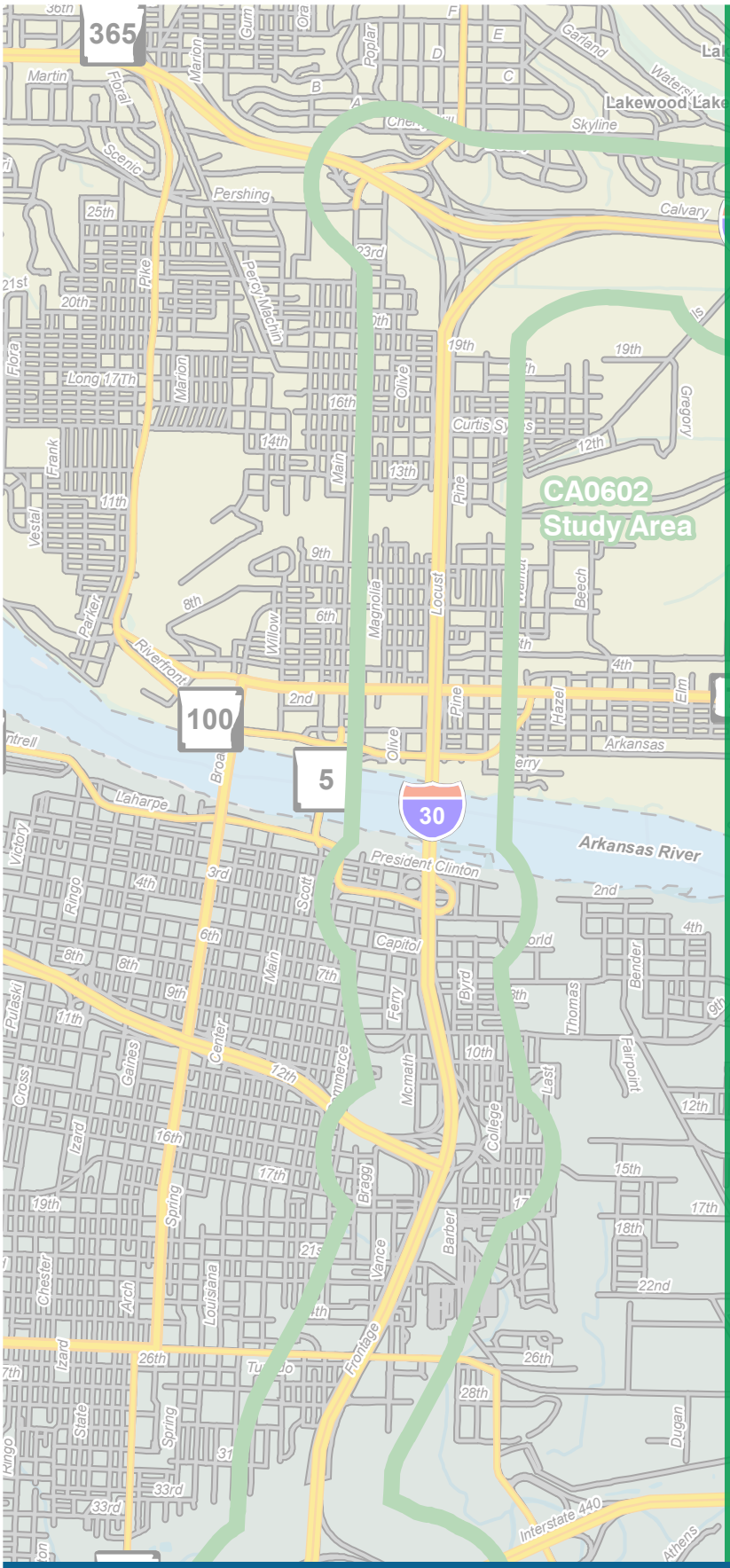

PLANNING AND ENVIRONMENTAL LINKAGES QUESTIONNAIRE

INTERSTATE 30

CA0602

Interstate 530 – Highway 67

May 2015

CONNECTING ARKANSAS PROGRAM CAP

Arkansas State Highway & Transportation Department

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FHWA PEL Questionnaire

The Federal Highway Administration (FHWA) has developed a questionnaire to serve as a guide for Planning and Environmental Linkages (PEL) Studies. This questionnaire is intended to act as a summary of the planning process and ease the transition from planning to NEPA studies. Listed below are responses to the FHWA PEL Questionnaire for the I-30 PEL Study. The responses and information were developed throughout the planning process and summarizes the approach used for the I-30 PEL Study.

1. Background:

a. Who is the sponsor of the PEL study? (state DOT, Local Agency, Other)

Sponsor: Arkansas State Highway and Transportation Department (AHTD).

b. What is the name of the PEL study document and other identifying project information (e.g. sub-account or State Transportation Improvement Program (STIP) numbers, long-range plan or transportation improvement program years)?

Identifying project information associated with the I-30 PEL Study is as follows:

- **PEL Study Name:** I-30 PEL Study
- **AHTD Job Number and Name:** CA0602, I-530 - Hwy. 67 (Widening and Reconstruction)(I-30 and I-40)
- **Connecting Arkansas Program (CAP):** The I-30 PEL Study is included and often identified as part the CAP, a highway construction program by AHTD established and funded through a 2012 voter-approved constitutional amendment for a 10-year, half-cent sales tax to improve the state's intermodal transportation system.
- **Long Range Metropolitan Transportation Plan (LRMTP)[1], Financially Constrained Plan (10-year commitment):** In the LRMTP, the facility name is listed as "Interstate 30", the limits are described as "Central Corridor", and the improvements are categorized as "Operation Improvements". Improvements to I-40 are described as "Interstate 40", the limits are described from "I-30/I-40 Interchange" to "Hwy. 67", and the improvements are categorized as "Rehabilitation". The financially constrained LRMTP notes that an amendment may be required upon completion of the PEL Study once the number of through lanes has been determined.
- **STIP/TIP:** The PEL Recommendation(s) will inform the next STIP (2016-2019) currently in development by AHTD. Likewise, and with a view towards achieving consistency with local and regional planning efforts, the PEL Recommendation(s) will be submitted to the Metropolitan Planning Organization (MPO) to inform

[1] *Imagine Central Arkansas, Blueprint for a Sustainable Region* (December 2014).

future updates/amendments to the LRMTP financially constrained plan and to the Transportation Improvement Program (TIP), consistent with the STIP.

c. Who was included on the study team (Name and title of agency representatives, consultants, etc.)?

The I-30 PEL Study Team includes representatives from the AHTD and the consultant team (Garver and HNTB Corporation). A listing of key staff that comprised the Study Team is presented in **Attachment B**.

d. Provide a description of the existing transportation facility within the corridor, including project limits, modes, functional classification, number of lanes, shoulder width, access control and type of surrounding environment (urban vs. rural, residential vs. commercial, etc.).

The I-30 PEL study area, shown in **Figure 1**, is located central Arkansas and stretches approximately 6.7 miles through Little Rock and North Little Rock. The study area begins at I-530 in the south, extends to I-40 in the north, and then east along I-40 to its interchange with Hwy. 67/167 in North Little Rock. Land use within the study area is predominately under urban development with commercial, single and multi-family residential, industrial and civic land uses. Various parks and water features, including the Arkansas River, are also located within the study area. There are undeveloped areas in the southern and northern portions of the study area. The Union Pacific Railroad (UPRR) crosses the study area at several locations. The *I-30 PEL Study Purpose and Need Report* (**Appendix A**) provides a description of the conditions within the study area, including major traffic generators.

I-30 is classified as an urban interstate. Generally speaking, there are 3 main lanes in each direction for the length of the corridor with occasional brief segments of 2 lanes at the study limits and 4 lanes between closely spaced ramps which include auxiliary lanes. **Table 1** lists the number of lanes of I-30/I-40 from north to south.

There are a total of 11 interchanges (4 system-to-system and 7 service interchanges) and eight underpasses/overpasses within the study area. All but five of these crossings provide pedestrian crossing infrastructure. There are a variety of interchange types in the study area consisting of fully directional, partial cloverleaf, diamond, split diamond and modified trumpet. An outer frontage road runs along the majority of both sides of I-30 and I-40. The frontage road consists of two-lane, one-way roads with northbound traffic on the east side of I-30 and southbound traffic on the west side. Stop signs and signals are used for traffic control at the end of entrance and exit ramps along I-30.

The I-30/I-40 facility in the study area contains the following system-to-system interchanges:

- I-40 and US 67;

- I-40 and I-30;
- I-30 and I-630; and
- I-30, I-530 and I-440.

Figure 1. I-30 PEL Study Area Map

*Source: I-30 PEL Study Team, 2014; I-30 PEL Purpose and Need Report (**Appendix A**)*

Table 1. Basic Lane Configuration along I-30/I-40 (from North to South)

From	To	Segment Length (miles)	Number Main Lanes SB[1]	Number Main Lanes NB[1]	Total Number of Main Lanes[1]
I-40/167 E Interchange	I-40/167 W Interchange	1.5	2	2	4
I-40/167 W Interchange	I-30/I-40 E Interchange	0.60	2	2	4
I-30/I-40 E Interchange	Curtis Sykes Dr	0.30	4	3	7
Curtis Sykes Dr	2nd St. N Interchange	1.40	3	3	6
2nd St. N Interchange	2nd St. S Interchange	0.10	3	3	6
2nd St. S Interchange	E 6th St. Interchange	0.20	4	3(1)	7(1)
E 6th St. Interchange	I-30/I-630 N Interchange	0.30	4	4	8
I-30/I-630 N Interchange	I-30/630 S Interchange	0.60	3	3	6
I-30/630 S Interchange	E Roosevelt Interchange	0.20	3(1)	3(1)	6(2)
E Roosevelt Interchange	I-30/440 N Interchange	0.80	3	3(1)	6(1)
I-30/440 N Interchange	I-30/440 W Interchange	0.60	2	2	4

Note: [1.] Lane count includes main lanes; auxiliary lanes are noted in parentheses.
*Source: I-30 PEL Traffic and Safety Report, 2015 (**Appendix F**)*

Table 2 summarizes the crossroads along the I-30/I-40 facility in the study area, including its functional classification, access type and available pedestrian access within the study area.

Table 2. Major Crossroads (from North to South)

Crossroad	Access Type	Functional Classification	Pedestrian Access
Highway 167	System Interchange	Interstate	No
N Hills Blvd	Service Interchange	Arterial	No
I-30	System Interchange	Interstate	No
E 19th St	Underpass	Collector	Yes
Curtis Sykes Dr	Service Interchange	Collector	Yes
E 13th St	Underpass	Arterial	Yes
E 9th St	Underpass	Collector	Yes

Crossroad	Access Type	Functional Classification	Pedestrian Access
Bishop Lindsey Ave	Service Interchange	Collector	Yes
E Broadway St	Service Interchange	Arterial	Yes
E Washington Ave	Underpass	Collector	Yes
East Riverfront Dr	Underpass	Arterial	Yes
E 2nd St	Service Interchange	Collector	Yes
E 4th St	Underpass	Collector	Yes
E 6th St	Service Interchange	Arterial	Yes
E 9th St	Overpass	Arterial	Yes
I-630	System Interchange	Interstate	No
E 21st St	Overpass	Collector	Yes
E Roosevelt Rd	Service Interchange	Arterial	Yes
I-440/I-530	System Interchange	Interstate	No

*Source: I-30 PEL Traffic and Safety Report, 2015 (**Appendix F**)*

e. Provide a brief chronology of the planning activities (PEL study) including the year(s) the studies were completed.

Previous planning activities that have been completed within this study area include the following, which are described in detail within the *I-30 PEL Purpose and Need Report* **(Appendix A)**:

- *Central Arkansas Regional Transportation Study, Areawide Freeway Study, Phases 1 and 2* (2003);
- *River Rail Airport Study, Phase II Final Report,* (2011)
- *I-630 Fixed Guideway Alignment Study* (2010);
- *Six Bridges Framework Plan Report* (late 1990s);
- *I-630 (from I-430 to I-30) Final Environmental Impact Statement* (1978); and
- Metroplan's LRMTP: *MOBILITY 2030.2* (March 2010), which was in affect at the beginning of the PEL Study; and *Imagine Central Arkansas, Blueprint for a Sustainable Region* (December 2014), the updated LRMTP completed during the PEL Study process.

This I-30 PEL Study was initiated in April of 2014. A timeline of major I-30 PEL Study-related activities and milestones is provided in **Figure 2** (see **Section 2.e**).

f. Are there recent, current or near future planning studies or projects in the vicinity? What is the relationship of this project to those studies/projects?-

The Metroplan 2030 LRMTP[2] was reviewed at the beginning of the study in April 2014. Subsequently, a 2040 LRMTP[3] was developed during the PEL process (December 2014). Review of the current LRMTP financially constrained plan (10-year project list) identified no projects within the I-30 PEL study area. Several projects, however, were identified within the proximity of the study area, as listed in **Table 3**.

Table 3. LRMTP Financially Constrained Projects in Proximity of the PEL Study Area

Facility	From	To	Improvement	Connection to PEL
I-530	I-30	Bingham Road	Rehabilitation	Project outside PEL study area, but immediately adjacent to the PEL southern terminus (south terminal or I-30/I-530/I-440 interchange). Would improve the facility leading in/out of the study area.
I-440	I-30/I-40 Interchange	Arkansas River Bridge	Rehabilitation	Project outside PEL study area, but immediately adjacent to the PEL southern terminus (south terminal or I-30/I-530/I-440 interchange). Would improve the facility leading in/out of the study area.
I-40	Hwy. 67	Hwy. 161	Rehabilitation	Project outside PEL study area, but immediately adjacent to the PEL northeast terminus (I-40/Hwy. 67/Hwy. 67 interchange). Would improve the facility leading in/out of the study area.
I-40	Hwy. 161	Lonoke/ Pulaski County Line	Rehabilitation	Project outside PEL study area, but begins where the above project terminates. Would improve the facility leading in/out of the study area.
I-440	Arkansas River Bridge	I-40	Rehabilitation	Project outside PEL study area, but begins where the above project terminates. Would improve the facility leading in/out of the study area.
I-630	I-30	Cross Street	Rehabilitation	Project outside PEL study area, but immediately adjacent to a major interchange of the study area (I-30/I-630). Would improve the facility leading in/out of the study area.
I-630	Cross Street	Dennison Street	Rehabilitation	Project outside PEL study area, but begins where the above project terminates. Would improve the facility leading in/out of the study area.
I-630	Dennison Street	Cedar Street	Rehabilitation	Project outside PEL study area, but begins where the above project terminates. Would improve the facility leading in/out of the study area.

Source: Imagine Central Arkansas, Blueprint for a Sustainable Region, December 2014

The 2040 LRMTP describes actions necessary to implement a balanced mobility "Vision". **Table 4** presents the mobility elements of the Vision portion of the LRMTP (not within the 10-year financially constrained plan).

[2] 2030 LRMTP - *MOBILITY 2030.2,* March 2010.
[3] 2040 LRMTP - *Imagine Central Arkansas*: *Blueprint for a Sustainable Region,* December 2014.

Table 4. LRMTP Vision Projects within Proximity of the PEL Study Area

Highway Operational Improvements Project Priorities				
Facility	**From**	**To**	**Improvement**	**Connection to PEL**
I-630	University	I-30	Operational Improvements	Project outside PEL study area, but immediately adjacent to a major interchange of the study area (I-30/I-630). Would Improve facility operations leading in/out of the study area.
I-40	Hwy. 67	I-440	Widening	Project outside PEL study area, but immediately adjacent to the PEL northeast terminus (I-40/Hwy. 67/Hwy. 67 interchange). Would improve operations on the facility leading in/out of the study area.
RAN Corridor 8[1]	Broadway	Pershing	Pedestrian Improvements	Project outside, but nearby the PEL study area. Pedestrian improvements would extend along a parallel route to I-30 in/out of the study area.
Local Transit Vision Project Priorities				
Service Area		**Project**		**Connection to PEL**
Central Little Rock		New local routes, routes to be determined. Expand existing route service		The PEL Recommendation includes bus on shoulder, which is the option for buses to travel on the highway during peak travel times or incidents. Improved bus mobility on I-30 could potentially make it easier for bus routes to expand elsewhere throughout the city.
North Little Rock				

Note: [1]Regional Arterial Network (RAN) Corridor 8 defined in 2040 LRMTP as Hwy. 36/Satillo Road/Clinton Road/Hwy. 365/McArthur Drive/Pike Avenue/Broadway.
Source: Imagine Central Arkansas, Blueprint for a Sustainable Region, December 2014

2. Methodology used:

a. What was the scope of the PEL study and the reason for completing it?

The I-30 PEL Study is a planning-level effort with the intent of establishing a link with past planning efforts and providing an updated study for the subsequent NEPA phase. This was accomplished through establishing the purpose and need statement for improvements, initiating public participation and agency coordination and engaging in an alternatives development and evaluation process. The decision-making process and issues identified during the I-30 PEL Study are integral to defining the parameters and facilitating the transition from the PEL phase to the NEPA phase of project development. The I-30 PEL Study scope includes:

- Determining/defining the purpose and need statement;
- Describing the affected environment;
- Developing and evaluating reasonable alternatives;
- Engaging the public and agencies in the planning process; and
- Recommending an alternative(s) for further study in NEPA.

The reasons for completing the I-30 PEL Study include:

- Develop conceptual transportation solutions for the I-30/I-40 facility that would address traffic congestion, roadway safety issues, roadway structural and

functional deficiencies, navigational safety issues and structural and functional bridge deficiencies; and
- Document the decision-making process used in the planning phase; thereby linking planning to NEPA and streamlining the overall project development process.

Details about the I-30 PEL Study scope and process are outlined in the *I-30 PEL Framework and Methodology* (**Attachment I**).

b. Did you use NEPA-like language? Why or why not?

Yes, NEPA terminology was used throughout the I-30 PEL Study in order to further establish the link between NEPA and planning. These terms are consistent with those used in NEPA. The planning-level process used was designed to inform and provide products that could be readily incorporated into NEPA, such as the *I-30 PEL Purpose and Need Report* (**Appendix A**), *Constraints Report* (**Appendix B**), and *Environmental Impacts Report* (**Appendix E**).

c. What were the actual terms used and how did you define them? Provide examples or list.

Example NEPA terms used include:

- **Study Area** – As defined in **Section 1.d** and shown in **Figure 1**, above.
- **Purpose and Need** – The purpose and need statement was developed through the review of data and analysis from previous studies, assessing current and future conditions, and engaging the public, agencies, and stakeholders to assist in defining the key problems and potential solutions to address future mobility needs within the study area.
- **Alternatives** – A Universe of Alternatives was developed based on the primary needs of the study area, public and agency input and relevant guiding studies. The Universe of Alternatives were screened to Preliminary Alternatives based on the purpose and need (fatal flaw screening); the Preliminary Alternatives were qualitatively screened to Reasonable Alternatives based on the study goals; and the Reasonable Alternatives were quantitatively screened to an alternative(s) for further development during NEPA, also called the PEL Recommendation(s). The I-30 PEL Study alternatives, as developed throughout the screening process, are further defined in **Section 6**.
- **Affected Environment** – The existing social, economic and environmental conditions for the I-30 PEL Study within the Little Rock/North Little Rock region. Inventory and evaluation of the affected environment provides the baseline information to be used in further project development and is documented in the *I-30 PEL Constraints Report* (**Appendix B**).

- **Environmental Consequences** – Environmental impacts and means to mitigate adverse environmental impacts resulting from the alternatives. Potential direct environmental impacts resulting from implementation of the PEL Recommendation(s) and mitigation/commitments are included in the *I-30 PEL Environmental Impacts Report* (**Appendix E**).
- **Environmental Justice** – The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations, and policies. Executive Order (EO) 12898 issued by President Clinton mandates that federal agencies achieve environmental justice. Environmental justice was a criterion that was evaluated during the Level 2 and Level 3 alternative screenings.
- **Minority Population** – Any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons who will be similarly affected by a proposed FHWA program, policy and/or activity. A minority is a person who is Black, Hispanic, Asian American/Pacific Islander or American Indian/Alaskan Native.
- **Low-income Population** – Any readily identifiable groups of low-income persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers) who will be similarly affected by a proposed FHWA program, policy, and/or activity.
- **Regulatory Terms** - Various other NEPA regulatory terms were used, such as Section 404 of the Clean Water Act, Section 4(f) of the Department of Transportation Act of 1966; and Section 6(f) of the Land and Water Conservation Fund (LWCF) Act of 1965.

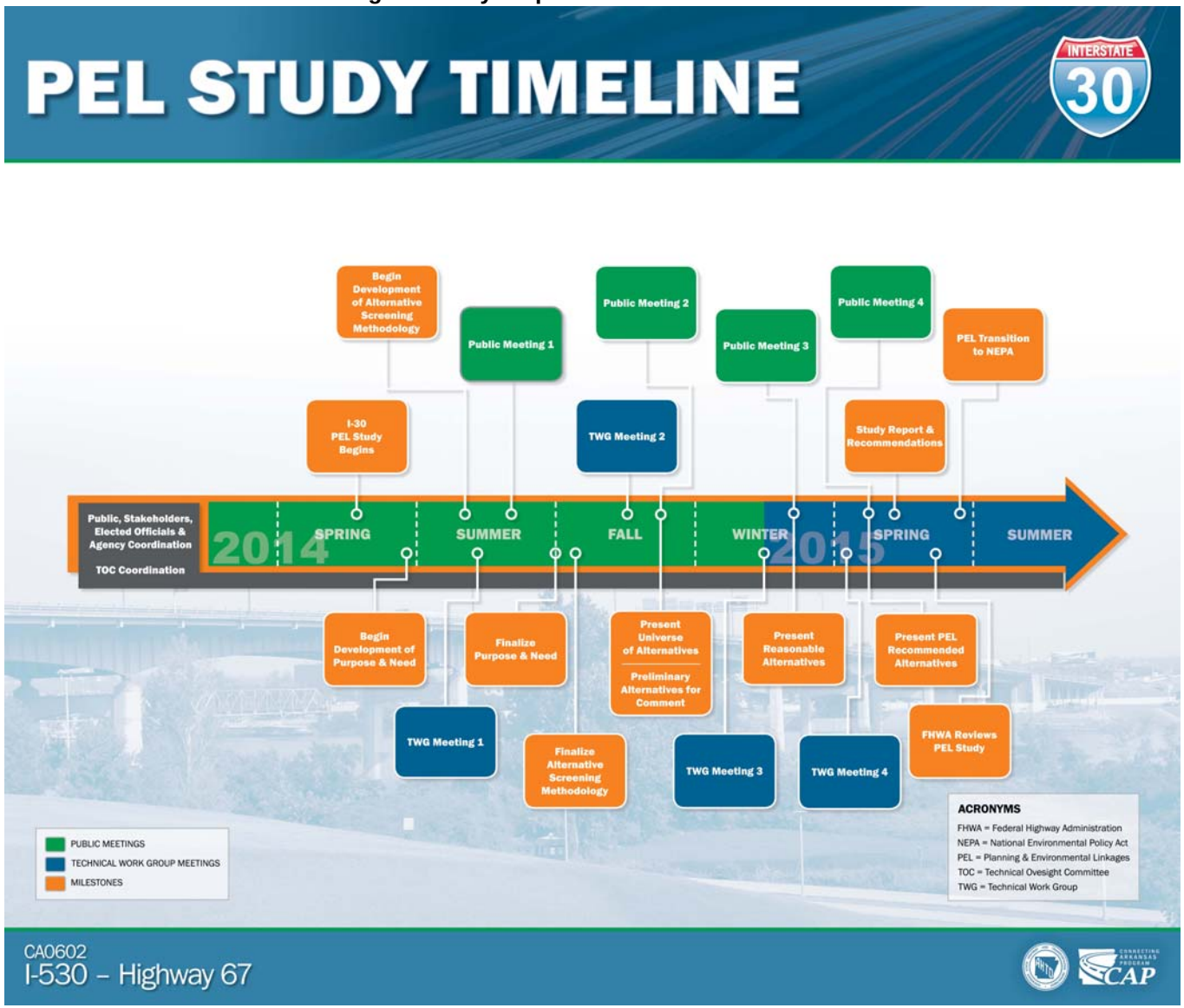
d. How do you see these terms being used in NEPA documents?

The terms are consistent with NEPA terminology and therefore could be seamlessly incorporated into future NEPA documents. This is based on the fact the methodologies used to arrive at decisions, such as the purpose and need statement and alternative screening processes, were based on similar compilations of public comment and technical support used in the NEPA process. In addition, FHWA provided comments on the PEL process and methodologies.

e. What were the key steps and coordination points in the PEL decision-making process? Who were the decision-makers and who else participated in those key steps? For example, for the corridor vision, the decision was made by state DOT and the local agency, with buy-in from FHWA, the USACE, and USFWS and other resource/regulatory agencies.

Meetings were held at key milestones with agencies, project stakeholders and the public throughout the I-30 PEL Study. **Figure 2** shows these key steps and coordination points in the decision-making process, which is further detailed below.

Figure 2. Key Steps and Coordination Points



Source: I-30 PEL Study Team, 2014-2015

Project Partners - While AHTD and the FHWA are the lead agencies for the I-30 PEL Study, Project Partners, comprised of the mayors of Little Rock and North Little Rock, the Pulaski County Judge and a Metroplan representative (members listed in **Attachment C**), served to provide expertise and input in the spirit of proactive teamwork amongst community leaders. A summary of the Project Partner's meetings and topics discussed is presented in the *Additional Outreach Documentation* appendix (**Appendix C-4**).

Technical Work Group (TWG) - The TWG, comprised of local, state and Federal staff, was created to facilitate agency coordination. A listing of agencies invited to participate in the TWG is presented in **Attachment C**. TWG meetings were held in advance of public meetings so that information obtained from these meetings could be shared with the public at the subsequent public meetings. TWG members were asked to provide comments over a designated comment period. Documentation of the TWG meetings, including comments received from all four meetings and responses by the Study Team are included in the *TWG Comment Documentation* appendix (**Appendix C-3)**.

Stakeholder Advisory Group (SAG) - The TWG was complemented by a SAG, made up of representatives appointed by the Pulaski County Judge and City Mayors, to provide additional community perspective and expertise (members listed in **Attachment C**). A summary of the SAG meetings and topics discussed is presented in the *Additional Outreach Documentation* appendix (**Appendix C-4**).

Supplementary Outreach - Additional outreach efforts included regular meetings with elected officials, community meetings, coordination meetings with interested parties, a series of four public meetings and a visioning workshop (members listed in **Attachment C**) where stakeholders in the community could provide insight into the functional and aesthetic vision of the corridor. A summary of these supplementary outreach efforts and topics discussed is presented in the *Additional Outreach Documentation* appendix (**Appendix C-4**).

EJ Specific Outreach - A multitude of outreach methods were utilized to specifically inform, engage and solicit input from EJ populations in the PEL process, as outlined below:

- Community meetings - Four community meetings were held at minority churches in October 2014 where Study Team members were able to reach out on a more personal level to attendees. Topics of discussion included the overall PEL process, the problems experienced on the I-30/I-40 facility and inviting questions and comments for potential transportation solutions.
- Fliers and letters: Fliers advertising the public meetings were distributed throughout low-income and minority communities, focusing on areas of congregation and public use such as churches, gas stations and community facilities like the Boys and Girls Club of Little Rock. With the goal of reaching out to parents, fliers were also sent home with students of the Horace Mann Arts and Science Magnet School, an institution with a predominantly EJ study body

(location of Public Meetings #2 and #4). Fliers and letters inviting participation at all the public meetings were mailed to ministers of minority congregations throughout the study area; and fliers were distributed to organizations/groups geared towards EJ communities including but not limited to the NAACP (Little Rock and North Little Rock chapters), Arkansas Hispanic and Black Chambers of Commerce, the Little Rock Housing Authority and various neighborhood associations of EJ areas.

- Visioning workshop – Representatives of minority and low-income communities participated in the visioning workshop held in November 2014, providing input on priorities important to their communities, from aesthetic issues to preserving and enhancing historic and community resources. These same representatives will be invited to the second visioning workshop to be held during the NEPA phase of project development.
- Advertisements: For all of the Public Meetings, advertisements were placed in the Spanish newspaper El Latino, and public service announcements were made on radio stations generally catering to minority populations.

f. How should the PEL information be presented in NEPA?

PEL Study products may be incorporated as appendices, referenced in text and included in the project record of the NEPA analysis, as warranted. The information produced and decisions made in the PEL Study will serve as a starting point for more detailed analyses in NEPA.

3. Agency coordination:

a. Provide a synopsis of coordination with Federal, tribal, state and local environmental, regulatory and resource agencies. Describe their level of participation and how you coordinated with them.

The *I-30 PEL Public Involvement and Agency Coordination Plan (PIACP)* (**Appendix C-1**), prepared prior to the initiation of the I-30 PEL Study, outlined various avenues for agency involvement and the dissemination of study-related information. Coordination with agencies was initiated at project inception and continued throughout the PEL Study. Early in the planning process, the Study Team established the TWG to serve as the primary means of agency coordination.

TWG participation was requested by AHTD from environmental regulatory and resource agencies typically involved during a NEPA study, as listed in **Attachment C**. Four TWG meetings were held at major study milestones. PEL analyses and documents were presented to the TWG, and comments were solicited. Responses to TWG comments were completed by the Study Team and TWG input was considered throughout the PEL process. More detailed information regarding agency coordination can be found in the *PIACP* (**Appendix C-1**) and *TWG Comment Documentation* appendix (**Appendix C-3**).

b. What transportation agencies (e.g. for adjacent jurisdictions) did you coordinate with or were involved during the PEL study?

The following transportation agencies were invited to participate in the four TWG meetings held throughout the I-30 PEL Study:

- FHWA
- AHTD
- Federal Transit Administration (FTA)
- Federal Railroad Administration - Southwest Division
- U.S. Coast Guard (USCG) – Western Rivers
- Arkansas Waterway Commission
- Rock Region METRO (formerly the Central Arkansas Transit Authority (CATA))
- Metroplan
- Union Pacific Railroad (UPRR)
- City of Little Rock – Planning and Development and Public Works
- City of North Little Rock – Planning and Development, Roadway, and Traffic
- Pulaski County, Departments of Road and Bridge, Public Works, and Planning and Development

c. What steps will need to be taken with each agency during NEPA scoping?

It is anticipated that agencies would continue to be engaged during the NEPA process in accordance with the regulatory jurisdiction of each agency. Agencies will be notified of the PEL Study's completion and the final I-30 PEL Study Report will be available on the CAP website for review. The agency contacts that were involved with the I-30 PEL Study would be maintained and updated once NEPA is initiated. TWG, Project Partner, SAG and community meetings would continue during NEPA. Cooperating and participating agencies would be identified by AHTD and FHWA, which is further described in the *I-30 PEL to NEPA Transition Report* (**Appendix H**).

4. Public coordination:

a. Provide a synopsis of your coordination efforts with the public and stakeholders.

Along with agency coordination previously described, the *I-30 PEL PIACP* (**Appendix C-1**) outlined various avenues for public and stakeholder involvement. Stakeholder involvement tools and strategies utilized for this effort included establishing the SAG, Project Partners, coordination with elected officials and participation in a visioning workshop. Public involvement tools included the CAP website hosted by AHTD, social media updates by AHTD, mailing lists, email communications, news media, community meetings and public meetings.

Public outreach was facilitated through four public meetings (series of 2 public meetings held for Public Meeting #1) held at major study milestones. The public

meetings were held at locations throughout the study area to provide a venue for public discussion and comment at various stages of the I-30 PEL process. All public outreach was advertised in a manner consistent with NEPA public meetings, complying with the respective two-week and one-week legal requirements of the AHTD *Public Involvement Handbook* (Draft Version - 2013) and the *CAP Environmental Manual* (2013). In addition, meetings were advertised through media releases and announcements, flier distribution throughout the community, email notifications and social media pages. Bilingual public meeting fliers were also posted at various businesses, places of worship, Chambers of Commerce, schools and other public gathering places in the study area. Summaries of the four public meetings, including comments received and responses to those comments, are included within the *Public Meeting Documentation* appendix (**Appendix C-2**).

5. Purpose and Need for the I-30 PEL Study:

a. What was the scope of the I-30 PEL Study and the reason for completing it?

The scope and reason for completing the I-30 PEL Study is as discussed in **Section 2.a.**

b. Provide the purpose and need statement, or the corridor vision and transportation goals and objectives to realize that vision.

The I-30 PEL Study purpose and need is shown in **Table 5**. The issues lead to increased vehicle delay, increased roadway and navigational safety hazards and the declining conditions of the roadways and bridges. The *I-30 PEL Purpose and Need Report* (**Appendix A**) contains a detailed description of the conditions in the study area and provides data to support the need for major transportation improvements within the study area.

Table 5. I-30 Purpose and Need

Needs (Problems)	Purpose (Solutions)
Traffic Congestion	To improve mobility on I-30 and I-40 by providing comprehensive solutions that improve travel speed and travel time to downtown North Little Rock and Little Rock and accommodate the expected increase in traffic demand. I-30 provides essential access to other major statewide transportation corridors, serves local and regional travelers and connects residential, commercial and employment centers.
Roadway Safety	To improve travel safety within and across the I-30 corridor by eliminating and/or improving inadequate design features.
Structural and Functional Roadway Deficiencies	To improve I-30 roadway conditions and functional ratings.
Navigational Safety	To improve navigational safety on the Arkansas River Bridge by eliminating and/or improving inadequate design features.
Structural and Functional Bridge Deficiencies	To improve I-30 Arkansas River Bridge conditions and functional ratings.

*Source: I-30 PEL Purpose and Need Report (**Appendix A**)*

In addition to the purpose and need, other project elements were established to balance transportation and environmental goals and objectives. Input sought from agencies and the public was incorporated to develop goals and guiding principles.[4]

Study goals (listed in no particular order):

- Improve opportunity for east-west connectivity;
- Enhance mobility;
- Improve local vehicle access to and from downtown Little Rock/North Little Rock;
- Connect bicycle/pedestrian friendly facilities across I-30/I-40;
- Accommodate existing transit and future transit;
- Improve system reliability;
- Minimize roadway disruptions during construction;
- Minimize river navigation disruptions during/after construction;
- Follow through on commitment to voters to improve I-30 as part of the CAP;
- Maximize cost efficiency;
- Optimize opportunities for economic development;
- Avoid and/or minimize impacts to the human and natural environment, including historic and archeological resources;
- Sustain public support for the I-30 Corridor improvements; and
- Improve safety.

Guiding principles (listed in no particular order):

- Accelerated Project Delivery;
- Context Sensitive Solutions/Aesthetically Pleasing Facility;
- Minimize the real, perceived and visual barrier of the freeway;
- Open public participation process; and
- Support of Local, Regional and Statewide Transportation Plan.

c. What steps will need to be taken during the NEPA process to make this a project-level purpose and need statement?

The purpose and need statement was developed in accordance with Appendix A, 23 CFR 450 – *Linking the Transportation Planning and NEPA Processes* (23 USC 139), which details how information, analyses and products from transportation planning can be incorporated seamlessly into the NEPA process at the project level. The *I-30 PEL Purpose and Need Report* (**Appendix A**) was a collaborative effort designed specifically to integrate public involvement and agency coordination in its development. In addition, detailed technical information was provided with regard to population trends and projections, major traffic generators, historic and future traffic projections and roadway and bridge design and safety conditions, all of which support the need for improvements along the I-30/I-40 facility within the study area. It is the intent to utilize this purpose and need statement to validate the NEPA preferred alternative during the NEPA decision-making process.

[4] Agency (local, state and federal) input gathered through TWGs; public input gathered through public meetings held on August 12, 2014 in North Little Rock and August 14, 2014 in Little Rock.

6. Range of alternatives: Planning teams need to be cautious during the alternative screening process; alternative screening should focus on purpose and need/corridor vision, fatal flaw analysis and possibly mode selection. This may help minimize problems during discussions with resource agencies. Alternatives that have fatal flaws or do not meet the purpose and need/corridor vision cannot be considered viable alternatives, even if they reduce impacts to a particular resource. Detail the range of alternatives considered, screening criteria and screening process, including:

a. What types of alternatives were looked at? (Provide a one or two sentence summary and reference document)

The Universe of Alternatives for the I-30 PEL Study included 43 potential Action Alternatives and a No Action Alternative. Each of these alternatives is described in more detail within the *I-30 PEL Universe of Alternatives* (**Appendix D-1**). The 43 Action Alternatives were grouped into categories based on the nature of the alternative. A brief description of these alternative categories, as well as the No Action Alternative, is summarized below and a complete listing is shown in **Figure 3**:

- **No Action** – Includes the preservation of the existing transportation network and any programmed transportation improvements that are reasonably expected to occur regardless of the outcome of the I-30 PEL Study.
- **Action Alternatives –** Action Alternatives were developed to address the needs identified in the study area (**Section 5.b**). The Action Alternative categories included the following:
    - **Highway Build** (14 alternatives) - Capital improvements to the I-30/I-40 main lanes, associated ramps and functional interchange areas.
    - **I-30 Arkansas River Bridge** (3 alternatives) - Capital investments to improve travel on I-30 across the Arkansas River.
    - **Other Modes** (10 alternatives) - Capital and operating improvements to non-highway modes including transit, rail, bicycle and pedestrian.
    - **Congestion Management** (11 alternatives) - Alternatives to general purpose highway lanes that focus on reducing congestion on I-30/I-40 by either adding capacity or reducing demand.
    - **Non-recurring Congestion** (5 alternatives) - Represents traffic incidents, bad weather, work zones and special events.

b. How did you select the screening criteria and screening process?

Alternative evaluation criteria and measures for the I-30 PEL Study were based upon both the purpose and need of the project and the study goals. The *I-30 PEL Alternative Screening Methodology* (ASM) (**Appendix D-2**) was developed to provide the decision-making framework to determine how well each alternative meets the purpose and need and study goals. The potential impacts of each alternative were analyzed and documented by the ASM evaluation criteria (e.g. congestion, order of magnitude cost estimates, displacements, etc.). The ASM

established how to screen and evaluate each alternative to determine elimination or advancement. The screening of alternatives for the I-30 PEL Study was conducted using a three-level screening process: Levels 1, 2 and 3 (Level 2 broken down into 2 parts – 2A and 2B). This three-level screening process is summarized in **Table 6** and presented in greater detail in the *Levels 1, 2 and 3 Screening Methodology and Result Memorandum(s)* (**Appendices D-3** through **D-5**).

Figure 3. I-30 PEL Universe of Alternatives

*Source: I-30 PEL Universe of Alternatives (**Appendix D-1**)*

Table 6. I-30 PEL Screening Process Summary

Description	Level 1	Level 2 – 2 Step Process		Level 3
		Level 2A	Level 2B	
Basis of Screening	Purpose and Need; Practicality[1]	Study Goals	Study Goals	Study Goals
Screening Type	Qualitative - Fatal Flaw	Primarily Qualitative (some Quantitative)	Primarily Qualitative (some Quantitative)	Primarily Quantitative (some Qualitative)
Rating System	Pass/Fail, See **Table 7**	See **Table 8**	See **Table 8**	Quantification by unit of measure and **Table 8** (when qualitative)
Screening Criteria	See **Table 7**	See **Table 9**	See **Table 9**	See **Table 10**
Screening Process	• Universe of Alternatives screened individually against purpose and need and practicality. • Pass not required on all criteria for alternative advancement, but alternative needed to show an overall positive impact on the I-30/I-40 facility and be determined practicable. • Resulted in ***Preliminary Alternatives.*** • See **Figure 4** for graphical representation of Level 1 Screening.	• Preliminary Alternatives screened individually against study goals. • Ratings based on engineering, safety, cost and environmental assumptions identified by the Study Team subject matter experts. • Resulted in Primary[2] or Complementary[3] Alternatives, and then grouped into ***Basic Scenarios.*** • See **Figure 5** for graphical representation of Basic Scenarios and **Figure 6** for graphical representation of the overall Level 2 Screening.	• Basic Scenarios screened against study goals. • Highway Capacity Manual (HCM) spot main lane level of service (LOS) analysis for evaluating mobility and safety measures. • Cost analysis varied proportionately to typical section width. • GIS spatial analysis using general footprint of Basic Scenarios for evaluating environmental measures. • Resulted in ***Reasonable Alternatives.*** • See **Figure 6** for graphical representation of the overall Level 2 Screening.	• Reasonable Alternatives screened against study goals. • Micro-simulation models (Vissim) for evaluating mobility and safety measures. • More detailed schematics for evaluating cost measures. • GIS spatial analysis of more detailed schematics for evaluating environmental measures. • See **Figure 7** for graphical representation of Level 3 Screening. • Resulted in ***PEL Recommendation(s)***

Description	Level 1	Level 2 – 2 Step Process		Level 3
		Level 2A	Level 2B	
Reasons for Alternatives Screened Out	• Did not meet purpose and need. • Impractical based on cost or effectiveness.	• Preliminary Alternatives did not adequately address study goals due to negative environmental impacts, costs and/or difficulties from an engineering standpoint. • Alternatives scored zero or less screened out.	• Basic Scenarios did not adequately address study goals due to negative environmental impacts, costs, and/or difficulties from an engineering standpoint. • Basic Scenarios scored zero or less screened out.	• Only the Reasonable Alternative that best addressed study goals from an overall standpoint (mobility, safety, cost and environmental) was identified as the PEL Recommendation; other remaining alternatives screened out.
Technical Report with Detailed Screening Analysis	*Level 1 Screening Methodology and Results Memorandum* (**Appendix D-3**)	*Level 2 Screening Methodology and Results Memorandum* (**Appendix D-4**)	*Level 2 Screening Methodology and Results Memorandum* (**Appendix D-4**)	*Level 3 Screening Methodology and Results Memorandum* (**Appendix D-5**)

Notes:

1. *For transportation projects, generally, an alternative is **practicable** if it: 1) meets the purpose and need; 2) is available and capable of being done (i.e., it can be accomplished within the financial resources that could reasonably be made available, and it is feasible from the standpoint of technology and logistics); and 3) will not create other unacceptable impacts such as severe operation or safety problems, or serious socioeconomic or environmental impacts. The evaluation of alternatives must consider a reasonable range of options that could fulfill the project sponsor's purpose and need. Reasonable Alternatives include those that "are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant" (Council on Environmental Quality, 1981).*
2. *Primary Alternatives - Considered to have the potential to substantially address the study goals as stand-alone alternatives.*
3. *Complementary Alternatives - Alternatives that when combined with the Primary Alternatives, address the study goals.*

*Source: I-30 PEL Study Team, 2014-2015; I-30 PEL Levels 1, 2, and 3 Screening Methodology and Results Memorandum(s)(**Appendices D-3** through **D-5**)*

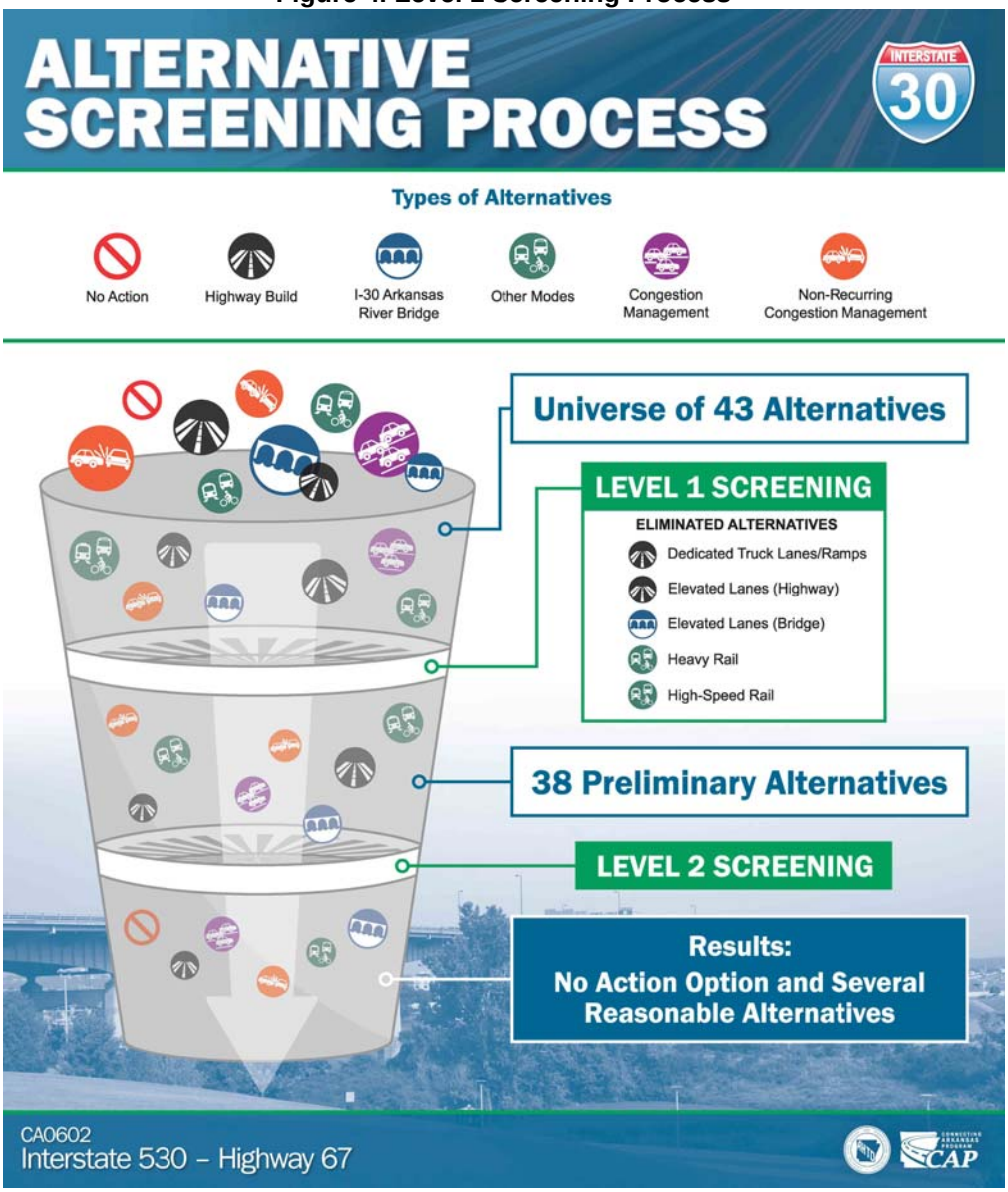
Table 7 presents the Level 1 Screening rating system and screening criteria. **Figure 4** presents the Level 1 screening process.

Table 7. Level 1 (Fatal Flaw) Screening Criteria and Rating System

Study Need	Rating
Relieve Traffic Congestion	Pass/Fail
Improve Roadway Safety	Pass/Fail
Address Structural and Functional Roadway Deficiencies	Pass/Fail
Improve Navigation Safety	Pass/Fail
Address Structural and Functional Bridge Deficiencies	Pass/Fail
Practicality [1]	Pass/Fail

*Note: [1] See **Table 6** for definition of Practicality*
*Source: I-30 PEL Level 1 Screening Methodology and Results Memorandum (**Appendix D-3**)*

Figure 4. Level 1 Screening Process



*Source: I-30 PEL Level 1 Screening Methodology and Results Memorandum (**Appendix D-3**)*

Table 8 and **Table 9** present the Level 2 rating system and screening criteria, respectively. **Figure 5** presents the compilation of the multi-modal Basic Scenarios for Level 2B Screening. **Figure 6** presents the overall Level 2 (Level 2A and 2B) Screening Process.

Table 8. Qualitative Rating System

Rating	Evaluation	Score
+ +	Substantial positive effects	2
+	Some positive effects	1
O	Neutral effects	0
–	Some negative effects	-1
– –	Substantial negative effects	-2

Source: *I-30 PEL Level 2 Screening Methodology and Results Memorandum* (**Appendix D-4**)

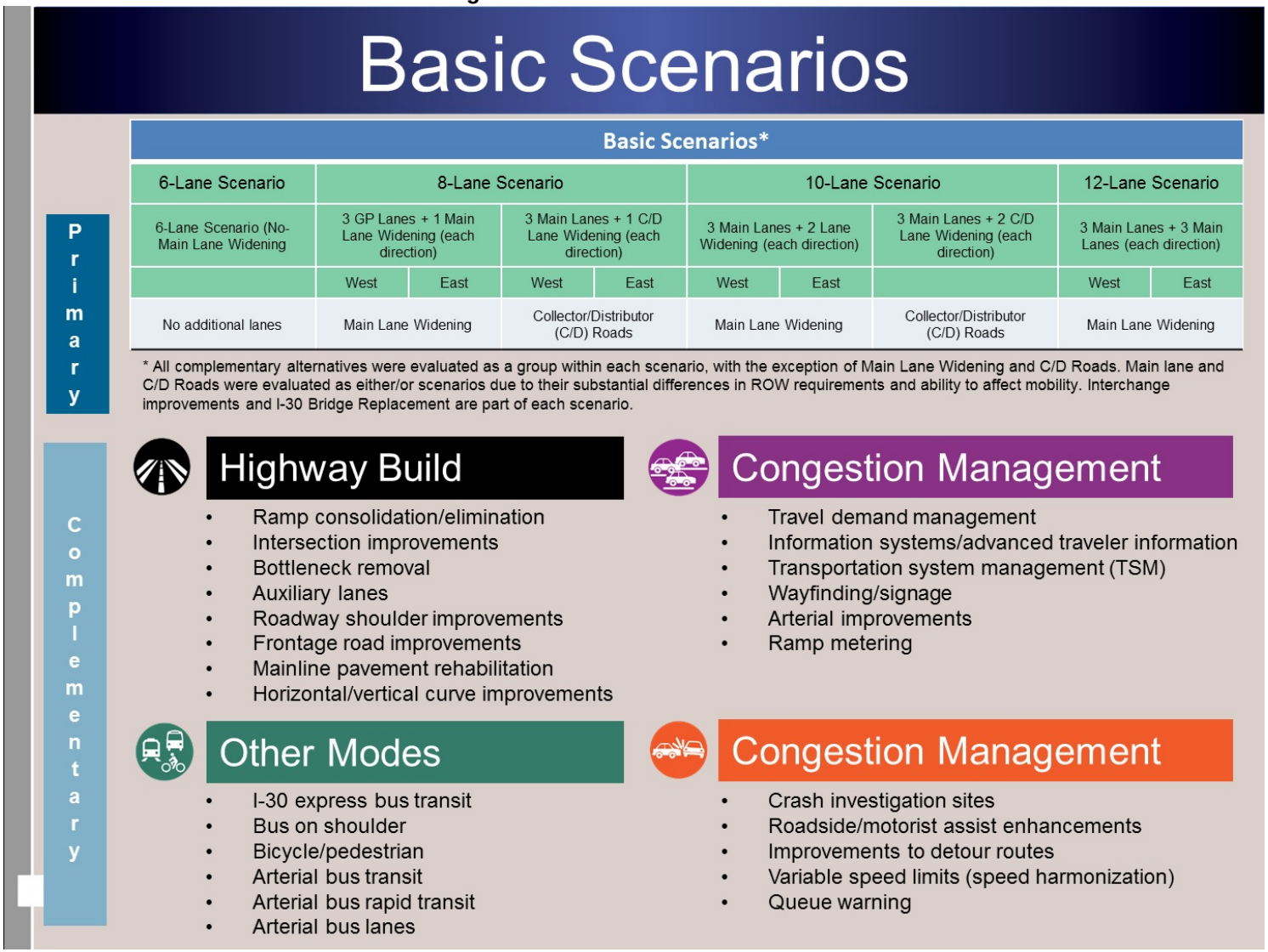
Table 9. Level 2 Alternative Screening Criteria

Group	Study Goal	Measure
Mobility	Enhance Mobility	Mobility on I-30 Mainline
		Total travel time savings vs. no build
		Average peak hour travel speed through corridor
	Access to Downtown	Mobility of key intersections along corridor
		Travel time to key destinations along corridor
	East-West Connectivity	Locations allowing for local street connectivity
		Designs allowing for open spaces across I-30
	Bicycle/Pedestrian	Grade separated bicycle/pedestrian accommodations across I-30
	Accommodate Transit	Transit ridership in the PEL study area
	Minimize Roadway Disruptions	Severity of I-30 lane closures; detours during construction
	Minimize River Disruptions	Severity of river closures during construction
		Location of navigational impediments (bridge piers)
	Opportunity for Economic Development	Access to existing / potential business sites within the PEL study area
	Commitment to Voters	Mobility on I-30 main lane
Safety	System Reliability	Potential accident reductions
		Emergency vehicle travel time
	Improve Safety	I-30 main lane conflict points in weaving/merge/diverge areas
		Number of ramps per mile on I-30 in the study area
		Ramp acceleration and deceleration lengths
		I-30 roadway and bridge structural conditions.
		Arterial connection conflict points

Group	Study Goal	Measure
Cost	Cost	Total conceptual cost to AHTD
		Total cost of ROW acquisition
		Impact to major utilities and infrastructure
		Total investment required by others
Environmental	Community Impacts	ROW/parcels/structures potentially directly impacted
		Potential displacements
		Are EJ/LEP populations present in the study area?
		Is there a potential for adverse direct impacts to EJ/LEP populations?
		Is there a potential for beneficial impacts and/or mitigation to offset any potential adverse effects to EJ/LEP populations?
	Cultural Resource Impacts	Recorded archaeological sites potentially directly impacted
		NRHP or NRHP-eligible sites potentially directly impacted
	Biological Resource Impacts	Potential direct park impacts
		Potential direct surface water crossings, wetlands impacts
		Potential direct impacts to listed and non-listed species and/or habitat, and rare locally important species
	Other Impacts	High risk hazardous material sites potentially directly impacted
		Potential noise impacts (sensitive noise receptors directly adjacent)
	Public/Agency Input	Meeting comments and local resolutions

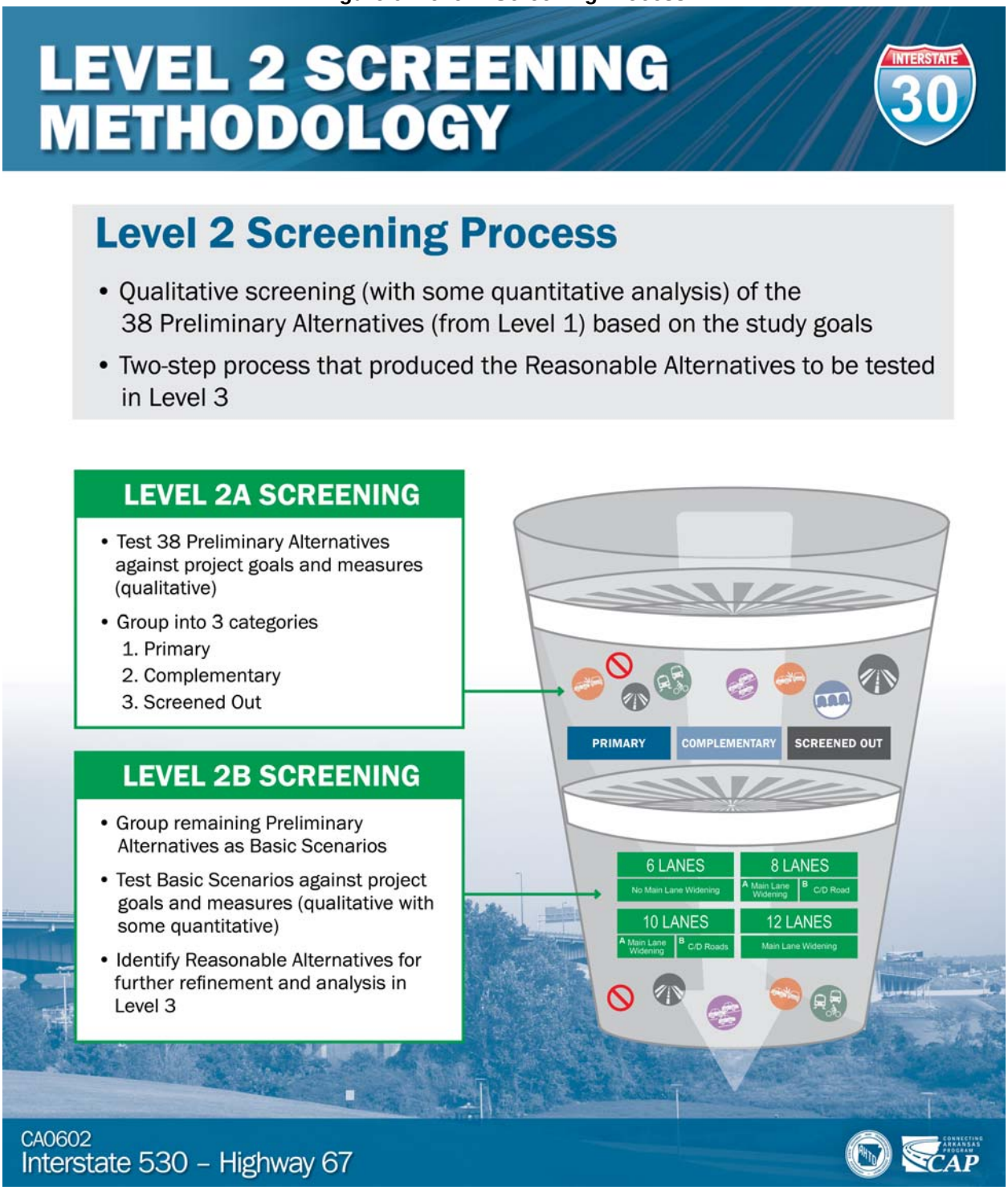
*Source: I-30 PEL Level 2 Screening Methodology and Results Memorandum (**Appendix D-4**)*

Figure 5. Level 2B Basic Scenarios



*Source: I-30 PEL Level 2 Screening Methodology and Results Memorandum (**Appendix D-4**)*

Figure 6. Level 2 Screening Process



*Source: I-30 PEL Level 2 Screening Methodology and Results Memorandum (**Appendix D-4**)*

Table 10 and **Figure 7** present the Level 3 screening criteria and screening process, respectively.

Table 10. Level 3 Alternatives Screening Criteria

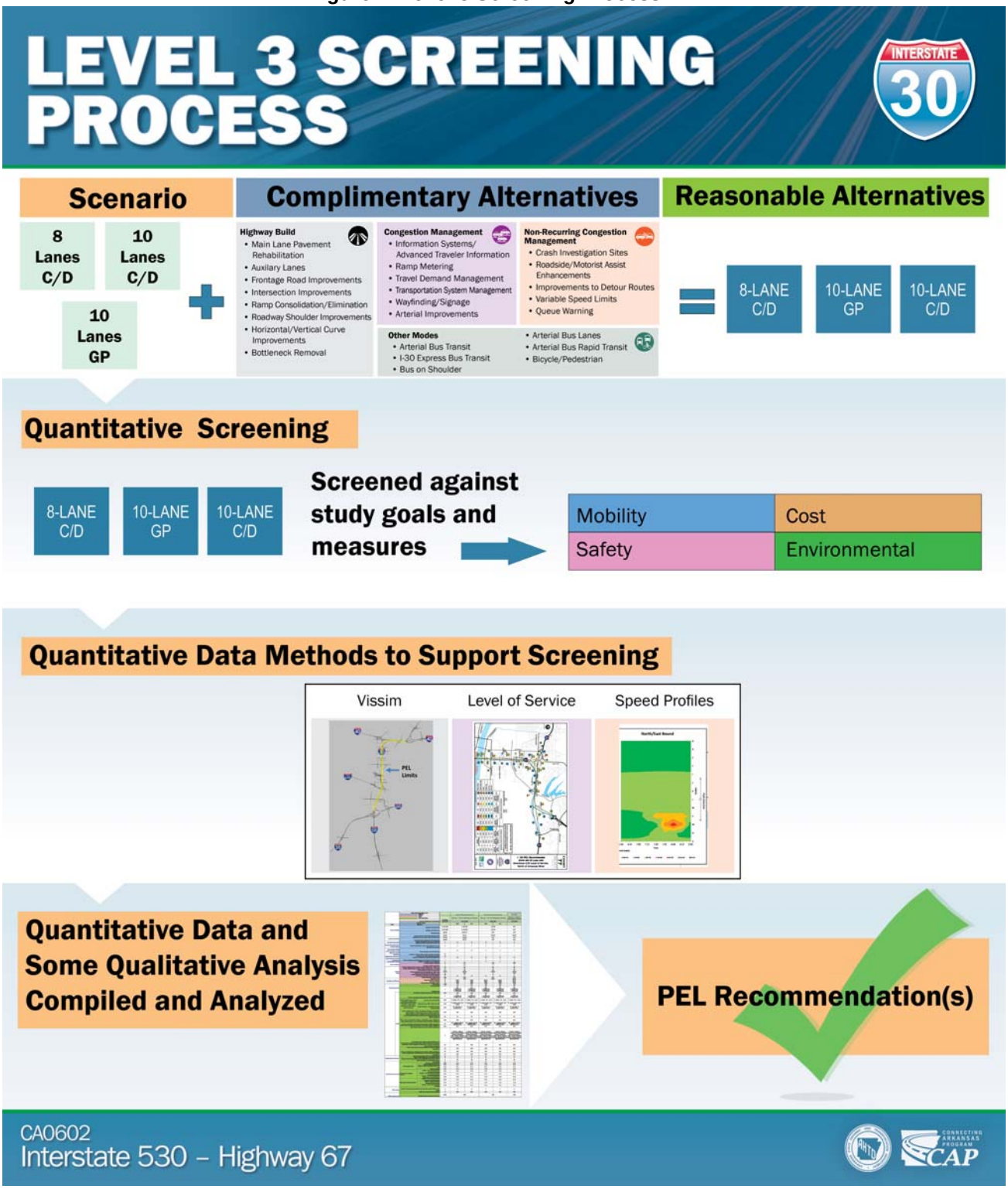
PEL Study Goals	Measures	Description of Evaluation
Mobility		
Enhance Mobility	Mobility in the PEL study area	Distance and duration of LOS E or F (Miles/Minutes during PM Peak).
	Mobility in the PEL study area	Distance and duration of LOS F (Miles/Minutes during PM Peak).
	Total Travel Time	Average travel time between the Hwy 67/I-40 Interchange and the Southern Interchange (Heading south in AM and north in PM).
	Average Peak Hour Travel Speed Through the Corridor	Average speed when traveling between the Hwy 67/I-40 Interchange and the Southern Interchange (Heading south in AM and north in PM).
Access to Downtown	Mobility of Key Intersections within the PEL study area	Number of intersections at LOS E and number of intersections at LOS F.
	Travel time to key destinations in the PEL study area	Travel time (min) from Hwy. 67 at McCain to the Capitol.
East-West Connectivity	Locations allowing for local street connectivity	Qualitative evaluation.
	Designs that allow for open space across I-30	Qualitative evaluation.
Connect Bicycle and Pedestrian-Friendly Facilities	Grade-separated bicycle and pedestrian facilities	Qualitative evaluation.
Accommodate Existing and Future Transit	Transit Ridership in the PEL study area	Qualitative evaluation.
Minimize Roadway Disruptions	Severity of I-30 lane closures, detours during construction	Qualitative evaluation.
	Severity of river closures during construction	Qualitative evaluation.
	Location of navigational impediments (bridge piers)	Qualitative evaluation.
Opportunity for Economic Development	Access to existing / potential business sites within the PEL study area	Qualitative evaluation.
Commitment to Voters	Mobility on I-30 main lanes	Qualitative evaluation.
Safety		
Crashes	Quantified 2010-2012 crashes	Crashes broken down by location, type of crash, and severity of crash.
	2010-2012 Crash Rates	Crash rates developed for each section based on average daily traffic and number of crashes.
	2041 Projected Crashes	Based on crash rate for 2012 and 2041 projected traffic volumes; estimated crashes projected for 2041.

PEL Study Goals	Measures	Description of Evaluation
Conflict Points	Quantified arterial connection points	Conflict points counted based on number of vehicle paths that cross, merge, and diverge with another vehicle based on legitimate movements through an intersection.
	Quantified main lane conflict points	Conflict points quantified from the merge and diverge points on main lanes; if ramp had designated lane and no lane change was required to stay on the man lanes, then no conflict point was counted.
	Quantified Collector/Distributor (C/D) Road Conflict Points	Conflict points quantified from the merge and diverge points on C/D road. If a ramp had a designated lane and no lane change was required, then no conflict point was counted.
Deficient Ramps and Weaving Lengths	Quantified deficient acceleration and deceleration ramp lengths	Deficient acceleration and deceleration according to the larges applicable minimum (AASHTO Green Book and AHTD Standards).
	Quantified deficient weaving lengths	Deficient weaving lengths counted based on AASHTO Green Book minimum guidelines for all alternatives.
Ramps per Direction	Quantified main lane ramps	Ramps counted in each direction of the study section.
	Quantified C/D ramps	Ramps counted in each direction for the length of the C/D system.
Potential Crash Reductions	Quantified potential crash reductions	Crash modification factors applied to different design elements for the Build Alternatives; assumed no improvements to the No Action Alternative.
Cost		
Maximize Cost Efficiency	Construction cost	Estimated costs based on total square feet of pavement and bridge deck area.
	Total cost of ROW acquisition	Estimated cost based on general market value.
	Total cost to AHTD	Construction cost + ROW cost.
	Total Investment by others	To be determined during NEPA.
Environmental		
Community	ROW	Acres of proposed ROW required, calculated using design files for each Reasonable Alternative.
	Parcels	Number of parcels where ROW could be required as identified using County Assessors Mapping Program (CAMP) Pulaski County parcel data.
	Displacements / Structures	Number of displacements (residential and commercial) and structures (billboards) potentially affected by proposed ROW as identified using CAMP Pulaski County parcel data and aerial photographs.
	Environmental Justice/ Limited English Proficiency (EJ/LEP)	Series of questions used to identify potential adverse impacts to EJ/LEP populations; the potential for avoidance, minimization, and mitigation to offset adverse impacts to EJ/LEP populations; and the potential for beneficial impacts associated with the improvements, as applicable. Details of the E/LEP analysis, including a listing and description of the evaluation questions, are provided in the *I-30 PEL Level 3 Screening Methodology and Results Memorandum* (**Appendix D-5**)**.**

PEL Study Goals	Measures	Description of Evaluation
Cultural Resources	Recorded archeological sites	Number of recorded archeological sites located within proposed ROW. Recorded archeological sites identified by the AHTD through background research and field reconnaissance, and subsequent coordination with the Arkansas Historic Preservation Program (AHPP).
	NRHP or NRHP-eligible sites	Number of National Register of Historic Places (NRHP) or NRHP-eligible sites located within proposed ROW. Sites identified by AHTD through background research and field reconnaissance, and subsequent coordination with the AHPP.
	High probability areas for archeological resources	Number of areas along existing and proposed ROW determined to have a high probability for archeological resources, as identified in accordance with the *I-30 PEL Cultural Resources Survey Methodology Memorandum* (**Appendix G**). High probability areas determined through geospatial analysis of 1913 Sanborn Fire Insurance Maps overlaid with current aerial imagery to identify locations where structures once existed but are no longer intact; and through the analysis of United States Geological Survey (USGS) topographic maps to identify upland areas that may contain intact cultural deposits based on high elevation contours.
Natural Resources	Parks	Names and acres of parks located within proposed ROW for each Reasonable Alternative as identified using Arkansas Geographic Information Office park data, as well as AHTD provided data.
	Surface Water Crossings/Wetlands	Acres of surface water crossings and wetlands located within proposed ROW for each Reasonable Alternative. Wetlands classified by type (emergent or forested/shrub) using 2014 aerial photography and verified with AHTD input and National Wetland Inventory maps for reference.
	Listed and non-listed species and/or habitat, and rare locally important species	Acres of quality habitat within proposed ROW of each Reasonable Alternative. Vegetation classified by type (non-maintained herbaceous, woodland, and riparian) using 2014 aerial photography and input from AHTD. Existing ROW classified as maintained herbaceous and not considered quality habitat.
Other	Hazardous Materials Sites	Number of encroachments on hazardous material sites for each Reasonable Alternative and potential impacts to sites. Site descriptions, history and current status determined using Arkansas Department of Environmental Quality (ADEQ) database information.
	Traffic Noise Receptors	Number of sensitive noise receptors (residences, churches, schools, daycares) along the proposed alignment for each Reasonable Alternative as identified using public facility data provided by AHTD, online research, and CAMP Pulaski County parcel data.
Public Input	Meeting Comments	Percentage of comments received at Public Meeting #3 that identified a preference for a specific Reasonable Alternative (Reasonable Alternatives presented at Public Meeting #3).

*Source: I-30 PEL Level 3 Screening Methodology and Results Memorandum (**Appendix D-5**)*

Figure 7. Level 3 Screening Process



*Source: I-30 PEL Level 3 Screening Methodology and Results Memorandum (**Appendix D-5**)*

c. For alternative(s) that were screened out, briefly summarize the reasons for eliminating the alternative(s). (During the initial screenings, this generally will focus on fatal flaws)

Level 1

The following alternatives from the Universe of Alternatives (**Figure 3**) were eliminated from further consideration because they did not meet the purpose and need of the project, or they were deemed impractical[5]. More detailed information regarding the results of the Level 1 Screening analysis is included in the *I-30 PEL Level 1 Screening Methodology and Results Memorandum* (**Appendix D-3**).

- **Elevated Lanes (Roadway)** – This alternative was deemed impractical and eliminated because of the high construction cost and the difficulties associated with constructability.
- **Truck Lanes/Ramps** – This alternative was eliminated because it would have minimal effect due to the low percentage of trucks currently using I-30.
- **Elevated Lanes (Bridge)** – This alternative was deemed impractical and eliminated because of the high construction cost and the difficulties associated with constructability.
- **Heavy Rail** – This alternative was deemed impractical and eliminated because of the high construction and operating cost.
- **High Speed Rail** – This alternative was deemed impractical and eliminated because of the high construction and operating cost.

Level 2

The set of Preliminary Alternatives included 12 highway build alternatives, 2 bridge alternatives, 8 other travel mode alternatives, 10 congestion management strategies and 5 non-recurring congestion alternatives. The Preliminary Alternatives were evaluated against the study goals during the two-step (Level 2A and Level 2B) screening process.

Level 2A - The following alternatives were screened out from further consideration during the Level 2A Screening process.

Highway Build

- **Bypass Route** – This alternative was eliminated due to the moderate reduction in I-30 traffic[6], environmental impacts (e.g., anticipated ROW impacts; potential displacements; and potential park, surface waters, and habitat impacts associated

[5] For transportation projects, generally, an alternative is practicable if it: 1) meets the purpose and need; 2) is available and capable of being done (i.e., it can be accomplished within the financial resources that could reasonably be made available, and it is feasible from the standpoint of technology and logistics); and 3) will not create other unacceptable impacts such as severe operation or safety problems, or serious socioeconomic or environmental impacts.

[6] Metroplan's Travel Demand Model runs showed that the addition of a bypass route would reduce peak hour traffic on I-30 by approximately 3.5%.

with a new Arkansas River Bridge crossing), and lack of a dedicated funding source identified in the LRMTP.

I-30 Arkansas River Bridge

- **Rehabilitation** – The Arkansas River Bridge rehabilitation alternative had poor scoring in categories related to structural condition, project cost and navigational impediments which resulted in its elimination from further consideration. Additionally, bridge rehabilitation would not address the cited concerns related to existing pier configuration by the USACE, USCG and Arkansas Waterways Commission.

Other Modes

- **Light Rail (Street Car)** –This alternative was screened out as a result of Rock Region METRO (formerly CATA) not including light rail in their 10-year Strategic Plan and the lack of a dedicated funding source identified in the Metroplan LRMTP.
- **Commuter Rail** – This alternative was screened out as a result of Rock Region METRO (formerly CATA) not including commuter rail in any of their future planning documents and the lack of a dedicated funding source identified in the Metroplan LRMTP.

Congestion Management

- **Managed Lanes** – This alternative was screened out due to the increase in conflict points in weaving areas, the high initial cost given the lack of an existing managed lane system, the continued operational costs and potential negative impact to low-income populations given the added monetary cost for use of these lanes.
- **Reversible Lanes** – This alternative was screened out due to high initial cost, continued operational cost, increased conflict points in the weaving areas and ROW requirements.
- **Hard Shoulder Running** – This alternative was screened out due to potential safety impacts resulting from interference with emergency vehicles and conflict with the Bus on Shoulder transit option, which Rock Region METRO (formerly CATA) identified as a preferential congestion management alternative for possible future implementation.
- **Land Use Policy** – This alternative would not result in near-term benefits to the I-30/I-40 facility, nor does it meet a study goal to “follow through on commitment to voters to improve I-30 as part of the CAP.” Elimination of this alternative does not mean that land use is not important to the corridor or region, but that it is not considered to be a main solution for addressing safety, mobility and associated roadway deficiencies along I-30/I-40.

Level 2B - The Level 2B Screening evaluated alternatives based on Basic Scenarios. The following Basic Scenarios were screened out from further consideration due to their low scores in the Level 2B Screening.

- **6 Main Lanes** (3 main lanes in each direction) – This Basic Scenario was screened out because it failed to substantially improve mobility and safety in the study area, and as traffic volumes continue to increase, the conditions will grow progressively worse over the next 20 years.
- **8 Main Lanes** (4 main lanes in each direction) East and West[7] Basic Scenarios – These scenarios were screened out because they incurred costs and environmental impacts while not adequately addressing mobility and safety in the study area.
- **12 Main Lanes** (6 main lanes in each direction) East and West[9] Basic Scenarios – These scenarios were screened out because the HCM traffic analysis showed that the 10-lane alternatives were capable of addressing mobility and safety along the study corridor, and therefore the extra lanes were not needed. These scenarios also had high construction, ROW and utility costs, along with the most serious impacts to parks, water crossings, endangered species, hazardous material sites and parcels, many of which resulted in displacements.

More detailed information regarding the results of the Level 2 Screening analysis is included in the *I-30 PEL Level 2 Screening Methodology and Results Memorandum* (**Appendix D-4**).

Level 3

Three Reasonable Alternatives (8-lane C/D, 10 Main Lane and 10-lane C/D) and the No Action Alternative were evaluated in the Level 3 Screening, of which the following were eliminated:

- **8-lane C/D –** This alternative had the lowest cost and the least environmental impacts of the Reasonable Alternatives. The addition of the C/D system did substantially reduce crashes by separating the slower moving traffic destined for the downtown areas from the main lanes, but this alternative performed poorly in the mobility measures. By 2041, several locations will experience peak hour travel speeds below 25 mph and the southbound direction will experience LOS F congestion (worst operational conditions) for nearly the entire AM peak period. The afternoon peak period also has several locations with LOS F congestion lasting more than an hour. Therefore, this alternative does not meet the purpose and need, or the study goals of the project, and will not be advanced to NEPA as a PEL Recommendation.

- **10 Main Lanes –** This alternative was comparable to the other alternatives for the environmental measures and costs slightly less than the 10-lane C/D Alternative, though more than the 8-lane C/D Alternative. The 10 Main Lane Alternative performed well on the mobility measures, having peak hour travel speeds of 58 mph through much of the corridor. Travel time through the study

[7] Each widening Basic Scenario, with the exception of the 10-lane C/D Basic Scenario, had an east and a west option. This represents the location of the bridge replacement, with staged construction of the new bridge beginning to the east or west of the existing bridge.

area in the year 2041 was reduced to 7 minutes in the southbound direction, compared to 17 minutes for the No Action. Crashes were also reduced significantly, though not as much as the 10-lane C/D Alternative.

d. Which alternatives should be brought forward into NEPA and why?

Based on the results of the Level 3 Screening, the 10-lane C/D Alternative was identified as the top alternative. This alternative performed well in all mobility measures, having average peak hour travel speeds of 59 mph along the facility, compared to 25 mph for the 8-lane C/D Alternative and 58 mph to the 10 Main Lane Alternative. The addition of the C/D lanes removed slower moving traffic destined for the downtown areas from the main lanes, thereby eliminating 70 crashes per year compared to the non-C/D alternative (10 Mane Lane Alternative). Moreover, the slower speeds traveled on the C/D lanes are anticipated to result in less severe crashes than the higher speed main lanes.

The C/D lanes also serve to create a new local connection between Little Rock and North Little Rock across the Arkansas River Bridge, allowing motorists to travel between the downtown areas without entering the main lanes of the interstate. Serving as an additional crossing of the Arkansas River that is separate from main lane traffic, the C/D lanes would provide more convenient access to and between the downtown economic districts and support improved connectivity and cohesion of these financially viable commercial and tourist areas. This qualitative assessment of the additional mobility, safety, connectivity and economic benefits of the 10-lane C/D Alternative demonstrates a substantial improvement compared to the 10 Main Lane Alternative that outweighs the slight differences in environmental impacts and cost of the 10 Main Lane Alternative.

Slight design modifications, such as shortening the C/D road system's northern limits to increase the weaving distance between the north terminal interchange and the C/D system, were made to this top alternative to achieve additional mobility and cost benefits. The resulting alternative, called the **10-lane Downtown C/D Alternative**, was identified as the **PEL Recommendation** to be carried forward into the NEPA process.

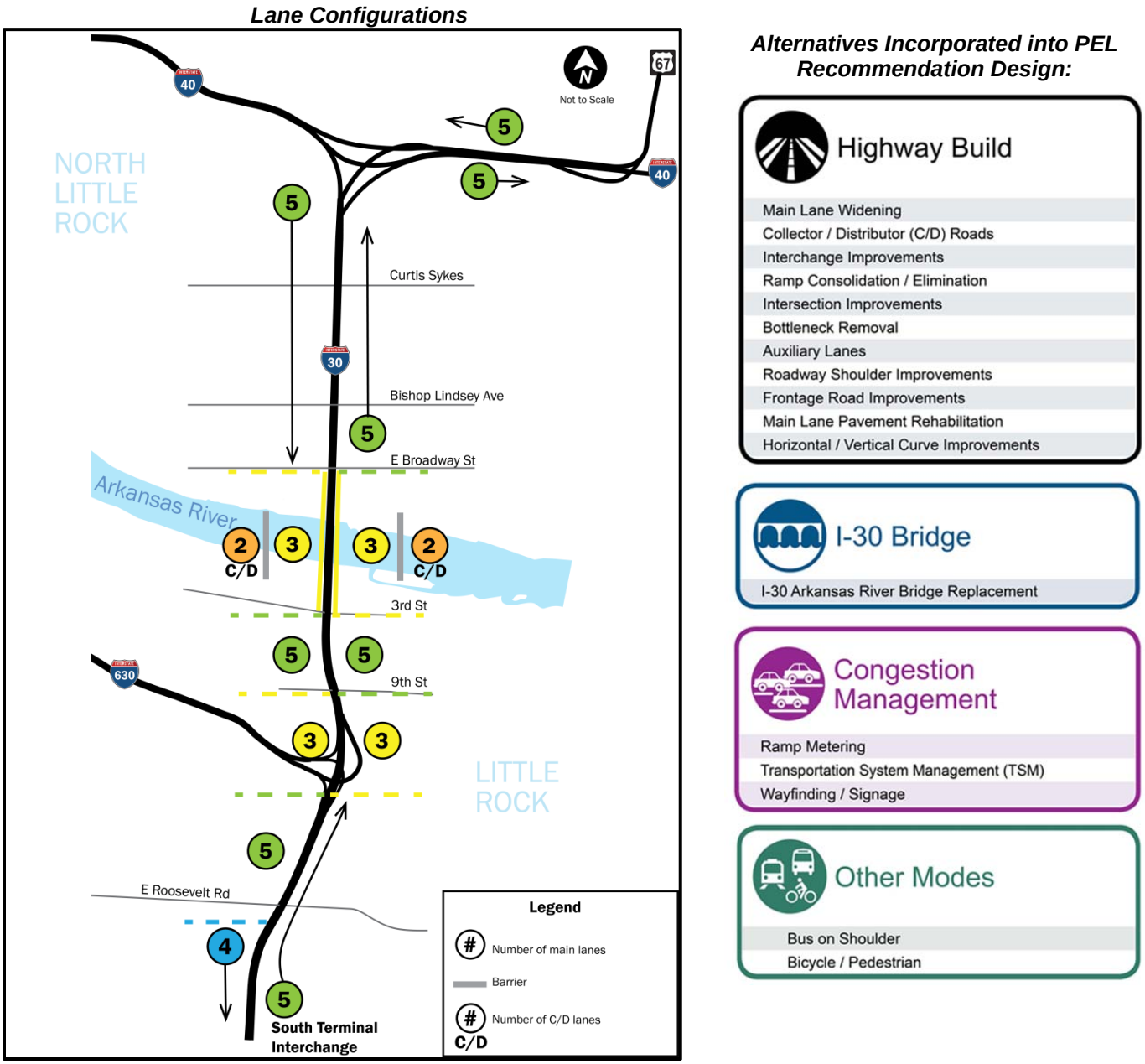
The PEL Recommendation would include 3 main lanes and 2 C/D lanes in each direction. The C/D lanes for both southbound and northbound travel would extend from just south of Broadway Street in North Little Rock to the Cantrell Road interchange just north of 3rd Street in Little Rock. Outside the location of the C/D roads, the new facility would generally include 5 main lanes in each direction. Other alternatives such as bus on shoulder and ramp metering were incorporated into the PEL Recommendation. The PEL Recommendation is shown in **Figure 8**, with a complete listing of the alternatives incorporated into the PEL Recommendation.

The I-30 PEL Study determined that the 10-lane Downtown C/D Alternative would best relieve traffic congestion, improve roadway safety, address structural and

function roadway deficiencies, improve navigation safety and address structural and functional bridge deficiencies in accordance with the purpose and need, as well as meet the study goals, as defined by the study team, agencies and public.

Project-specific determinations regarding the roadway design, exact location of ramps and interchanges and project funding would be analyzed and decided through the NEPA process. Issues/design features to be determined during NEPA are further detailed in the *I-30 PEL to NEPA Transition Report* (**Appendix H**).

Figure 8. PEL Recommendation



*Source: I-30 PEL Level 3 Screening Methodology and Results Memorandum (**Appendix D-5**)*

e. Did the public, stakeholders, and agencies have an opportunity to comment during this process?

As described in **Sections 2.e, 3.a, 3.b** and **4.a**, the I-30 PEL Study included a robust outreach plan, such that the public, agencies and stakeholders were actively engaged throughout the entire PEL process.

An opportunity was provided during the first series of public meetings for the public to comment on the study area, problems and goals of the study area and environmental constraints. As part of the second public meeting, the public was asked to comment on the Universe of Alternatives, Level 1 Screening and draft Preliminary Alternatives. Comments from the public were solicited at the third public meeting on the Level 2 Screening and the draft Reasonable Alternatives. During the fourth (final) public meeting, the public were able to comment on the Level 3 Screening and draft PEL Recommendation(s) for future study under NEPA.

TWG meetings were held prior to each of the four public meetings, thereby providing the Study Team the opportunity to meet with subject matter experts to provide information, answer questions and gather their input and feedback. This information was important to take into account and incorporate prior to presenting concepts to the public. Likewise, Project Partner meetings, SAG meetings, and meetings with elected officials were scheduled throughout the PEL process at key milestones and as needed to keep stakeholders up-to-date on the progression of the study and to solicit input and comments on that progression.

A summary of the public meetings is presented in **Table 11**. A summary of the TWGs and other coordination is summarized in **Section 2.e**. Public, TWG and other outreach methods (stakeholder, Project Partners, etc.) are detailed in the *Public Meeting Documentation* (**Appendix C-2**), *TWG Documentation* (**Appendix C-3**) and *Additional Outreach Documentation* (**Appendix C-4**) appendices, respectively.

Table 11. I-30 PEL Study Public Meetings

Public Meeting	Date/Time	Location	Purpose and Meeting Highlights
Public Meeting Series #1	Tuesday, August 12, 2014 4 p.m. – 7 p.m.	North Little Rock Chamber of Commerce Bank of the Ozarks Conference Center 100 Main St. North Little Rock, Arkansas 72114	• Introduced CAP • Introduced the PEL study process and study area • Requested input from public on problems and goals for the study area to assist in development of purpose and need • Presented traffic and safety overview • Presented alternative screening process • Presented I-30 PEL study area constraints
	Thursday, August 14, 2014 4 p.m. – 7 p.m.	Comfort Inn & Suites Presidential Cash/Campbell Ballroom 707 Interstate 30 Little Rock, Arkansas 72202	

Public Meeting	Date/Time	Location	Purpose and Meeting Highlights
#2	Thursday, November 6, 2014 4 p.m. – 7 p.m.	Horace Mann Arts and Science Magnet Middle School (Cafeteria) 1000 East Roosevelt Rd. Little Rock, Arkansas 72206	• Presented draft purpose an need statement • Introduced draft Universe of Alternatives • Presented Level 1 Screening methodology and results • Presented draft Preliminary Alternatives and the draft Basic Scenarios • Requested input from public on alternatives they would like to see further evaluated in the PEL Study • Presented example main lane typical sections
#3	Thursday, January 29, 2015 4 p.m. – 7 p.m.	Friendly Chapel Church of the Nazarene (Gym) 116 South Pine Street North Little Rock, Arkansas 72114	• Reviewed Level 1 Screening and results • Presented Level 2A and Level 2B Screening methodology and results • Presented draft Reasonable Alternatives
#4	Thursday, April 16, 2015 4 p.m. – 7 p.m.	Horace Mann Arts and Science Magnet Middle School (Cafeteria) 1000 East Roosevelt Rd. Little Rock, Arkansas 72206	• Reviewed Level 2 Screening and results • Presented Level 3 Screening methodology and results • Presented Vissim model results through speed profiles of the Reasonable Alternatives • Presented draft PEL Recommendation(s) • Presented animated video of draft PEL Recommendation

Source: I-30 PEL Study Team, 2014-2015

f. Were there unresolved issues with the public, stakeholders and/or agencies?

The I-30 PEL Recommendation designates a conceptual alignment for widening and reconstruction; however this recommendation would likely require design refinements and other potential modifications as a more detailed schematic design and analysis is completed during the NEPA phase of project development. Accordingly, the I-30 PEL Study did identify several issues/analyses that require continued study or a more detailed evaluation under NEPA, as summarized below and detailed in the *I-30 PEL to NEPA Transition Report* (**Appendix H**).

- Research and document, as applicable, the status of existing and potential future studies for the needed outside improvements:
  - I-630 from Louisiana Street west beyond the study limits; and
  - I-30 southwest of the south terminal interchange to 65th Street beyond the study limits.

- Additional Vissim Modeling.
- Highway Safety Manual analysis of No Action and NEPA preferred alternative.
- Design modifications at Cantrell Interchange/2nd Street/Cumberland Street Interchange; east or west widening of the Arkansas River Bridge; C/D lanes length optimization and addressing turning radius for buses at Cantrell Road and Cumberland Street.
- Comprehensive field work and detailed impacts analyses of environmental resources, permitting and mitigation/commitments.
- Identification and invitation of cooperating and participating agencies.
- Funding/Segmentation.
- Continuation of TWG, SAG, Project Partner and other stakeholder outreach through NEPA.
- Completion of a visioning workshop during NEPA to examine potential CSS and design concept guidelines.

7. Planning assumptions and analytical methods:

a. What is the forecast year used in the I-30 PEL study?

The forecast year is 2041, 20 years after the anticipated opening year (2021).

b. What method was used for forecasting traffic volumes?

Several methods were investigated to project future volumes for years 2021 (opening year) and 2041 (design year). The methodology is detailed in the *I-30 PEL Traffic and Safety Report* (**Appendix F**) and is summarized below:

- Average Daily Traffic (ADT) counting stations along I-30, I-40 and side roads within the project limits were identified from the AHTD's database of historic traffic counts. The historic counts were plotted and the linear equation was used to project future year traffic volumes.
- The annual growth rate was determined using the oldest available traffic count and most recent available traffic count.
- The *Traffic Monitoring System Handbook* (AHTD 2013) provided a table of 2012 County and Statewide Growth that was used to project future year traffic volumes.
- Metroplan provided 2010 and 2040 volumes from the Central Arkansas Regional Transportation Study (CARTS) Travel Demand Model. These two years of volumes were used to calculate an annual growth rate. The calculated growth rates along with 2013 ADTs, when available, were used to project future traffic volumes.

An average annual growth rate (AGR) was determined based on the various sources. When calculating the average, engineering judgment was used to determine which volumes were applicable.

The No Action Alternative and the three Reasonable Alternatives were evaluated using Vissim models to evaluate mobility. To analyze mobility, a comprehensive set of mobility measures were developed. Such primary mobility measures include LOS, vehicle travel time, vehicle travel speed, vehicle hours of travel and vehicle hours of delay. A full list of the mobility measures evaluated using Vissim are presented in the *I-30 PEL Traffic and Safety Report* (**Appendix F**).

c. Are the planning assumptions and the corridor vision/purpose and need statement consistent with the long-range transportation plan?

The I-30 PEL Study purpose and need statement supports the goals from the recently approved 2040 LRMTP, as outlined in **Table 12**.

Table 12. Consistency of the I-30 PEL Study with the LRMTP

LRMTP Goals and Vision	I-30 PEL Study Purpose and Need
Transportation and Mobility: Freeway Vision (FV) The primary purpose of the regional freeway network is to connect the central Arkansas economy with the state, national and global economies. As such, freight movement and long-distance travel are their primary missions. An important secondary mission is to provide intraregional connections that enlarge market areas for businesses and consumers and to enlarge the potentially available work-force for central Arkansas businesses. Without a balanced metropolitan transportation system, these two missions can come into conflict with each other.	One of the purposes of the I-30 PEL Study is to address congestion through improving mobility on I-30 and I-40 by providing comprehensive solutions that improve travel speed and travel time to downtown North Little Rock and Little Rock and accommodate the expected increase in traffic demand. I-30 provides essential access to other major statewide transportation corridors, serves local and regional travelers and connects residential, commercial and employment centers. Additional needs of the study address roadway safety issues, roadway structural and functional deficiencies, navigational safety issues and structural bridge deficiencies. Furthermore, the following goals and guiding principles of the I-30 PEL Study correlate to the listed LRMTP Goals and Visions as noted in parentheses: • Improve opportunity for east-west connectivity (LDH); (QCTC); (HSC) • Enhance mobility (FV) • Improve local vehicle access to and from downtown Little Rock/North Little Rock (EGV); • Connect bicycle/pedestrian friendly facilities across I-30/I-40 (QCTC); (HSC) • Accommodate existing transit and future transit (QCTC); (HSC) • Improve system reliability (FV), (QCTC); • Maximize cost efficiency (QCTC);
Economic Growth and Vitality (EGV) Maintain and grow the central Arkansas economy as a diverse, globally competitive market through responsible development practices to attract people and businesses that contribute to economic growth and vitality	
Quality Corridors & Transportation Choice (QCTC) Build and enhance a regional network of quality transportation corridors with high design standards for efficiency in moving traffic, with provision for pedestrian, bicycle and transit options, and with consideration of freight needs. Create a metropolitan system that allows all citizens reasonable access to services and jobs without regard to age, income or disability by providing many transportation choices.	

LRMTP Goals and Vision	I-30 PEL Study Purpose and Need
<u>Land Development and Housing</u> (LDH) Protect and enhance the efficiency of the metropolitan transportation system by linking land development and the provision of transportation facilities. Proper land development is essential for creating conditions that foster sustainable housing and neighborhoods. Housing for central Arkansas should be safe, affordable, energy-efficient, geographically available and accessible	• Optimize opportunities for economic development (EGV); • Avoid and/or minimize impacts to the human and natural environment, including historic and archeological resources (LDH);(HSC) • Improve safety (FV); (QCTC); (HSC) • CSS/Aesthetically pleasing facility (QCTC);(LDH) • Minimize the real, perceived and visual barrier of the freeway (QCTC); (LDH) The LRMTP does identify the improvements to the I-30/I-40 facility within both the financially constrained and vision plan. The financially constrained LRMTP notes that an amendment may be required upon completion of the PEL Study once the number of through lanes has been determined.
<u>Healthy and Safe Communities</u> (HSC) Create and support the conditions that will enable central Arkansas to become known as the healthiest and safest community in America (improve safety, efficiency and convenience of active transportation modes).	

Source: 2040 Long-range Metropolitan Transportation Plan (LRMTP) – Imagine Central Arkansas: Blueprint for a Sustainable Region, December 2014 and I-30 PEL Study Team, 2015

d. What were the future year policy and/or data assumptions used in the transportation planning process related to land use, economic development, transportation costs and network expansion?

Future year policy and/or data assumptions used in the I-30 PEL transportation process are described in detail in the *I-30 PEL Traffic and Safety Report* (**Appendix F**). The following summarizes the land use, economic development, transportation costs and network expansion assumptions.

<u>Land Use</u>

Land use assumptions for the I-30 PEL Study were from the 2040 LRMTP. These assumptions were the foundation for the CARTS Travel Demand Model – the official travel-forecasting model for central Arkansas, which was used in part to estimate the 2041 design year traffic for this study.

The CARTS Travel Demand Model uses two land development scenarios, an emerging trend scenario and regional vision (transit supportive) scenario. Both scenarios assume the same overall regional growth in population and employment – developed from historical trends and assumptions on birth and immigration rates and key economic indicators - but vary in intensity and where growth occurs.

The emerging trend scenario continues the development patterns of the past several years while recognizing a recent demand for in-fill development, regional lifestyle centers, and technology changes. The supportive transit (Vision) trend assumes an enhanced transit system to support an increased population and employment

density in the central downtown areas and transit corridor extending into each of the regions counties. Because the vision scenario includes substantial unfunded transit improvements, the study team decided to use the emerging trend scenario for this study. Additional information on scenarios can be found in the LRMTP.

Economic Development

Economic development within the central Corridor was assumed to improve as mobility improved as a result of the reduced travel times required for travelers to reach their destinations.

Transportation Costs

Although traditional benefit/cost analysis was not performed in the I-30 PEL, the study did use the Vissim model to analyze transportation costs. Transportation costs of travel time and safety were calculated in addition to a number of other mobility and safety measures.

Network Expansion

Network expansion within the CARTS Travel Demand Model includes only those projects currently committed to in the TIP and the CAP. The Northbelt Freeway was not assumed in the model runs or transit improvements (all unfunded). The widening of I-30 west of I-440/I-530 and I-630 from I-30 to University was not assumed as part of the CARTS Travel Demand Model runs but were added later as part of the Vissim analysis.

The network was expanded and tested in a detailed Vissim model for an 8-lane C/D, 10-lane main lane and 10-lane C/D system based on the PEL screening process. The Vissim model network was expanded outside the study area to understand the I-30 PEL study area improvements without outside influences. The improvements that were assumed outside the study area are listed below:

- I-630 from Louisiana Street west beyond the study limits; and
- I-30 southwest of the south terminal to 65th Street beyond the study limits.

Bottlenecks at these locations caused traffic congestion to back up into the study corridor, preventing the Vissim model from accurately assessing the mobility of each alternative. AHTD has acknowledged both of these outside areas warrant additional study. Plans exist to study and improve, as determined necessary, these two outside study corridors.

8. Environmental resources (wetlands, cultural, etc.) reviewed. For each resource or group of resources reviewed, provide the following:

a. In the I-30 PEL Study, at what level of detail was the resource reviewed and what was the method of review?

Resources were reviewed from April 2014 through April 2015 based on existing datasets, studies and plans. Qualitative and/or quantitative detail was provided for key resource areas following the latest guidelines available at the time of research. Existing resources present in the study area have been identified and documented in the *I-30 PEL Constraints Report* (**Appendix B**); and potential impacts resulting from the PEL Recommendation and the method of review for each resource is documented in the *I-30 PEL Environmental Impacts Report* (**Appendix E**), consistent with a planning-level study.

b. Is this resource present in the area and what is the existing environmental condition for this resource?

Key resources are present within the study area and details about the existing environmental conditions of these resources are provided for each in the *I-30 PEL Constraints Report* (**Appendix B**).

c. What are the issues that need to be considered during NEPA, including potential resource impacts and potential mitigation requirements (if known)?

The I-30 PEL Recommendation designates a conceptual alignment for widening and reconstruction; however this recommendation would likely require design refinements and other potential modifications as a more detailed schematic design and analysis is completed during the NEPA phase of project development. Issues that need to be considered during NEPA, including potential resource impacts and mitigation/commitments are described in the *I-30 PEL to NEPA Transition Report* (**Appendix H, Sections 4.0** and **5.0**).

d. How will the data provided need to be supplemented during NEPA?

At the PEL-level of analysis, environmental impacts were evaluated based on information generally collected through easily attainable database searches, imagery analyses and desktop evaluations. The resulting resource inventory of the study area is presented in the *I-30 PEL Constraints Report* (**Appendix B**). Comprehensive field work and detailed impact analyses using an increasingly developed, NEPA-level schematic for the preferred alternative would be completed, including but not limited to, the following:

- Community Impacts (displacements, EJ, public facilities, other transportation modes such as the River Rail Streetcar, etc.);
- Waters of the U.S., including Wetlands (Preliminary Jurisdictional Determination);

- Threatened and Endangered Species;
- Vegetation/Habitat;
- Hazardous Materials;
- Existing Noise Measurements and Noise Analysis; and
- Cultural Resources[8].

9. List environmental resources you are aware of that were not reviewed in the I-30 PEL Study and why? Indicate whether or not they will need to be reviewed in NEPA and explain why.

- Air Quality - The proposed I-30 PEL study area is located in Pulaski County, an area in attainment for all national ambient air quality standards (NAAQS); therefore, the transportation conformity rules do not apply and no additional air quality analysis was required at the time of the PEL Study. Central Arkansas is at risk for classification of non-attainment for the NAAQS for both ozone and particulate matter. Should there be a change in status, it is recommended that air quality be assessed during NEPA.
- Indirect and Cumulative Impacts (see **Section 10** below).

The level of analysis detail would be greater in a NEPA study for all resources.

10. Were cumulative impacts considered in the I-30 PEL Study? If yes, provide the information or reference where it can be found.

Cumulative impacts, as well as indirect impacts, were not considered in the I-30 PEL Study. The planning effort in this PEL Study was utilized to determine possible viable alternatives for a long-term solution and recommend alternatives for further evaluation. Schematic design and project details necessary to adequately assess indirect and cumulative impacts of the PEL Recommendation were not developed at the PEL level. The PEL Recommendation would be further studied and refined in the next phase of project development, NEPA. During NEPA, the schematic design would be completed and project level details would be researched and evaluated.

11. Describe any mitigation strategies discussed at the planning level that should be analyzed during NEPA.

During NEPA, mitigation strategies to avoid or minimize any adverse impacts would be determined for the preferred alternative and carried forward to inform the design-build process. A draft Environmental Permits Issues and Commitment (EPIC) sheet, as described in the CAP Environmental Manual, would be completed for incorporation into plans, or in this instance into the Design-Build Request for Proposal, to ensure that implementation occurs through proper execution of the

[8] Environmental analysis of cultural resources to occur In accordance with the *I-30 PEL Cultural Resources Methodology Memorandum* (**Appendix G**).

plans, specifications and estimates (PS&E) contract. Mitigation strategies are also discussed in **Section 8.c**.

12. What needs to be done during NEPA to make information from the I-30 PEL Study available to the agencies and the public? Are there I-30 PEL Study products which can be used or provided to agencies or the public during the NEPA scoping process?

The I-30 PEL Study Report will be incorporated into the NEPA process by reference and become part of the administrative record and history of the decision-making process. Further, the I-30 PEL Study Report, including associated technical reports, will be integrated into the NEPA process and made available to the public, as well as to TWG members and the resource and regulatory agencies that were engaged during the I-30 PEL process. Project information and technical reports were drafted in advance of public meetings and placed on the CAP website, as well as presented at meetings for public comment throughout the duration of the I-30 PEL Study. The *I-30 PEL Study Report*, including this questionnaire will also be available on the CAP website.

13. Are there any other issues a future project team should be aware of?

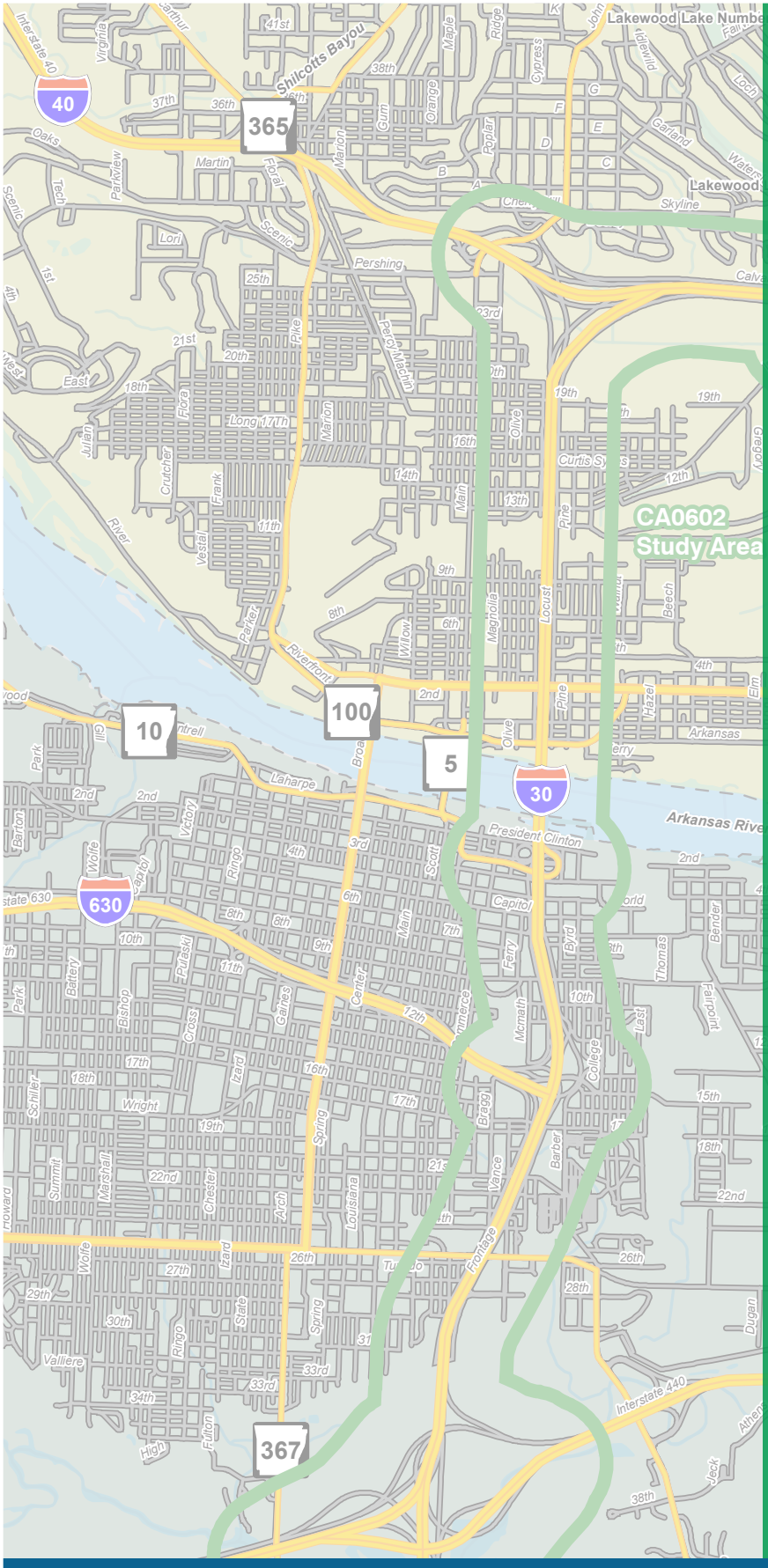
a. Examples: Controversy, utility problems, access or ROW issues, encroachments into ROW, problematic land owners and/or groups, contact information for stakeholders, special or unique resources in the area, etc.

There are no substantive issues to describe to a future project team. However, some key areas of focus include, but are not limited to:

- Noise modeling and mitigation
- Negotiating with land owners and business owners in relation to ROW requirements, temporary and permanent access changes and related impacts
- USACE, USGS and ADEQ permitting as presented in **Section 8.c**
- Future adjacent studies
- Regional studies coordination
- Coordination and updates to the LRMTP and TIP
- Section 4(f) determinations
- Construction Impacts
- Funding and project phasing as presented in the *I-30 PEL to NEPA Transition Report* (**Appendix H**)

Attachment A:

I-30 PEL Process Framework and Methodology



PLANNING AND ENVIRONMENTAL LINKAGES PROCESS FRAMEWORK AND METHODOLOGY

CA0602

Interstate 530 – Highway 67

September 2014

CONNECTING ARKANSAS PROGRAM CAP

Arkansas State Highway & Transportation Department

Proposed PEL Process Framework and Methodology for CA0602

In the spirit of cooperation and collaboration, and acknowledging the critical role that a number of agencies play in achieving the transportation goals of the State of Arkansas, the central Arkansas metropolitan area and the cities of Little Rock and North Little Rock, this Framework and Methodology Agreement has been developed to foster proactive working relationships among the Federal Highway Administration (FHWA), Arkansas State Highway and Transportation Department (AHTD), Metroplan (the Metropolitan Planning Organization for central Arkansas) and the local governments of Little Rock, North Little Rock and Pulaski County. The FHWA, in conjunction with the AHTD, are the lead agencies and Metroplan and the local governments are project partners. The cooperation among the lead agencies and project partners will be integral to the success of a collaborative environmental and transportation planning process.

The purpose of the Framework and Methodology is to encourage the use of a Planning and Environmental Linkages (PEL) process to meet agency needs while expediting transportation project delivery and to formalize the scope, schedule and expectations for the Connecting Arkansas Program (CAP) CA0602 project. This Framework and Methodology is meant to foster a united process that supports:

- Early communication, coordination, and collaboration with and input by other local, state and federal agencies in the transportation planning process;
- Better informed and strategic transportation decisions; and
- Efficient and cost-effective solutions.

Early communication and collaboration among all interested parties is essential to the success of future planning, informing the National Environmental Policy Act (NEPA) process, and identifying issues.

Purpose

To conduct analysis and planning activities with resource agencies and the public in order to produce transportation planning products that effectively serve the community's transportation needs. By using the PEL process, more effective environmental stewardship and decisions should result and will be used to inform a subsequent project-specific NEPA process.

Study Area

The proposed PEL study area has been delineated as depicted in **Figure 1** below. It is approximately 6.7 miles in length and extends through portions of Little Rock and North Little Rock in central Arkansas. The proposed study area includes a 0.25 mile buffer extending from the centerline of I-30 from I-530 to the south and I-40 to the north, and along I-40 to its interchange with I-67 in North Little Rock. This corridor was previously assessed and recommended as an alternative for further study as part of *Phase 1 Arkansas River Crossing Study*, completed in 2003. This study analyzed travel through central Arkansas and across the Arkansas River. This study area also corresponds with the voter-endorsed improvements to I-30, a project that was included as part of the constitutional amendment passed during the November 2012 election for a 10-year, half-cent sales tax to improve highway and infrastructure throughout the state of

Arkansas. I-30 not only provides access from the downtown areas of Little Rock and North Little Rock, but also supports traffic traveling to and from origins and destinations outside of the immediate metropolitan area. The proposed project study area will be developed by AHTD for FHWA review and will be presented at future Technical Work Group meetings for comment.

Figure 1. Proposed PEL Study Area

PEL Process Framework

Linking planning and NEPA is the purpose of the PEL process and will be followed in order to minimize duplication of effort, promote environmental stewardship, and reduce delays in project implementation. The PEL process framework includes:

- Identifying the Transportation Need;
- Identifying Stakeholders;
- Defining Roles and Responsibilities;
- Defining and Refining the Travel Corridor (including logical termini);
- Developing Purpose, Need, Goals and Objectives;
- Developing Performance Measures;
- Developing Alternatives and Defining Modes of Travel;
- Evaluating and Screening Alternatives;
- Addressing Potential Funding Options and Staging Scenarios;
- Identifying Environmental Impacts, including Potential Mitigation Options/Priorities;
- Documenting the Evaluation Process; and
- Developing reports to document and finalize the PEL Study.

The PEL Study will be completed in accordance with the following legislation and regulatory guidance so that it can be used to inform the NEPA process:

- **The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** – This 2005 surface transportation funding and authorization bill included several provisions intended to enhance the consideration of environmental issues and impacts within the transportation planning process and encourage the use of the products from planning in the NEPA process. Specifically, Section 6001, *Environmental Considerations in Planning*, requires certain elements and activities to be included in the development of long-range transportation plans, including:
    - Consultations with resource agencies, such as those responsible for land-use management, natural resources, environmental protection, conservation and historic preservation, which shall involve, as appropriate, comparisons of resource maps and inventories;
    - Discussion of potential environmental mitigation activities;
    - Participation plans that identify a process for stakeholder involvement; and
    - Visualization of proposed transportation strategies where practicable.

- **23 CFR 450.212 and 23 CFR 450.318** – In 2007, FHWA issued new planning regulations that eliminated the requirement for a major investment study and implemented provisions enacted by SAFETEA-LU. In its place, the regulations created a new optional procedure for linking transportation planning and NEPA studies. These procedures are contained in 23 CFR 450.212 (statewide planning) and 23 CFR 450.318 (metropolitan planning).

- **Moving Ahead for Progress in the 21st Century (MAP-21)** – This 2012 funding bill promotes accelerating project delivery and encourages innovation through the increased use of programmatic approaches and planning and environment linkages.

With a view towards achieving consistency with local and regional planning efforts, it is anticipated that the PEL process and its subsequent recommendations will determine refinements to the next long-range Metropolitan Transportation Plan (MTP), developed by Metroplan, and the CARTS Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Additionally, it is anticipated that the PEL process will follow in accordance with the CARTS Agreement of Understanding between Metroplan and the local jurisdictions and transit authorities.

In order to meet the above requirements, the PEL process will be NEPA-like and include the following components:

- Coordination with local, state, tribal, and federal agencies;
- Context Sensitive Solutions (CSS);
- Public review of the PEL Study, including opportunity for public/agency involvement;
- Documentation of relevant decisions in a format that is identifiable and available for review during the NEPA scoping process so that it can be appended or referenced in the NEPA document; and
- Adherence to and completion of the *Planning/Environmental Linkages Questionnaire* that will be included in the PEL Study.

Additionally, the FHWA direction provided in the *Guidance on Using Corridor and Subarea Planning to Inform NEPA* (April 2011) and AHTD's *Preliminary Environmental Review* (PER) will be consulted to support the study approach.

The PEL process is part of the FHWA *Every Day Counts* (EDC) Initiative intended to identify and deploy innovation aimed at shortening project delivery. The EDC PEL initiative is included in the first group of innovations identified by FHWA in 2010 (EDC-1) and encourages the use of information developed in planning to inform the NEPA process. FHWA's newest set of innovations, EDC-2 (launched in 2012), includes the Implementing Quality Environmental Documents (IQED) initiative. IDEQ best practices such as preparing effective summaries and technical reports, effective visualization and presentation of data to the public, and developing a specific purpose and need that supports the alternatives screening process in selecting the alternatives for further evaluation will be implemented as part of this PEL Study.

Methodology

The Study Team (AHTD and Consultants) will follow the processes outlined below in accordance with the defined framework. The results of the PEL process will be documented as described below and will follow the timelines shown in the PEL Study Process/Product Flow Chart (attached).

Study Team/Lead Agency/Project Partner PEL Process Coordination

The Study Team will meet with AHTD to review the proposed PEL process framework, methodology, planning products, review cycles, and the schedule to receive feedback/approval. Following input from AHTD, the Study Team will meet with FHWA to determine if the proposed PEL process would satisfy the thresholds established above.

Once determined by FHWA that the PEL process framework meets the requirements of the listed components so that the information, analysis and transportation planning products generated can be incorporated into the NEPA process, the Study Team will begin public involvement efforts with elected officials, agencies and the public.

The Study Team will coordinate with AHTD and FHWA as required throughout the PEL process to coordinate reviews and obtain input on the development of the PEL Study. The list of local, state, federal, and tribal agencies to be coordinated with, as well as coordination responsibilities, will be determined in conjunction with the AHTD and FHWA as part of the Public Involvement and Agency Coordination Plan (PIACP) that will be developed by the Study Team. Ongoing coordination with Metroplan will occur as well to incorporate the PEL Study recommendations as part of Metropolitan Transportation Plan updates.

Public Involvement/Agency Coordination

The Study Team will prepare a PIACP as a roadmap for addressing how affected or interested members of the public; study area property owners; and project stakeholders, including federal, state, tribal and local agency and public officials would be included as part of the PEL process. Public involvement efforts will be completed in accordance with the most current versions of AHTD's Public Involvement Handbook and supported by the CARTS Public Participation Plan.

Outreach efforts will include:

1) A Technical Work Group (TWG) will be created and serve as the primary means of agency coordination for the PEL Study. The TWG will include local, state, federal and tribal staff to provide technical input and expertise throughout the study. The TWG will be called upon to meet prior to the open house/public meetings. TWG meetings may also include representatives from local businesses, environmental advocacy groups and representatives from major regional institutions. Letters will be prepared and sent inviting local, state, tribal and federal agency participation and seeking feedback throughout the PEL process.

2) Project Partner Meetings (PPMs) will be scheduled and occur in advance of each TWG to review planning documents and other materials and information prepared by the Study Team.

3) A Stakeholder Advisory Group (SAG), comprised of local individuals who bring unique knowledge and skills complementing those of the TWG, will be established in order to ensure early and ongoing decision making throughout the study. The SAG's role is to make recommendations and/or provide key information and materials to the Study Team. The SAG will include twelve representatives, with the Mayors of Little Rock and North Little Rock each appointing four, as well as four selected by the Pulaski County Judge. SAG members provide a one-of-a-kind perspective to the areas of interest each represents within the community, allowing the Study Team to gather valuable input. The SAG will meet regularly throughout the PEL process.

4) Open House/Public Meeting(s) will be held in conjunction with key project goals such as the development of the purpose and need and transportation goals and objectives. The Open House/Public meetings will also be utilized to obtain input and feedback on the alternatives analysis methodology and development of alternatives. In order to follow a NEPA-like process, the Study Team will follow the AHTD Public Involvement Handbook (Draft Version - 2013) and the CAP Environmental Manual (2013) for all Public Meetings.

5) A study-specific page will be created on the www.connectingarkansasprogram.com website to communicate project information and public involvement activities throughout the PEL process. The CAP project email address and phone number will be listed on the website and all outreach materials.

6) Other outreach tools and events such as newsletters and agency coordination meetings/briefings will be prepared and conducted throughout the duration of the PEL Study.

7) Visioning Workshops will be conducted to obtain early feedback and develop a foundation for continued community outreach. One visioning workshop will be conducted with stakeholders during the PEL process, and another visioning workshop will be held during the NEPA/Schematic phase. During the first visioning workshop, and with an understanding of the purpose and need and goals and objectives of the PEL Study, stakeholders will have the opportunity to incorporate their ideas and priorities for the I-30 corridor. From this visioning workshop, renderings of possible solutions that preserve and enhance aesthetic, historic and community resources will be developed. During the NEPA/Schematic phase, a second visioning workshop will be held with stakeholders that examines potential context sensitive solutions (CSS) and design concepts in greater detail. Based on stakeholder feedback and available funding, CSS/aesthetic guidelines will be developed following this second visioning workshop and included in the design-build request for proposals, pending AHTD approval.

As the PEL Study progresses, the project partners will have the opportunity to review the following four PEL milestones: purpose and need, alternatives screening methodology, PEL Recommendation(s), and final PEL report. All comments received from project partners at these milestones will be addressed and resolved, to the extent practicable, in a formal comment-resolution process. Any relevant issues identified during the PEL Study will be documented for potential inclusion in future NEPA studies, as applicable. As the goal of the PEL approach is to reduce project delivery times and improve environmental outcomes, efforts will be made to resolve any project partner concerns during the course of the PEL process so that decisions made during the PEL Study can be incorporated by reference during NEPA with minimal duplication of effort. Consistent with FHWA's authority under NEPA (40 CFR 1500-1508 and 23 CFR 771) and FHWA's planng regulations (23 CFR 450), final decisions regarding the inclusion of any planning products, decisions or coordination activities that occur during the PEL Study and their applicability towards future NEPA studies will be made solely by the lead federal agency(ies) at the initiation of the NEPA studies.

Additionally, agency input on key milestones will be received through the TWG, and public and stakeholder input will be solicited through public meetings and outreach. All meetings will be documented accordingly, and similar to comments from the project partners, agency, stakeholder and public comments received will undergo a comment-resolution and response process where comments are addressed and resolved to the extent practicable.

Public Involvement Planning Products:

- Public Involvement and Agency Coordination Plan
- Mailing Lists
- Website/Project e-mail address/phone number
- Agency Coordination Letters
- Public Notices for Public Meetings
- News Releases for Public Meetings
- Public Meeting Summaries
- Technical Work Group Meeting Summaries
- CSS Workshop Summary
- Public Involvement and Agency Coordination Report (for inclusion in the PEL Study)

PEL Study

The Study Team has proposed the planning products and approaches below in accordance with the planning thresholds and regulations previously listed. The planning products listed below would also address the questions posed by FHWA's *Planning/Environmental Linkages Questionnaire,* which is encouraged to be a guide throughout the PEL process.

Review of Previous Project History

- Evaluate use of goals and objectives, purpose and need, and alternatives of previous studies as a foundation for the PEL Study.
- Evaluate current or near future planning studies or projects in the vicinity of the PEL study area and the relationship of this PEL study to those studies/projects
    - Planning Product: Previous Project History Summary Report

Purpose and Need/Transportation Goals and Objectives

- Describe the scope of the PEL study and the reason for completing it. Will also provide the purpose and need statement, and the transportation goals and objectives to realize the expected corridor vision. The FHWA *Every Day Counts* 2012 Initiative (EDC-2) for Implementing Quality Environmental Documentation will be utilized when developing the purpose and need. Following the SMART Technique, the purpose and need will be **S**pecific, **M**easurable, **A**ctionable, **R**ealistic, and **T**ime-Related. In doing so, the purpose and need will be unambiguous and provide an understandable and project specific detail for the PEL and future NEPA analysis.
    - Planning Product: Purpose and Need/Transportation Goals and Objectives Technical Report

Alternatives Evaluation Methodology

- Development of the performance measures, fatal flaw analysis criteria, alternative evaluation screening criteria and mode selection analysis based on qualitative and quantitative measures.
- The alternative evaluation screening process will include criteria that measure the effectiveness of addressing issues identified in the purpose and need (e.g., congestion, safety) as well as other engineering, environmental, cost, and stakeholder input. Having a specific, well-defined purpose and need, as developed using the SMART Technique described above, supports the alternative screening process in identifying the alternatives for further evaluation.
- Review of the travel demand model to develop design criteria and typical sections.
    - Planning Product: Alternatives Evaluation Methodology Technical Report

Constraints Analysis and Environmental Consequences

- Collect data (includes a high-level constraints mapping analysis using ArcGIS), field reconnaissance, discussion of existing environment and analyses of potential impacts.
- Additionally, permitting/mitigation options would be considered and potential indirect and cumulative impacts analyses may be described and analyzed.

- Planning Products: Environmental Constraints Map; Constraints Technical Report and Environmental Consequences Technical Report.

Alternatives Development and Evaluation

- Based on initial data collection efforts, project partners, TWG and previous stakeholder input, the Universe of Alternatives will be developed followed by a fatal flaw analysis (purpose and need) to assist in the screening process.
- After the Universe of Alternatives are developed and evaluated with the associated input, the First Screening of Alternatives would occur → Universe to Preliminary.
- After the Preliminary Alternatives are developed and evaluated with the associated input, the next phase would be the development and evaluation of the Reasonable Alternatives. This includes additional data collection/analysis, input from the TWG and other stakeholders, resulting in the Second Screening of Alternatives → Preliminary to Reasonable.
- After the Reasonable Alternatives are developed and evaluated with the associated input, the final phase would be the development and evaluation of the PEL recommendations. This includes additional data collection/analysis, input from the project partners, TWG and other stakeholders, resulting in the Final Screening of Alternatives → Reasonable to PEL recommendations.
- After input is received on the PEL recommendations, the development and evaluation of the Universe, Preliminary, and Reasonable Alternatives and PEL recommendations will be documented.
  - Planning Products: Alternatives Development and Evaluation Technical Report

PEL Study and PEL/NEPA Transition Technical Report

- The PEL Study would be a comprehensive transportation planning document that incorporates the Public Involvement and Agency Coordination Plan; Previous Project History Summary; Purpose and Need/Transportation Goals and Objectives Technical Report; Alternatives Evaluation Methodology Technical Report; Affected Environment and Environmental Consequences Technical Report; and Alternatives Development and Evaluation Methodology Technical Report. The PEL Study will also include a completed version of the FHWA *Planning/Environmental Linkages Questionnaire* as an Appendix.
- A PEL/NEPA Transition Technical Report would address:
  - Environmental Resources not reviewed in the PEL study and why and whether they would be reviewed in a NEPA study.
  - Mitigation issues/strategies to be analyzed during the NEPA process.
  - What should be accomplished during the NEPA process to make information from the PEL study available to agencies and the public.

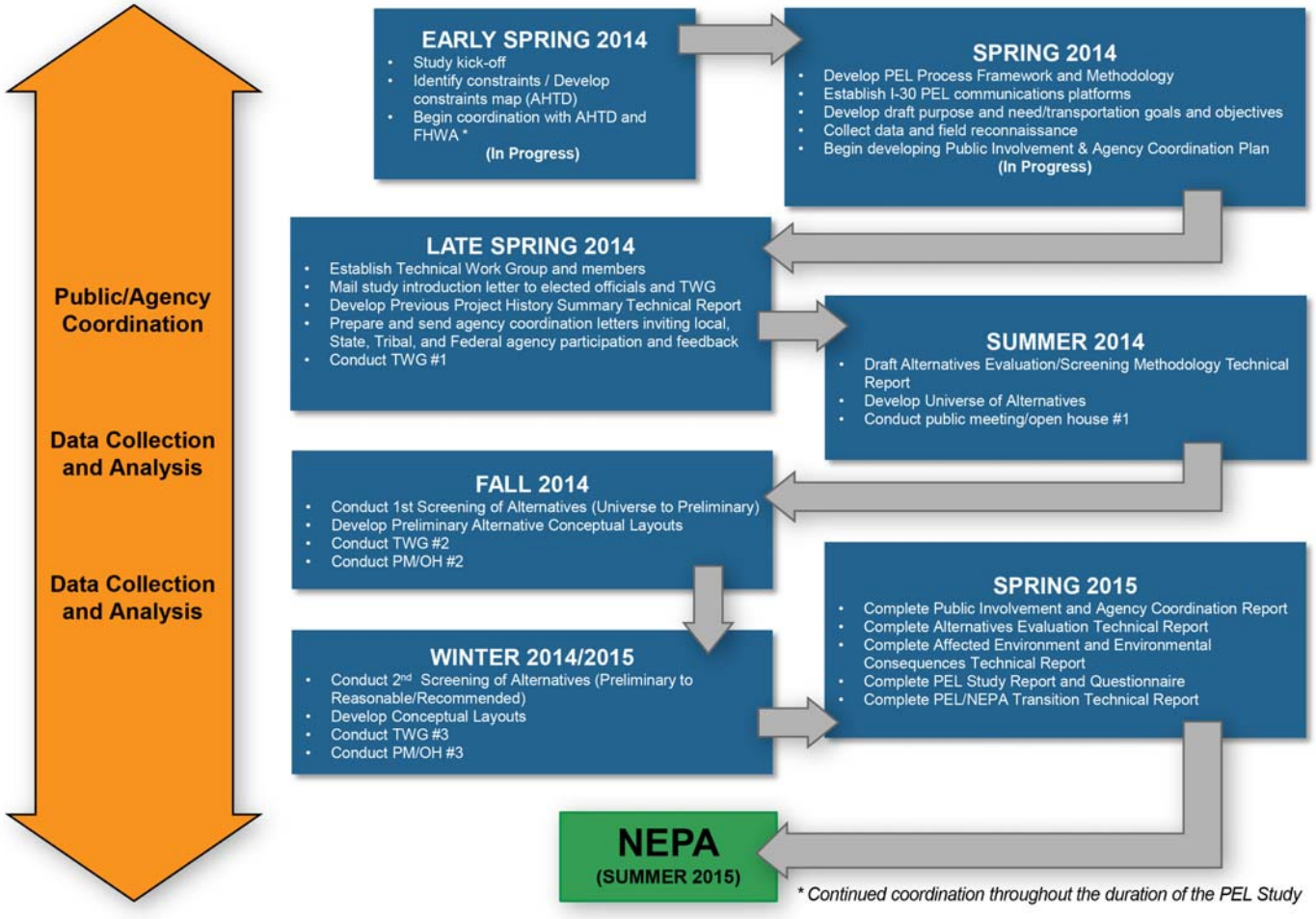
- What PEL study result or products will be carried forward to NEPA process.
- Any special issues or problems the Study Team should be aware of.
  - Planning Products: PEL Study and PEL to NEPA Transition Technical Report

Project Documentation

In accordance with PEL best practices, which suggest detailed documentation of project events, an “Issues Tracking Log” and a “Project History” will also be maintained.

Attachment

CA0602-I-30 Planning and Environmental Linkages (PEL) Process/Product Flow Chart



Attachment B:
I-30 PEL Study Team

I-30 PEL Study Team

Federal Highway Administration – Arkansas Division
700 West Capitol Avenue
Little Rock, Arkansas 72201
Phone: (501) 324-5625

Contact	Title
Terry Daniel	TOC Member, (Bridge Engineer)
Randall Looney	TOC Member, (Environmental Coordinator)

Arkansas State Highway and Transportation Department
10324 Interstate 30
Little Rock, Arkansas 72209
Phone: (501) 569-2374
Toll Free: (800) 245-1672

Contact	Title
Keli Wylie	Technical Oversight Committee (TOC) Chair, (CAP Administrator)
John Fleming	TOC Member, (Environmental Division Head)
Jessie Jones	TOC Member, (Planning Division Head)
Kevin Thornton	TOC Member, (Assistant Chief Engineer - Planning)
Benjamin Browning	TOC Member, CA0602 Project Director, Program Management Division Head
Kevin White	TOC Member, Staff Construction Engineer

Garver
4701 Northshore Drive
North Little Rock, AR 72118
Phone: (501) 376-3633

Contact	Title
Wayne Black	Roadway Engineer
John Cantabery	Senior Roadway Engineer
Rama Dhanikonda	Traffic/Planning Engineer
Glynn Fulmer	CAP Deputy Program Manager - Engineering
Jon Hetzel	Communications Manager
Alex Holder	Public Involvement Staffer
Jerry Holder	Connecting Arkansas Program (CAP) Manager
Summer Khairie	Public Involvement Staffer
Bill McAbee	Environmental Manager
Betty McPherson	Technical Writer
Earl Mott	CA0602 Project Manager
Daniel Payne	Graphic Artist
Jeff Pierce	Conceptual Engineering Task Lead
John Ruddell	Senior Bridge Engineer
Nicci Tiner	Senior Traffic/Planning Engineer
Lawren Wilcox	Senior Bridge Engineer

HNTB Corporation
5910 W. Plan Pkwy, Ste. 200
Plano, TX 75093
Phone: (972) 661-5626

Contact	Title
Joe Blasi	Traffic/Planning Engineer
Kyle Berg	Traffic/Planning Engineer
Ryan Bricker	Context Sensitive Solutions
David Dye	CAP Deputy Program Manager – Programming
April English	Environmental Planner
James Frye	Context Sensitive Solutions Task Lead
Stephanie Guillot	Environmental Planner
Jennifer Halstead	Environmental Task Lead
Scott Inglish	Environmental Planner
Michele Lopez	Environmental Planner
Shannon McCord	Public Involvement Task Lead
Julian Rivera	Traffic/Planning Engineer
Danielle Terry	Traffic/Planning Engineer
Tina Rust	Environmental Planner
Kip Strauss	Traffic Engineering Task Lead
Lisa Thomas	CA0602 Project Controls Lead

Attachment C:

I-30 PEL Agency and Stakeholder Participant Lists

I-30 PEL Study Agency and Stakeholder Participant Lists

Technical Work Group (TWG) Invitees

Agency/Firm	Name
AHTD	Antonio Johnson *
AHTD	Emanuel Banks
AHTD	Kristina Boykin *
AHTD	Andy Brewer *
AHTD	Ben Browning
AHTD	John Fleming *
AHTD	Ralph Hall *
AHTD	Mark Headley
AHTD	Antonio Johnson *
AHTD	Jessie Jones *
AHTD	Tony Sullivan
AHTD	Kevin Thornton
AHTD	Lorie Tudor *
AHTD	Kevin White *
AHTD	Jared Wiley *
AHTD	Keli Wylie *
AHTD	Diana Wilks *
Arkansas Archeological Survey	Ann M. Early *
Arkansas Archeological Survey	Elizabeth Horton *
Arkansas Archeological Survey	John Thurston
Arkansas Archeological Survey	Jamie Brandon *
Arkansas Commissioner of State Lands	John Thurston
Arkansas Department of Emergency Management	Bill Cantrell *
Arkansas Department of Emergency Management	Sheila Annable *
Arkansas Department of Emergency Management	Russell Pridgen *
Arkansas Department of Environmental Quality	Nat Nehus *
Arkansas Department of Health	Stephanie Burchfield
Arkansas Department of Health	Jeff Stone *
Arkansas Department of Parks and Tourism	Amanda Jones *
Arkansas Department of Parks and Tourism	Matt McNair *
Arkansas Department of Parks and Tourism	Mike Sprague *
Arkansas Economic Development Commission	Morris Jenkins *
Arkansas Forestry Commission	Joe Fox
Arkansas Game and Fish Commission	Jennifer Sheehan *
Arkansas Game and Fish Commission	Justin Stroman *
Arkansas Geological Survey	Bill Prior *
Arkansas Geological Survey	Scott Ausbrooks *
Arkansas Historic Preservation Program	Patricia Blick *
Arkansas Historic Preservation Program	Eric Gilliland
Arkansas Historic Preservation Program	Cary Tyson *
Arkansas Historic Preservation Program	Stacy Hurst

Agency/Firm	Name
Arkansas Natural Heritage Commission	Cindy Osborne *
Arkansas Natural Heritage Commission	Katie Shannon *
Arkansas Natural Resources Commission	John Turner *
Arkansas Natural Resources Commission	Randy Young
Arkansas State Police	Darran Austin *
Arkansas State Police	Alex Finger *
Arkansas Waterways Commission	Gene Higginbotham *
Arkansas Waterways Commission	Katie McManners *
Central Arkansas Transit Authority	Jarod Varner *
Central Arkansas Transit Authority	Bill Adcock *
Central Arkansas Transit Authority	Kathleen Lambert *
City of Little Rock - Planning and Development	Walter Malone *
City of Little Rock - Public Works	Brian Minyard *
City of Little Rock - Public Works	Jon Honeywell *
City of Little Rock Parks and Recreation	Mark Webre
City of Little Rock Parks and Recreation	Leland Couch *
City of Little Rock Parks and Recreation	Truman Tolefree *
City of North Little Rock	Robert Voyles *
City of North Little Rock	Chris Wilbourn *
City of North Little Rock	Mike Smith
City of North Little Rock Parks and Recreation	Bob Rhoads
Federal Highway Administration	Brent Dather *
Federal Highway Administration	Pete Jilek *
Federal Highway Administration	Gary DalPorto *
Federal Highway Administration	Amy Heflin *
Federal Highway Administration	Randal Looney *
Federal Railroad Administration, Southwest Region	Vence Haggard
Housing & Urban Development	Wanda Merritt *
Housing & Urban Development	David Blick *
Little Rock District Corps of Engineers	Bill Gray *
Little Rock District Corps of Engineers	Johnny McLean *
Little Rock School District	Kelsey Bailey
Little Rock School District	Michael Martello *
Little Rock School District	Dexter Suggs
Metroplan	Casey Covington *
Metroplan	Jim McKenzie *
North Little Rock A&P Commission	Bob Major *
North Little Rock Visitors Bureau	Stephanie Slagle *
North Little Rock School District	Kelly Rodgers
North Little Rock School District	Michael Stone *
Pulaski County	Barbara Richard
Pulaski County	Sherman Smith
Pulaski County Planning & Development	Van McClendon *
Pulaski County Special School District	Charles Blake
Pulaski County Special School District	Jerry Holder *
Pulaski County Special School District	Jerry D. Guess

Agency/Firm	Name
Union Pacific Railroad	Clay McManaman
US Army Corps of Engineers	Roderick Gaines *
US Coast Guard - Western Rivers	David Orzechowski *
US Department of the Interior - National Park Service	Guy Headland
US Environmental Protection Agency Region 6	Michael Jansky
US Fish and Wildlife Service	Mitch Wine *
US Fish and Wildlife Service	Lindsey Lewis *
US Geological Survey - Arkansas Water Science	Jaysson Funkhouser
Federal Emergency Management Agency	Tony Robinson
US Natural Resources Conservation Service	Michael Sullivan
Federal Transit Administration	Robert Patrick
Federal Highway Administration	

* TWG invitees that attended at least one TWG meeting.

Project Partners

Title	Name
AHTD Director	Scott Bennett
Pulaski Country Judge	Barry Hyde
Metroplan Executive Director	Jim McKenzie
FHWA Administrator	Sandra Otto
North Little Rock Mayor	Joe Smith
Little Rock Mayor	Mark Stodola

Stakeholder Advisory Group (SAG) Members

Title	Name
Pulaski County Appointee	Sandra Brown
Little Rock Appointee	Tony Curtis
Pulaski County Appointee	Ronnie Dedham
Little Rock Appointee	Chris East
North Little Rock Appointee	George Glover
North Little Rock Appointee	Jerome Green
North Little Rock Appointee	Donna Hardcastle
North Little Rock Appointee	Terry Hartwick
Pulaski County Appointee	Jeff Hathaway
Little Rock Appointee	Bruce Moore
Pulaski County Appointee	Jimmy Moses
Little Rock Appointee	Sharon Priest
Little Rock Appointee	Stephanie Streett

Visioning Workshop Attendees

Title	Name
North Little Rock Appointee	Belinda Burney
Little Rock Appointee	Doug Carmichael (for Michael Eliason)
Little Rock Appointee	Larry Carpenter
Little Rock Appointee	Tony Curtis
Little Rock Appointee	Chris East
Pulaski County Appointee	Mason Ellis
North Little Rock Appointee	Charley Foster
North Little Rock Appointee	George Glover
Pulaski County Appointee	Jeff Hathaway
Pulaski County Appointee	Jennifer Herron
Little Rock Appointee	James Jones (for Bruce Moore)
Pulaski County Appointee	Frederick Love
North Little Rock Appointee	Clark McGlothin
Pulaski County Appointee	Jimmy Moses
Pulaski County Appointee	Martie North
Little Rock Appointee	Sharon Priest
Little Rock Appointee	Jim Rice (for Gretchen Hall)
Little Rock Appointee	Debbie Shock (for Stephanie Streett)
North Little Rock Appointee	Stephanie Slagle (for Bob Major)
Little Rock Appointee	Bill Worthen