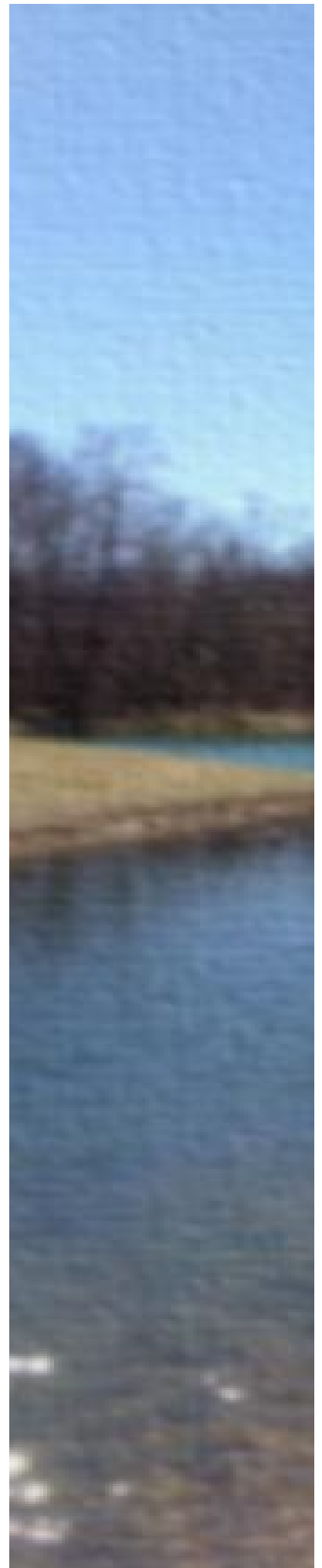


# NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION – 2013 ANNUAL REPORT

This report was funded in part through grant(s) from the Federal Highway Administration, Federal Transit Administration, and U.S. Department of Transportation. The views and opinions of the Northwest Arkansas Regional Planning Commission expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

The Northwest Arkansas Regional Planning Commission complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the NWARPC does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in the admission, access to and treatment in NWARPC's programs and activities, as well as the NWARPC's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the NWARPC's nondiscrimination policies may be directed to Celia Scott-Silkwood, AICP, Regional Planner – EEO/DBE (ADA/504/Title VI Coordinator), 1311 Clayton, Springdale, AR 72762, (479-751-7125, (Voice/TTY 7-1-1 or 1-800-285-1131) or the following email address: [cscott-silkwood@nwarpc.org](mailto:cscott-silkwood@nwarpc.org). This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

1311 Clayton St., Springdale, AR, 72762 | Phone: (479) 751-7125 |  
Fax: (479) 751-7150 | [nwarpc.org](http://nwarpc.org)



Letter from the Director

To the People of Northwest Arkansas:

I am pleased to present the Northwest Arkansas Regional Planning Commission Annual Report.

Our organization continues to provide leadership and vision for issues of regional significance, and strives to serve as a model for the cooperative spirit that drives our region's advancement.

Increasingly, quality of life, infrastructure, and development issues are transcending individual political boundaries. As such, it is more important than ever that local governments work together regionally to address the problems and meet the challenges confronting our rapidly growing region. Regional cooperation is key, and the involvement and participation of all is imperative.

The year ahead will be no different than years' past. Our staff will face the challenges posed by the demand for services, and our commission will remain committed to the partnership that defines us as an organization. With continued hard work and diligence, and with the support of our members, we will be better prepared for the future.

Thank you for your participation in, and support of, Commission efforts and initiatives.

Sincerely,  
Jeff Hawkins  
Executive Director

*Jeff Hawkins*

Northwest Arkansas Regional Planning Commission Membership	
<b>*Executive Committee</b>	
<b>Entities</b>	<b>Member</b>
Avoca	Mayor Tommy O'Dell
Beaver Water District	Alan Fortenberry
Bella Vista	<b>*Mayor Frank Anderson</b>
Benton County	<b>*Judge Bob Clinard</b> , John Sudduth
Bentonville	Mayor Bob McCaslin, <b>*Shelli Kerr</b> , Troy Galloway
Bethel Heights	<b>*Amanda Fenton</b>
Cave Springs	Mayor Larry Smith
Centerton	Mayor Bill Edwards
Decatur	Mayor Charles Linam
Elkins	<b>*Mayor Bruce Ledford</b>
Elm Springs	Mayor Ben Wall
Farmington	Mayor Ernie Penn
Fayetteville	<b>*Mayor Lioneld Jordan</b> , Jeremy Pate, Matthew Petty
Garfield	Mayor Laura Hamilton
Gateway	Mayor Frank Hackler
Gentry	<b>*Mayor Kevin Johnston - Treasurer</b>
Goshen	Mayor Joe Benson
Gravette	Mayor Byron Warren
Greenland	Mayor Bill Groom
Highfill	Stacy Williamson
Hindsville	Mayor X Dotson
Huntsville	Mayor Kevin Hatfield
Johnson	<b>*Mayor Buddy Curry</b>
Lincoln	Mayor Rob Hulse
Little Flock	Mayor Buddy Blue
Lowell	<b>*Mayor Eldon Long, - Vice Chair</b>
Pea Ridge	<b>*Mayor Jackie Crabtree</b>
Prairie Grove	<b>*Mayor Sonny Hudson - Secretary</b>
Rogers	Mayor Greg Hines, <b>*Steve Glass</b> , Bob Crafton
Siloam Springs	Mayor John Turner, <b>*Ben Rhodes</b>
Springdale	<b>*Patsy Christie</b> , Jim Ulmer, <b>*Mayor Doug Sprouse - Chair</b>
Springtown	Mayor Paul Lemke
Sulphur Springs	Mayor Greg Barber
Tontitown	Mayor Jack Beckford
Washington County	Dan Short, <b>*Judge Marilyn Edwards</b> , <b>*Juliet Richey</b>
West Fork	<b>*Butch Bartholomew</b>
AHTD	Jessie Jones
AHTD District 4	Chad Adams

# NWARPC Background

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The Northwest Arkansas Regional Planning Commission (NWARPC) was formed in 1966 through a cooperative agreement between Benton County, Washington County, and the cities of Bentonville, Fayetteville, Rogers, Siloam Springs, and Springdale. The enabling legislation, Arkansas Act 26 of 1955, states the purpose of such commissions, "...to make those studies and plans for the metropolitan area or region that will: (1) Guide the unified development of the area: (2) Eliminate planning duplication: (3) Promote economy and efficiency in the coordinated development of the area; and (4) Promote the general welfare and prosperity of its people." Today, NWARPC's membership includes 35 units of government in Benton, Washington, and Madison Counties. Beaver Water District is also a member.

In 1983, NWARPC was designated as the Metropolitan Planning Organization (MPO) under U.S. DOT regulations for transportation planning purposes. Transportation Management Area (TMA) status was recognized after 2010 Census data indicated the Fayetteville-Springdale-Rogers, AR-MO Urbanized Area (UZA) had grown from 172,585 in 2000 to 295,083 in 2010. With the new UZA boundary extending into Missouri, the Metropolitan Planning Area (MAP) for transportation planning now extends into McDonald County, MO.

As the MPO, the NWARPC provides the framework for joint cooperation and decision-making in the planning and prioritization of transportation system improvements. A Technical Advisory Committee (TAC), consisting principally of professionals associated with various aspects of transportation, is charged with developing the technical aspects of plans and reports, and makes recommendations to the NWARPC/ Transportation Policy Committee. All planning is carried out in cooperation with the Arkansas State Highway & Transportation Department and public transportation providers, and final decisions rest with the NWARPC/Transportation Policy Committee.

**An up-to-date, multi-modal area wide transportation plan, with at least a 20-year horizon, and a continuing planning process is a U.S. DOT requirement for urbanized areas to qualify for federal funds. NWARPC is the forum through which those requirements are met, and the products of the planning process serve as the basis for setting transportation priorities and making transportation investment decisions in the region.**

## 2013 Technical Advisory Committee (TAC) Meetings

- January 15, 2013
- March 21, 2013
- April 18, 2013
- May 9, 2013
- July 24, 2013
- August 19, 2013
- September 19, 2013
- October 16, 2013
- November 21, 2013

## 2013 NWARPC/Policy Committee Meetings

- January 23, 2013
- March 27, 2013
- May 22, 2013
- July 24, 2013
- October 23, 2013

# Stormwater Management

## The Clean Water Act and Municipal Small Separate Storm Sewer Systems (MS4s)

As the statewide permitting authority under EPA Phase II Stormwater Regulation, the Arkansas Department of Environmental Quality (ADEQ) issued a General Permit to cover stormwater discharges from regulated MS4s in the state. The original General Permit was issued on December 31, 2003, with an effective date of February 1, 2004. ADEQ issued a second General Permit on August 1, 2009. ADEQ is preparing the third five-year General Permit which is scheduled to be issued on August 1, 2014. All MS4s in the state are obliged to apply for National Pollutant Discharge Elimination System (NPDES) permit coverage using a Notice of Intent (NOI).

### 2013 MS4 Program Participants:

Bella Vista  
 Cave Springs  
 Centerton  
 Pea Ridge  
 Prairie Grove  
 Tontitown  
 Bentonville  
 Bethel Heights  
 Elkins  
 Elm Springs  
 Farmington  
 Fayetteville  
 Greenland  
 Johnson  
 Little Flock  
 Lowell  
 Rogers  
 Springdale  
 Benton County  
 Washington County  
 University of Arkansas



## Northwest Arkansas MS4s

In 2010 the US Census Bureau updated the Urbanized Areas nationally. According to this latest Census count, six additional jurisdictions in Northwest Arkansas now fall partially within the Urbanized Area, requiring these communities to obtain coverage for stormwater discharges under the MS4 General Permit. The new communities, notified by letter from ADEQ in November 2012, that are now considered MS4s, are Bella Vista, Cave Springs, Centerton, Pea Ridge, Prairie Grove, and Tontitown. These MS4s completed and submitted NOIs to ADEQ by May 13, 2013. The original MS4s submitted Annual Reports to ADEQ by June 1, 2013. The six new MS4s will have until June 1, 2014 to submit Annual Reports.

## Northwest Arkansas Regional Stormwater Education Program

The NWARPC and the individual MS4 jurisdictions sign a new Memorandum of Understanding each year in order to receive the services of the University of Arkansas Cooperative Extension Service for the Northwest Arkansas Regional Stormwater Education Program. The most recent Memorandum of Understanding covered the 2013 calendar year.

The MS4 Representatives Group meets regularly at the NWARPC office, with NWARPC staff providing coordination and clerical services. UACES staff provides Quarterly Reports, and Annual Reports for the MS4s. Additionally, the UACES staff regularly assists local jurisdictions in Municipal Employee training, and has developed several water quality education tools for use by the MS4s. One such tool developed in 2013 was a stormwater management video to be used in local jurisdictions' pre-construction meetings. UACES developed a short exam to be taken after viewing the video at the pre-con meeting. Contractors are issued a wallet sized card indicating completion of the pre-con stormwater education program.



The Stormwater Education Steering Committee meets once a year to guide and direct the UACES's regional urban stormwater education and outreach programs. The focus topic for 2013 was pet waste. UACES staff has done an exceptional job of increasing the public's awareness of stormwater runoff, including development of stormwater fact sheets, brochures, posters and displays, numerous staff displays at local fairs and festivals, and mass media promotion. Additional activities included:

- The UpStream Art project - <http://nwaupstreamart.com/>
- The Blue Pathways workshop series
- Regional Training opportunities for contractors

The MS4 Representatives Group continues to be a model for other MS4s in Arkansas. The NWARPC will continue with the work of assisting the NWA MS4s, as well as others, in the development of their stormwater management programs and meeting the EPA Phase II requirements.



ECO Modern Flats hosted a field trip as part of the Blue Pathways workshop on Low Impact Development

# The Northwest Arkansas Regional Mobility Authority

Established September 15, 2008

Act 389 of 2007, as amended, allows a region to establish a Regional Mobility Authority (RMA) to help address transportation needs throughout the region. The 2035 Northwest Arkansas Regional Transportation Plan, adopted April 7, 2011 is the region's metropolitan transportation plan, and all projects the Northwest Arkansas RMA chooses to support must be listed in the 2035 Plan. NWARPC is functioning as the staff for the Northwest Arkansas RMA and the meetings of the Northwest Arkansas RMA Board of Directors are held at the NWARPC office. All meetings are open to the public and provide a time for public comment. For more information visit <http://www.nwarma.org>

The Northwest Arkansas RMA Board of Directors met on January 10, 2013. Items discussed included:

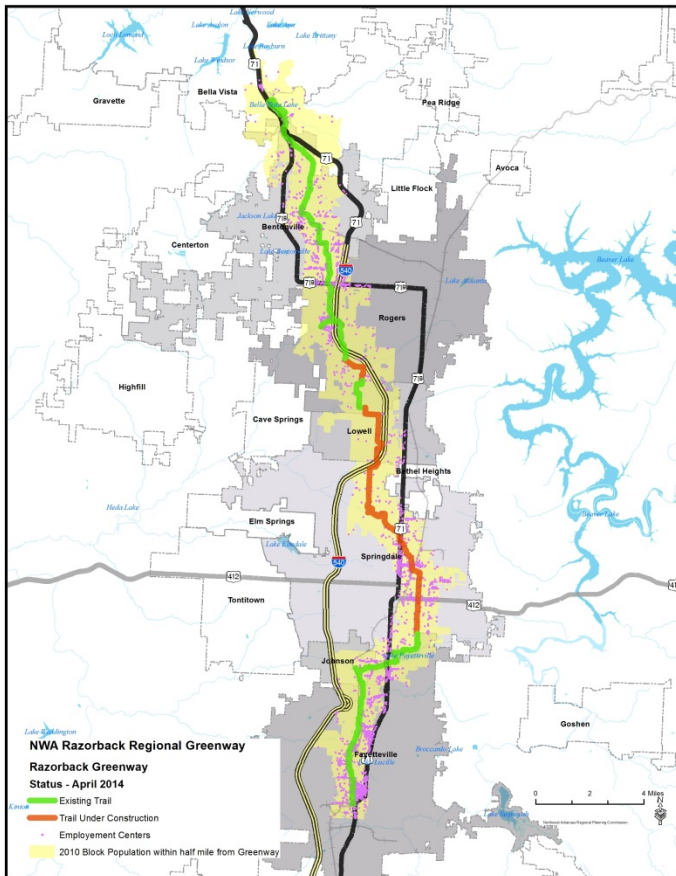
- Review of Statewide Transportation Ballot Initiatives
- Discussion of Next Steps on Regional Projects
- Consideration of NWA RMA Bylaw Changes

## 2013 Northwest Arkansas RMA Board of Directors:

**Chair Mayor Doug Sprouse**, Springdale  
**Vice Chair Judge Bob Clinard**, Benton County  
**Sec/Treasurer Mayor Sonny Hudson**, Prairie Grove  
**Judge Marilyn Edwards**, Washington County  
**Mayor Frank Anderson**, Bella Vista  
**Mayor Bob McCaslin**, Bentonville  
**Mayor Bill Edwards**, Centerton  
**Mayor Ernie Penn**, Farmington  
**Mayor Lioneld Jordan**, Fayetteville  
**Mayor Kevin Johnston**, Gentry  
**Mayor Rob Hulse**, Lincoln  
**Mayor Eldon Long**, Lowell  
**Mayor Jackie Crabtree**, Pea Ridge  
**Mayor Greg Hines**, Rogers  
**Mayor John Turner**, Siloam Springs  
**David Jones**, West Fork



# Northwest Arkansas Razorback Regional Greenway



The **Razorback Regional Greenway** will connect six cities in the region: Bentonville, Rogers, Lowell, Springdale, Johnson and Fayetteville. The TIGER II funded trail project has made significant progress in 2013. By early 2014 all but ten miles of the trail will be complete, and the full trail is expected to be substantially complete by the end of 2014. The Walton Family Foundation provided matching funds for the TIGER II Grant and contributed additional funds to complete the full length of the trail.

The Greenway, when completed, will be a 36-mile, primarily off-road, shared use trail that will extend from the Lake Bella Vista Trail in northern Bentonville to the Town Branch Trail in southern Fayetteville.

The trail, including spurs, will link together dozens of popular community destinations including: six downtown areas, three major hospitals, 23 schools, the University of Arkansas, the NWA Community College, the corporate headquarters of Wal-Mart, JB Hunt and Tyson Foods, Crystal Bridges Museum of

American Art, Shiloh Museum, shopping areas, historic sites, parks, playgrounds, arts and entertainment venues and residential communities.

Based on a geographical analysis utilizing 2010 Census Data, approximately 76,000 people live within one-half mile of the Greenway and approximately 80,000 people are employed within one-half mile of the Greenway. More information about the Razorback Regional Greenway can be found at: [www.razorbackgreenway.com](http://www.razorbackgreenway.com)



# The Northwest Arkansas Regional Bicycle and Pedestrian Master Plan



In August of 2013, with funding provided by a grant from the Walton Family Foundation, a project was initiated that will result in a comprehensive two county bicycle and pedestrian Master Plan. The Plan will be utilized to create a regional network of bicycle and pedestrian on-road and off-road trail facilities and routes for the communities of Northwest Arkansas, and Benton and Washington Counties. One of the major Plan goals is for each city with a population of over 1,000 to have a unique Master Trail Plan and for the full two county area to have a regional network linking the communities.

Throughout 2013 numerous community meetings were held and tremendous public support was demonstrated for the Plan. Draft individual city plans are expected to be distributed in the spring of 2014 and local input has been incorporated into the draft version of the regional plan. By the end of 2014 hopefully many cities will have adopted their individual plans and the regional plan will be utilized as the cornerstone of the bicycle and pedestrian component of the updated Northwest Arkansas Regional Transportation Plan.



# The Heritage Trail Plan



**The Heritage Trail Plan** involves a regional network of existing and proposed bicycle and pedestrian facilities within Northwest Arkansas primarily utilizing the roadways associated with the historic Butterfield Overland Mail route, the Trail of Tears, and Civil War routes in Benton and Washington Counties.

The Heritage Trail Plan will connect Northwest Arkansas citizens and visitors to the area's rich heritage, recreational and cultural assets, a healthier lifestyle, and to each other. The entire network can be seen, at a minimum, as a bicycle route with improvements along the route providing safety for bicyclists. Within the more populated areas, the improvements will also accommodate safe pedestrian travel.

The Butterfield Overland Mail route is a major "backbone" component of the Heritage Trail Plan running north/south through the two counties. In addition, Trail of Tears routes and Civil War routes span the region and allow the Heritage Trail to interpret these important episodes of our history. These facilities are marked by unique signage and promoted with an informational brochure. As such, the Heritage Trail system can double as an auto tour guiding citizens and visitors to the region's attractions and points of interest. A National Park Service study is also underway to consider the feasibility of designating the Butterfield Overland Mail route as a National Historic Trail

In 2013, significant Civil War Routes were added to the Heritage Trail to mark the roads and tell the story of the seemingly endless guerrilla war activities that kept the region in turmoil throughout the war years.

# Northwest Arkansas Transportation Alternatives Analysis

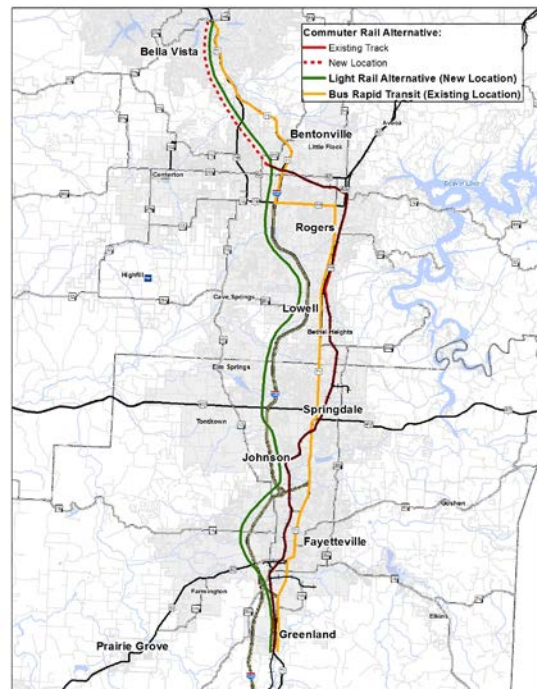


In 2013 NWARPC continued work on a grant funded by the Federal Transit Administration (FTA) to carry out a transportation alternatives analysis. The transportation alternatives analysis is the first step in the Federal “*New Starts*” project development process. This analysis includes the evaluation of costs, benefits, and impacts of a range of transportation alternatives designed to address mobility problems and other locally-identified objectives in a defined transportation corridor, and for determining which particular investment strategy should be advanced for more focused study and development. The analysis is intended to help local and regional decision makers to identify and select a “Locally Preferred Alternative” that could be adopted into the long range transportation plan.



The Alternatives Analysis study team held two stakeholder meetings and three public input sessions throughout 2013. The analysis focused on three main modes of fixed guideway systems including light rail, commuter rail, and bus rapid transit. Consulting engineers developed models for determining projected ridership levels for each of the alternative modes. Besides ridership, the study also examined economic development potential at possible stations along the transit corridors.

The study process developed and screened various modes and alignments. Three basic alternatives were studied in detail for ridership potential, environmental issues likely to be encountered in an environmental assessment, proximity to employment centers, and other factors. The study contains an analysis and recommendations for higher density mixed use development along the corridor and especially within a half-mile radius of the generalized station locations. If the Locally Preferred Alternative is to ever have potential for FTA New Starts funding, the NWA region will need to work together to have “Transit Supportive” land use policies. Some degree of transit supportive land use development will be a prerequisite to a revised land use and population forecast.



Proposed Alternatives: Light Rail, Commuter Rail and Bus Rapid Transit

# Northwest Arkansas Transit

The NWARPC works with two transit agencies in the region, **Ozark Regional Transit (ORT)** and the University of Arkansas **Razorback Transit**. Both agencies have a voting seat on the Regional Planning Commission Technical Advisory Committee. The recommendations of the 2010 NWA Transit Development Plan are incorporated into the Northwest Arkansas Regional Transportation Plan.

## Ozark Regional Transit

Between October 1, 2012 and September 30, 2013, Ozark Regional Transit, Inc. provided 268,302 fixed route trips and 20,199 paratransit trips for a total of 288,501 passenger trips. ORT operates 8 fixed routes with 10 buses and 8 paratransit routes in Fayetteville. In late 2013, ORT worked with the NWA Council to obtain additional funding through the new turn-back funds that resulted from the passage of Issue #1. This additional funding will help several local jurisdictions increase their contribution levels to transit in 2014. Local jurisdictions grew their support for ORT by more than 30% in 2013.



The ORT board worked to decrease overhead costs by bringing the management of ORT “in house” beginning on January 1, 2014. This change in management structure will allow ORT to reinvest the savings into route expansion.

ORT has been able to add additional routes in the cities of Rogers, Springdale and Fayetteville. The combination of new money investment and cost savings initiatives has also allowed ORT to provide regular fixed route services to the City of Johnson.

With the increase in funding from Washington County, in 2014, ORT will begin providing commuter services between the communities of Lincoln, Prairie Grove, Farmington, Greenland and West Fork.

ORT and Razorback Transit began coordinating schedules and routes in 2013 to eliminate duplication and redundancies between their systems. The coordinated effort to provide higher quality transit services creates savings and efficiencies that let them both better serve their customers.

## Razorback Transit

In its latest fiscal year (July 1, 2012 to June 30, 2013), Razorback Transit provided 2,078,006 passenger trips which was a significant 4.27 percent increase from the previous year’s number of 1,989,087. This passenger trip

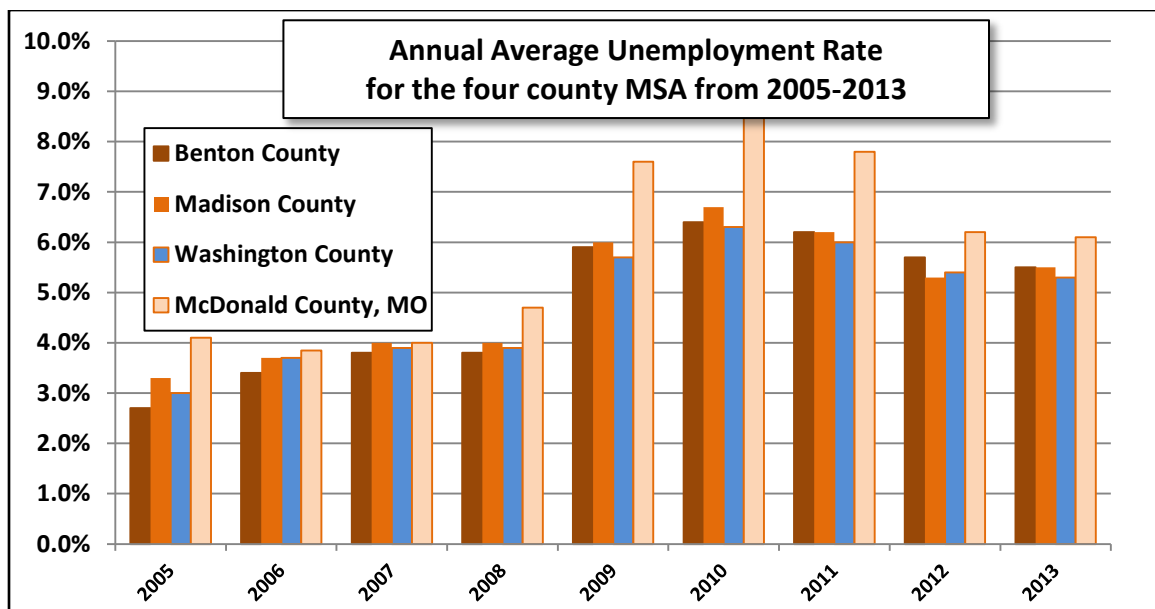


number included 8,685 paratransit trips to the University of Arkansas and the City of Fayetteville.

Razorback Transit provides fare-free fixed route bus and paratransit service to all University of Arkansas students, faculty, staff and the general public during all hours of operation. Razorback Transit has a fleet of 25 buses and 6 paratransit vans. Razorback Transit operates 19 buses and 4 paratransit vans in peak service on 11 routes. Full transit service is provided from 7:00 AM to 6:00 PM Monday through Friday during the fall and spring University of Arkansas semesters. Saturday service is provided from 7:00 AM to 10:30 PM with 5 buses on 5 routes during the fall and spring semesters, as well. Reduced service is provided with 5 buses on 5 routes from 6:00 PM to 10:30 PM Monday through Friday during the fall and spring semesters. Summer service is provided from mid-May to mid-August with 5 buses on 5 routes Monday through Friday.

## Socio-Economic Data Analysis and Distribution

NWARPC surveys jurisdictions in the region in order to gather building permit information on residential, commercial, and industrial construction. This information is published in the **Regional Development Report**. The Regional Development Report features building permit figures, population estimates, population projections and unemployment information. The latest development report can be found on the NWARPC website under Planning and Regional Planning Publications.

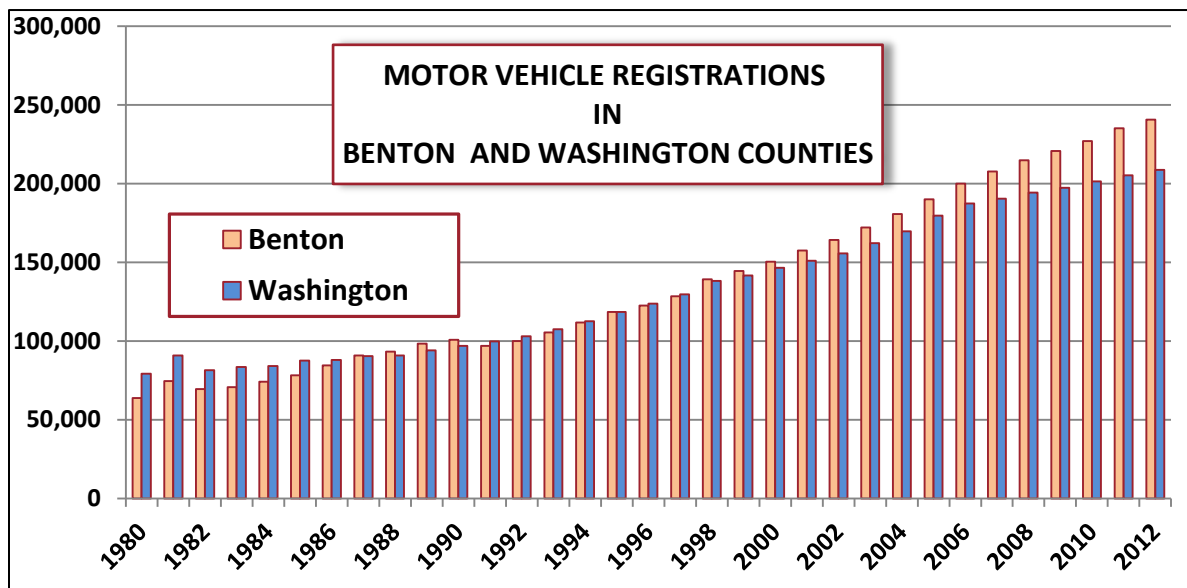


Unemployment rates for the four counties in the NWA Metropolitan Statistical Area. 2013 Data is preliminary. According to the U.S. Bureau of Labor Statistics in 2013 the Northwest Arkansas metro area ranked fourth in the country in terms the annual moving average in job growth.

NWARPC continues its work as part of the Census State Data Center network. The Census State Data Center (CSDC) is an established network of 40 Arkansas agencies and organizations working through a cooperative agreement with the U.S. Bureau of the Census to improve delivery and use of census and other data to the public. The CSDC houses all Arkansas information provided to the state from the U.S. Census Bureau.

The information is disseminated to government agencies, businesses, and individuals. As part of the Census State Data

Center network, NWARPC disseminates information from the U.S. Census, Bureau of Economic Analysis Data, Bureau of Labor Statistics and the United States Economic Census and provides information from the Arkansas State Data Center located at the UALR Institute for Economic Advancement.



Source: Arkansas Census Data Center

## Planning, Mapping and GIS Assistance

In 2013 NWARPC continued to provide technical assistance designed to help member governments with planning and development issues, as well as problem solving on a wide range of other local governmental affairs. NWARPC staff assisted many other agencies, organizations, and individuals, including the media, school districts, banks, developers, churches, chambers of commerce, non-profits, boards and commissions. Services involved in the technical assistance program included:

1. Assistance in establishing and implementing the planning process
2. General administrative assistance
3. Researching grant opportunities and preparing grant applications
4. Mapping assistance
5. Special studies
6. Significant planning/land-use development and regulation initiatives for the region
7. Zoning ordinance and subdivision regulation development and updates
8. New and updated comprehensive land use plans
9. Updated Master Street plans
10. Efforts to reconcile territorial jurisdiction and planning area boundary overlaps and inconsistencies
11. Annexation analysis and assistance
12. 2010 Census boundary and annexation surveys and map updates

NWARPC has continued to utilize and upgrade its GIS and cartographic capabilities to better serve its member communities, as well as utilize GIS analysis for many of the internal development projects, (such as Congestion Management Process, Functional Classification update, Planning Area update, etc.). NWARPC hosted meetings to aid and facilitate coordination in the annual acquisition of aerial imagery in Washington and Benton Counties, as well as organized meetings with the NWA GIS Users and task force. The aerial imagery project for the two counties was very successful in 2013 and NWARPC organized training for more than 50 staff from county and city jurisdictions, as well as facilitated purchasing of online products to simplify and speed up data viewing and analysis for both imagery and vector data.



**The Travel Demand Model** results were made available and continue to be a useful tool for city planners, engineers and various other organizations and offices. The Surface Transportation Program Attributable (STP-A) used the result of various modeling scenarios to prioritize projects. Staff also assisted consultants with GIS data gathering, distribution and analysis for the various projects NWARPC developed throughout the year. Staff participated in a 4 day-long TransCAD training at the Arkansas Highway and Transportation Department in Little Rock in October 2013. Staff also participated in the ESRI International User Conference in July 2013, as well as the Arkansas GIS Consortium conference in September 2013.

# Northwest Arkansas Livability Partners

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In the fall of 2011 NWARPC created an informal network of people and organizations that wanted to help create a region based on the six “Livability Principles” as set forth by the Federal HUD-EPA-DOT Partnership for Sustainable Communities. These principles include:

- Providing more transportation choices
- Promoting equitable, affordable housing
- Enhancing economic competitiveness
- Supporting existing communities
- Coordinating and leverage federal policies and investment
- Valuing communities and neighborhoods

In 2013, staff continued to maintain a website that contains useful grant information as well as a means of sharing relevant events and activities in Northwest Arkansas related to livability concerns. The website is located at [www.nwalivabilitypartners.org](http://www.nwalivabilitypartners.org)

The Livability Partners members and NWARPC staff were involved in activities such as attending webinars on sustainability grants hosted by the *University of Arkansas Applied Sustainability Center* and promoting their annual Sustainability Conference. Also, throughout the year several special speakers presented talks at the NWA Livability Partners meetings.

## Transportation Programs

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### Surface Transportation Program – Attributable (STP-A) and Transportation Alternatives Program (TAP)

In 2013 NWARPC developed STP-A and TAP policies and procedures regarding the selection of projects through a competitive process. This was the first year, as a designated Transportation Management Area (TMA), NWARPC selected projects to receive STP-A and TAP apportioned funding.



Fisher Ford Bridge STP-A project

<b>TAP Projects FFY 2013:</b>		
	<b>Project Name</b>	<b>Federal Funds Awarded</b>
Fayetteville	Town Branch Trail	\$358,502
Rogers	Mercy Phase II Trailhead	\$113,200
<b>STP-A Projects FFY 2013:</b>		
	<b>Project Name</b>	<b>Federal Funds Awarded</b>
Fayetteville	Hwy 112 (Razorback Rd) - Hwy 180 (6th St) to Leroy Pond	\$1,080,000
Springdale	I-540/Don Tyson Parkway Interchange	\$3,382,275
Benton County	Fisher Ford Bridge	\$ 861,916
NWARPC	Cave Springs Area Karst Resource Conservation Study	\$ 500,000
Fayetteville	Rupple Rd. - Wedington Drive to Starry Night	\$ 320,000
Rogers	28th Place -Phase 1 Pleasant Grove to Greens/Blossom Way	\$ 250,000
Rogers	28th Place - Phase 2 Whitaker Park to Bellview Road	\$ 400,000
<b>STP-A Projects FFY 2014:</b>		
	<b>Project Name</b>	<b>Federal Funds Awarded</b>
Benton County	Illinois River Fisher Ford Bridge Right-of-Way	\$ 10,520
Fayetteville	Maple Street Widening Traffic Signal at Maple and Razorback	\$2,400,000
Fayetteville	Hwy 45/Old Wire Traffic Signal and Interchange improvements	\$ 850,000
Lowell	South Dixieland Road Extension	\$ 360,000
<b>TAP Projects FFY 2014:</b>		
	<b>Project Name</b>	<b>Federal Funds Awarded</b>
Springdale	Lake Springdale Trailhead	\$ 200,000
Bentonville	Walton Blvd Trail	\$ 225,803
Fayetteville	Gordon Long Park Trailhead Project	\$ 22,314

Five construction projects and five engineering design/study/planning projects were funded for FFY 2013. NWARPC developed and provided an obligation plan on a monthly basis to project sponsors and AHTD. The obligation plan tracked the progress of each project and identified any differences in the amount programmed to the original estimated project amount. NWARPC worked closely with AHTD and the project sponsors to be able to obligate 100% of the FFY 2013 funds of \$7,365,893 by September 30, 2013. For FFY 2014 funding, the STP-A and TAP policy, criteria, and application was developed and approved by Policy Committee on July 24, 2013. A total of seven projects were selected in the first round of projects submitted.

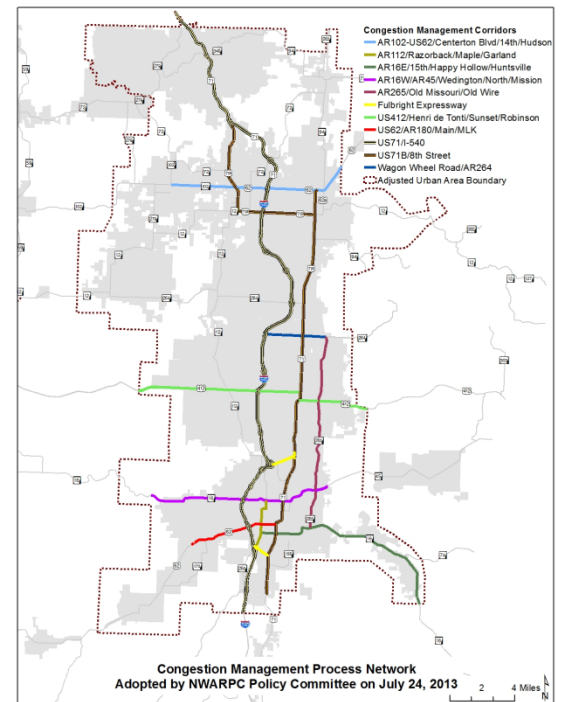
# The Congestion Management Process (CMP)

The CMP objectives are to develop procedures for evaluating the relative congestion of facilities, develop procedures to determine if congestion mitigation strategies should be implemented for a particular facility, and develop a procedure or procedures for evaluating the effectiveness of congestion mitigation strategies implemented.

The CMP network is approximately 160 centerline miles made up of eleven facilities for data collection, analysis, and system performance and reliability. The proposed NWARPC CMP contains all of the identified roadways as shown on the October 2012 National Highway System Map plus several additional facilities.

NWARPC will be using consultant services to acquire average travel time data to develop the NWARPC CMP methodology and associated documentation as part of the CMP.

The average travel speed will be used to compare the a.m. and p.m. peak period travel speeds to posted speed limit and/or 85 percentile speed. The delay in speed, based on the data, will then be used to identify congested freeway and arterial facilities.

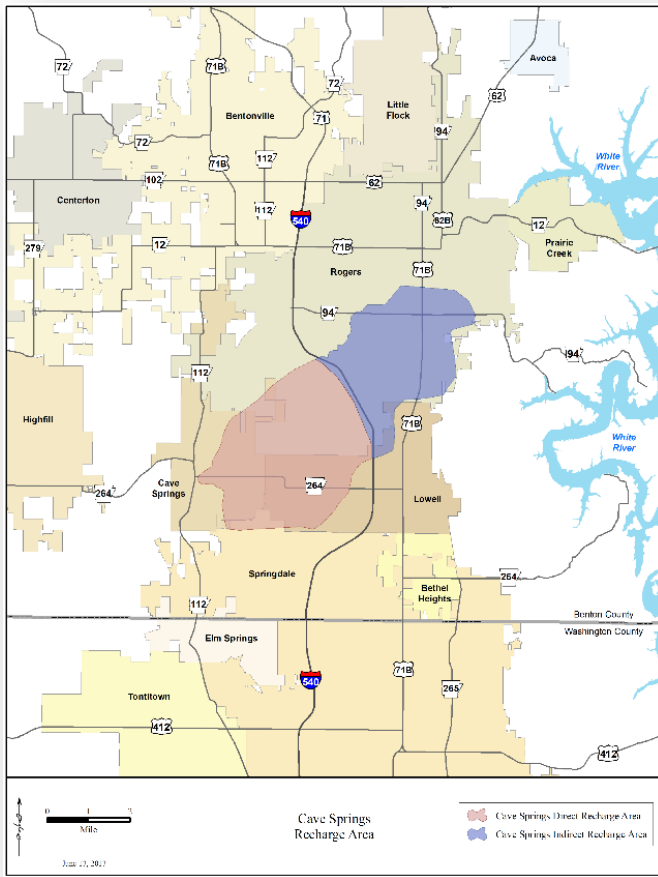


<http://nwarpc.org/transportation/cmp/>

## Cave Springs Area Karst Resource Conservation Study

Northwest Arkansas is an area of the state that has experienced unprecedented periods of growth over the last decade, most notably from 2003 to 2007. The location of the corporate headquarters of Wal-Mart, Tyson Foods, J.B. Hunt, and other companies in Northwest Arkansas has been the primary factor in this growth. The rapid population growth has strained the local infrastructure. As a result, many new transportation infrastructure projects have been proposed to keep pace with the residential and commercial development.

Some of the major proposed transportation projects include the Highway 412 Northern Bypass, Northwest Arkansas Regional Airport Connector Road, upgrade of Interstate 540 to six lanes between Fayetteville and Bentonville, an improved north-south travel corridor along Highway 112, an improved eastern north-south travel corridor along Highway 265, Bellview Road improvements, Highway 264 Improvements, the Razorback Regional Greenway Trail, and the Bella Vista Bypass. The existing development, the proposed transportation projects, and future development may affect local karst resources that support threatened and endangered species, as well as having potentially detrimental effects to groundwater and wildlife resources in general.



The proposed scope of effort related to the Cave Springs Area Karst Resource Conservation study has three primary objectives. The first objective is to seek out, consolidate and analyze existing water quality, species population data and development data in and around the study area, defined as the Cave Springs Recharge Area, to determine trends and needs for additional data. The second objective is to work with the scientific community to determine appropriate actions necessary to ensure adequate protection of local karst recharge zones that support threatened and endangered species, and will build on previous efforts for karst conservation. The third objective is to work with local, county and state officials/administrators and other relevant stakeholders to determine the best mechanism to ensure that conservation actions are used effectively in the appropriate areas. This objective may also need long term monitoring to determine the effectiveness of the actions in protecting the environmental quality and endangered species.

NWARPC completed the consultant selection process and began contract negotiations in 2013. The study is anticipated to begin in the first quarter 2014.



Cave Springs Cave Area – Photos courtesy of Arkansas Natural Heritage Commission



# Conferences and Workshops attended by staff in 2013

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- January 2013: Energize Northwest Arkansas Summit - Rogers , AR
- February 2013: Blue Pathways Workshop- Fayetteville, AR
- February 2013: Multi-Basin Regional Water Council Meeting - Rogers, AR
- March 2013: Spring Conference of the Arkansas Chapter of the American Planning Association- Fayetteville, AR
- May 2013: AHTD Transportation Planning Conference - Little Rock, AR
- September 2013: Fall Conference of the Arkansas Chapter of the American Planning Association - Fayetteville, AR
- July 2013: ESRI International User Conference - San Diego, CA
- September 2013: Federal Highway Administration workshop on the INVEST (Infrastructure Voluntary Evaluation Sustainability Tool) Program - Little Rock, AR
- October 2013: Trail of Tears Association National Conference - Hopkinsville, KY
- October 2013: TransCAD Training - Little Rock, AR
- November 2013: University of Arkansas Center for Business and Research Quarterly Economic Trends Presentation - Fayetteville, AR
- November 2013: Multi-Basin Regional Water Council Meeting - Rogers, AR

## Clearinghouse Reviews

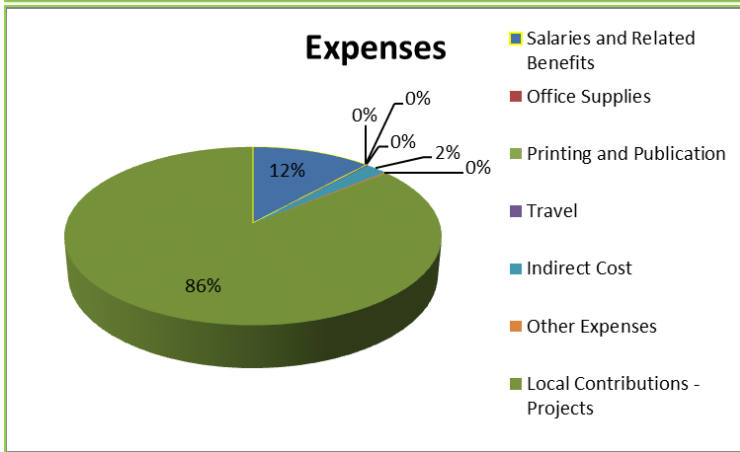
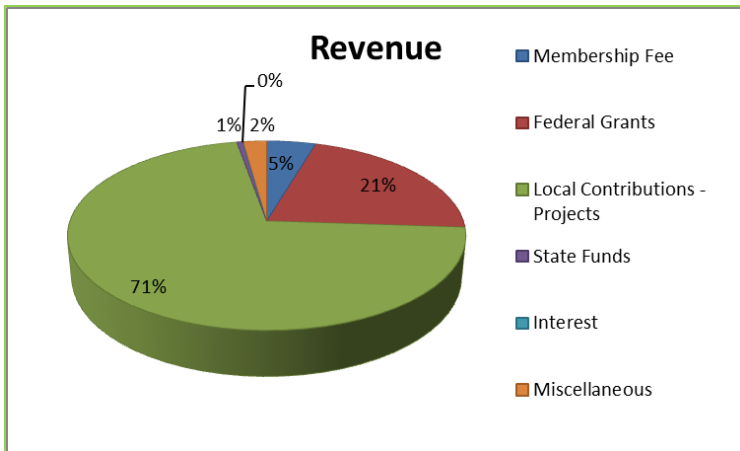
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The NWARPC is the federally designated regional clearinghouse for the Fayetteville-Springdale-Rogers Metropolitan Statistical Area (MSA). The MSA covers a four county area including Benton, Madison, and Washington Counties in Arkansas and McDonald County in Missouri. The purpose of this designation, which is made pursuant to Executive Order 12372, is to insure that requests for federal funding are reviewed to determine compatibility with local and regional plans, and that such funding will not be used for duplicative purposes. During the year, 89 grant applications for federal-aid totaling \$99,411,925 were cleared in order to insure that proposed uses were consistent with, and in furtherance of, the goals, objectives and planned development for the MSA.



# Financial Review

The following is a summary of the NWARPC budget for the Fiscal Year 2013 (July 1, 2012-June 30, 2013):



<b>Membership Fee</b>	\$	<b>253,740</b>
<b>Federal Grants</b>	\$	<b>1,176,626</b>
<b>Local Contributions - Projects</b>	\$	<b>3,901,991</b>
<b>State Funds</b>	\$	<b>30,000</b>
<b>Interest</b>	\$	<b>2,533</b>
<b>Miscellaneous</b>	\$	<b>121,510</b>
<b>Total</b>	\$	<b>5,486,400</b>

<b>Salaries and Related Benefits</b>	\$	<b>634,763</b>
<b>Office Supplies</b>	\$	<b>1,393</b>
<b>Printing and Publication</b>	\$	<b>4,942</b>
<b>Travel</b>	\$	<b>5,471</b>
<b>Indirect Cost</b>	\$	<b>112,336</b>
<b>Other Expenses</b>	\$	<b>11,932</b>
<b>Local Contributions - Projects</b>	\$	<b>4,628,177</b>
<b>Total</b>	\$	<b>5,399,014</b>

## NWARPC Staff:



From left to right:

- Donna Lange** - Office Manager (dlange@nwarpc.org)
- Tim Conklin**, AICP - Transportation Programs Planner (tconklin@nwarpc.org)
- Cristina Scarlat** - GIS Coordinator/Regional Planner (cscarlat@nwarpc.org)
- John McLarty** - Assistant Director/Transportation Planner (jmclarty@nwarpc.org)
- Celia Scott-Silkwood**, AICP - Regional Planner (cscott-silkwood@nwarpc.org)
- Mick Frus** - GIS/Mapping Specialist (mfrus@nwarpc.org)
- Paul Justus** - Regional Planner (pjustus@nwarpc.org)
- Jeff Hawkins** - Executive Director (jhawkins@nwarpc.org)

## Remembering Kevin Santos

It is with great sadness that we relay the sudden passing of our colleague and friend, Kevin Santos, on December 19, 2013. Kevin was a campus planner for the University of Arkansas, served on the Fayetteville City Council and was a representative member of the Regional Planning Commission for many years. Kevin was an early advocate for the Fayetteville trails system and worked as a Regional Planner at the Northwest Arkansas Regional Planning Commission in the early 1990s. We will miss our friend and colleague.



