Regional ITS Architecture and ITS Deployment Plan developed for the Bi-State Region addresses the Region's vision for ITS implementation at the time the plan was developed. As the Region grows, needs will change and as technology progresses new ITS opportunities will arise. As an example, at the time this architecture was developed traffic congestion was not a major concern in the Region and therefore traffic management did not play a large role in this version. As more development occurs in the Region, traffic congestion could become a larger concern and need to be a more significant focus. Shifts in regional focus as well as changes in the National ITS Architecture will necessitate that the Bi-State Regional ITS Architecture be updated to remain a useful resource for the Region.

At the September 2005 project workshop stakeholders outlined a procedure for documenting changes to the Regional ITS Architecture. Stakeholders also decided to hold a formal review of the Regional ITS Architecture and Deployment Plan every two years in coordination with the TIP update cycle and a major revision every five years to correspond with the Long Range Plan Update. As part of the reviews, the project listings in the Regional ITS Deployment Plan should be examined and updated as appropriate to reflect projects that have been implemented, changes in project priorities, and new projects that need to be added to the plan. A procedure has also been established to address the changes identified between updates. A copy of the change documentation form is presented on the following page.



Bi-State Regional ITS Architecture Architecture Maintenance Documentation Form

Please complete the following questionnaire to document changes for the Bi-State Regional ITS Architecture. Modifications will be made during the next architecture update.

Agency	
Agency Contact Person	
Street Address	
City	
State, Zip Code	
Telephone	
Fax	
E-Mail	

Change Information

Please indicate the type of change:

- new market package (please attach sketch if possible)
- existing market package modification (please attach marked up market package)
- other: _____

Please indicate the reason for the change:

- new stakeholder
- new project/element(s)

Market Package(s) Impacted	
Describe requested change	
Have you coordinated with any other stakeholders on this change? If so, who?	
Are there any additional stakeholders that could be affected by this change?	

Please submit change forms to:

Ken O'Donnell
 Bi-State MPO
 PO Box 2067
 Fort Smith, AR 72902
 479-785-2651

Date Request Filed: _____

VIII. Public Involvement and Environmental Justice Procedures

The following presentation of the **Public Involvement Procedures and Process for the Bi-State Transportation Metropolitan Planning Organization** is the formal policy of the Bi-State Committee relative to the conduct of the Bi-State transportation planning process. These procedures were initially prepared and approved by the Bi-State MPO Board in 1994 and, amended in 2005. The Procedures were utilized in the development of the **Bi-State Year 2030 Plan** and will be instrumental in the implementation activities of the **Plan**.

The Bi-State Metropolitan Planning Organization (Public Involvement Procedures (as amended) August 4, 2005)

Introduction

The Public Involvement Procedures document has been developed to assure that the transportation planning process conducted by the Bi-State Metropolitan Planning Organization (MPO) complies with Federal requirements for public involvement and participation. This Document presents the goals of the MPO for public involvement, as well as the public involvement procedures designed for various MPO activities. These procedures will provide opportunities for citizens to contribute ideas and opinions at every stage of the planning process. Efforts will be made to assure participation in the transportation planning and programming process by traditionally underserved individuals, including elderly, low income and minority individuals, persons with disabilities, and persons with limited English proficiency (LEP).

Public Involvement Requirements

As delineated in the Transportation Equity Act for the 21st Century (TEA-21), federal law and regulations require each MPO to conduct a planning process that must consider projects, planning strategies, and implementation methods that will:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency,
2. Increase the safety and security of the transportation system (which includes road, highway, transit, bicycle, pedestrian, rail and aviation components) for motorized and non-motorized users,
3. Increase the accessibility and mobility options available to people and for freight,
4. Protect and enhance the environment, promote energy conservation, and improve quality of life,
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight,
6. Promote efficient system management and operation, and
7. Emphasize the preservation of the existing transportation system.

Freedom of Information Act

In order to ensure adequate public notice and provision of timely information, all meetings of the Bi-State Metropolitan Planning Organization Policy Board and all

subcommittee and focus groups are subject to the provisions of the Arkansas Freedom of Information Act, Acts 1967 No. 93, as amended.

Public Notification and Participation

Policy Board meeting and Technical Committee meeting notices will be provided to local newspapers of general circulation sufficiently in advance of a meeting to meet newspaper guidelines for publication during the week of and prior to the meeting. When, and if, non-English newspapers of general circulation are initiated in the Bi-State region, the MPO Staff will work with these newspapers to have the above meeting notices printed in the appropriate language in their publications. These notices do not need to be paid notices.

Notices of public hearings will be paid notices in local newspapers of general circulation. When, and if, non-English newspapers of general circulation are initiated in the Bi-State region, the MPO Staff will work with these newspapers to have the above meeting notices printed in the appropriate language in their publications. These notices do not need to be paid notices. The notice of public hearing will be published at least (10) working days prior to the meeting date. A copy of paid newspaper publications shall be retained in the Bi-State MPO files for a period of three years after the end of the Fiscal Year.

Official notification of Public Meetings, Public Hearings, and Public Review and Comment periods will also be provided for posting at the following locations and other locations identified by MPO staff in order to encourage minority and other underserved populations to participate in the process:

- The Administrative Offices of each local member jurisdiction,
- Departments of Human Services,
- Regional Library,
- Bi-State/WAPDD office, and
- Appropriate web sites.

All Policy Board and Technical Committee meetings are open to the public and will be conducted in a location that complies with the Americans with Disabilities Act (ADA). A period for comments from members of the public will be provided prior to the adjournment of said meetings.

Reasonable Public Access to Technical and Policy Information

The Bi-State MPO staff is available during normal business hours to discuss technical and policy information with citizens and other interested parties. MPO staff is also available to meet with outside groups after normal business hours. Arrangements for staff to attend meetings after normal business hours must be made at least one (1) week in advance of the meeting. Copies of all available documents and other materials are available for the cost of postage.

Environmental Justice

Pursuant to Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, dated February 11, 1994, and the

subsequent U.S. Department of Transportation Order 5680.3, issued April 15, 1997, the Bi-State Metropolitan Planning Organization promotes Environmental Justice in all aspects of the Bi-State transportation planning process. These procedures augment and reaffirm the Bi-State Metropolitan Planning Organization's policy to adhere to and advance the principles of the National Environmental Policy Act of 1969 (NEPA), Title VI of the Civil Rights Act of 1964 (Title VI), the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA) as amended, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Transportation Equity Act for the 21st Century (TEA-21) as amended, and other statutes, regulations and guidance that address or affect infrastructure planning and decision making; social, economic, or environmental matters; public health; and public involvement. To these ends, notices of meetings and public hearings will be specifically provided in minority and ethnic gathering places to promote participation in the transportation planning process. Minority and ethnic communities will be monitored through census data to guarantee their inclusion in the process as populations fluctuate over time. Special accommodations (e.g. interpreter, sign language interpreter, large print copy, etc.) may be requested of the Bi-State MPO staff during normal business hours at least five (5) business days prior to the meeting. MPO staff will attempt to accommodate all such requests.

Transit Projects

The public involvement procedures outlined in these Procedures serve as the public participation process required for the development of transit projects as per FTA Circular 9030. The Bi-State MPO and any and all public transit operators will address the Program of Projects requirements as per Federal Transit Administration Circular 9030. Additionally, any and all public transit operator's capital projects and operational costs are included in the Bi-State MPO Transportation Improvement Program which is developed through a cooperative and collaborative process with interested parties and other private and public transportation providers.

MPO Work Products

Long Range Transportation Plan

Major updates of the Long Range Transportation Plan will be conducted every five years. The MPO will host at least one (1) public meeting in each Bi-State MPO member county to involve interested parties in the early stages of the plan development. Notices of public hearings for the LRP will be published and posted as stated in the Public Notification and Participation section above. After a draft Long Range Transportation Plan has been developed, the MPO will host at least one (1) formal public meeting to solicit comments on the draft plan. The public comment period will be 15 working days. A final draft Long Range Transportation Plan will be presented to the Technical Committee and any appropriate focus group for review and comment prior to recommendation to the Policy Board for adoption. All public comments received will be made a part of the final adopted document. If the final LRP differs significantly from the draft presented to the public, then another opportunity for public review will be provided. Plan will be published and made available to the public.

Transportation Improvement Program (TIP)

The Transportation Improvement Program will be updated biennially and maintained annually. MPO staff will work directly with the MPO member local governments and with the Arkansas State Highway and Transportation Department and the Oklahoma Department of Transportation to identify proposed projects for inclusion in the Transportation Improvement Program. After all proposed project requests are identified, MPO staff will, in conjunction with the Technical Committee, prepare a draft Transportation Improvement Program for public review. Notices of public review and comment period for the TIP will be published and posted as stated in the Public Notification and Participation section above. The public comment period for the draft Transportation Improvement Program will be 10 working days. Upon resolution of public comments, the Technical Committee will review the TIP and a recommendation to adopt will be made to the Policy Board. If no adverse public comments are received, recommendation may be adopted by mail-out, fax or e-mail ballot. Final TIP will be published and made available to the public.

Public Involvement Procedure

Review of the Public Involvement Procedures will be conducted periodically and updates will be adopted as necessary. The MPO will hold at least one (1) public meeting to involve interested parties in the Procedures update process. The public comment period will be 45 calendar days. Notices of public review and comment period for the PIP will be published and posted as stated in the Public Notification and Participation section above. The Public Involvement Procedures will be presented to the Technical Committee for review and recommendation and to the Policy Board for adoption.

Regional Transportation Improvement and Mobility Studies and Corridor Plans

Notices will be distributed to the citizens who live in the specific study areas in order to obtain the input of persons or interests who would be most likely to be affected by any proposed improvements. After consideration by the Technical Committee and at least one public meeting at a location convenient to the affected citizens, regional studies and corridor plans will be presented to the Policy Board for adoption.

Amendments to Adopted Documents

Whenever proposed amendments to adopted non-administrative documents such as the Long Range Transportation Plan and Transportation Improvement Program are necessary, the Bi-State MPO will notify members of the Technical Committee by mail, facsimile or by e-mail to initiate the amendment process, and post notification that the amendment is available for public review. This notification will serve as the 10-day public notice of the upcoming meeting. Notices of public review and comment period for proposed amendments will be published and posted as stated in the Public Notification and Participation section above. The proposed amendment will be stated on the posted notice.

Mail-out, e-mail, or faxed ballots may be used for amending the Unified Planning Work Program, Transportation Improvement Program, and other time sensitive MPO business matters on a case-by-case basis. Copies of the ballots will become a part of the record of

Bi-State activities and a summary of the vote will be included as an addendum to minutes of the previous meeting.

The public comment period for document amendments will be 10 working days. Proposed documents, amendments, and public comments will be referred to the Technical Committee for review and recommendation and to the Policy Board for adoption. The following amendments to adopted documents are entirely exempt from the public involvement process:

- Emergency transportation improvement projects that are identified as necessary for the public safety and welfare of the citizens of any Bi-State MPO member government or jurisdiction.
- Minor technical, editorial, or otherwise non-substantive revisions including the following:
 - Minor cost changes
 - Changes in cost shares
 - Splitting or phasing of projects
 - Other administrative changes such as in the lead agency or funding source