

2011

Northwest Arkansas Regional Planning Commission

ANNUAL REPORT 2011

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From the Chair



Dear Commission Members, Elected Officials, Northwest Arkansas Residents, and Businesses:

As the Chairman of the Northwest Arkansas Regional Planning Commission (NWARPC), it is with great pleasure that I submit to you the Commission's 2011 Annual Report. This report highlights the many accomplishments of the Commission and describes the broad range of important services provided by the Commission to member communities and other stakeholders.

The region experienced an increase in economic activity over the past year resulting in a very active and productive year for the Commission. As Chair, I take great pride in the services the Commission provides the cities and counties of Northwest Arkansas as well as other important members of the Commission. Of course, this high level of service requires a highly professional, committed, experienced, and highly proficient staff which the Commission possesses. We are also fortunate to have dedicated Commission members as well as a number of diligent committees that are working hard for a brighter future for our region.

The Commission's services include providing census data, redistricting, GIS mapping, and aerial photography; assisting member communities with land use plans and ordinances; developing regional transportation plans; grant writing assistance; stormwater and flood insurance planning and much more. It is crucial that the Commission provide these services as efficiently and professionally as possible. Tax revenues are always scarce and we are dedicated to providing a high level of public service. This is a commitment we make to our members and the public at large.

Additional challenges facing the Commission include the region becoming a Transportation Management Area (TMA) as a result of the 2010 Census population numbers for the urbanized area exceeding 200,000 persons. This will result in a change in funding and additional uses of the funding that is received as well as policies and procedures being created to properly manage the funding.

I want to express my appreciation to Executive Director Jeff Hawkins and his exemplary staff. It is due to their hard work that the Commission continues to successfully serve its various stakeholders with a high level of service. I want to express my gratitude for everyone associated with the Commission. As Daniel Burnham so aptly said, *"Make no little plans; they have no magic to stir men's blood and probably will themselves not be realized. Make big plans; aim high in hope and work..."* Through the work of the Commission, we hope to develop plans that aim high for the good of the region and its citizens. I look forward to working with all of you in the coming year.

Sincerely, Elizabeth A. Bowen, Chair

A handwritten signature in blue ink that reads "Elizabeth A. Bowen". The signature is written in a cursive, flowing style.

2012 NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION MEMBERSHIP

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ELKINS	Bruce Ledford*
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GATEWAY	David White
GENTRY	Kevin Johnston
GOSHEN	Joe Benson
GRAVETTE	Byron Warren
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SULPHUR SPRINGS	Bobby Simon
TONTITOWN	Tommy Granata
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WEST FORK	Butch Bartholomew* , Treasurer
AHTD	Alan Meadors, Joe Shipman

*Executive Committee Member

SIX LIVABILITY PRINCIPLES

The six principles of livability that direct collective efforts for implementing sustainable communities are:

1. Provide more transportation choices
2. Promote equitable, affordable housing
3. Enhance economic competitiveness
4. Support existing communities
5. Coordinate policies and leverage investment
6. Value communities and neighborhoods



INTRODUCTION

The Northwest Arkansas Regional Planning Commission (NWARPC) is a regional planning organization that serves local units of government in Benton, Madison and Washington Counties, Arkansas.

The organization is also the designated Metropolitan Planning Organization (MPO) for transportation in the Fayetteville-Springdale-Rogers Metropolitan Statistical Area (MSA).

Since its formation in 1966, NWARPC has been working toward making Northwest Arkansas a more desirable place to live and work. Act 26 of 1955 (which provided for the formation of NWARPC) states as its purpose, "... to make those studies and plans for the metropolitan area or region that will guide the unified development of the area, that will eliminate planning duplication and promote economy and efficiency in the coordinated development of the area and the general welfare and prosperity of its people."

The staff of NWARPC is focusing on the following areas: Transportation Planning, Planning Assistance, Mapping and GIS Assistance, Socio-Economic Data Analysis and Distribution and Stormwater Management. The following chapters are a summary of the work NWARPC has accomplished during 2011.

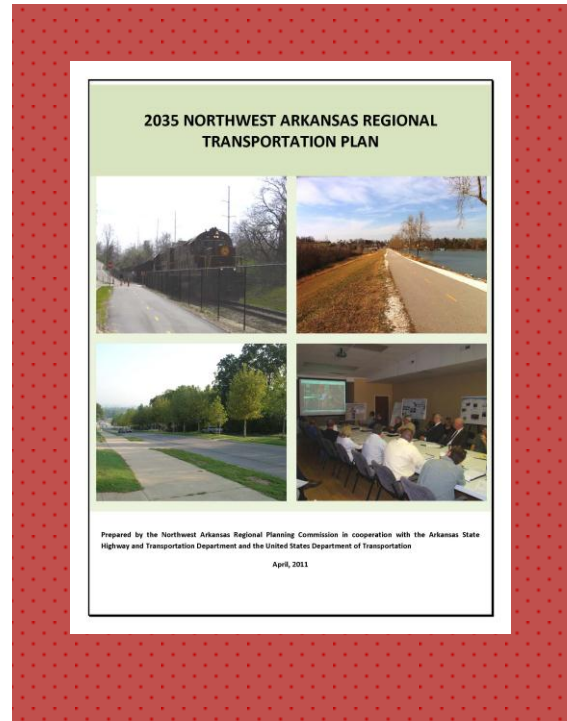
TRANSPORTATION PLANNING

NWARPC carried out many important transportation planning activities during the past year. Following is a summary of these activities:

2035 Northwest Arkansas Regional Transportation Plan

The 2035 Northwest Arkansas Regional Transportation Plan was published in April, 2011 as the comprehensive framework for transportation guidance for the next 25 years. Beginning in mid-2009, NWARPC staff met with the Arkansas Highway and Transportation Department (AHTD) officials to begin and further the long range transportation plan update process. The NWARPC/Policy Committee approved the 2035 Northwest Arkansas Regional Transportation Plan on April 7, 2011. The full plan is available online at <http://nwarpc.org>.

The Technical Advisory Committee Work Group, a subcommittee of the TAC, was engaged in the development of the 2035 Plan throughout 2011



from attending the community outreach sessions, to serving on multiple subcommittees, to making technical recommendations.

Several other subcommittees were involved in the 2035 Plan development process. These included the Access Management Subcommittee, Sustainable Mobility Subcommittee, and the Active Transportation Committee.

The TAC Work Group was formed as a result of the 2030 Northwest Arkansas Regional Transportation Plan development process, beginning in

TAC Work Group Meetings in 2011

Items discussed at the TAC Work Group meetings:

- The FY 2012 Unified Planning Work Program
- The Proposed FY 2013-2016 TIP
- The AHTD Eastern North/South Corridor Study
- The Western Beltway Feasibility Study
- The Transit Development Plan
- Development of an Access Management model ordinance for NWA
- The Razorback Regional Greenway project and the Regional Trail Network
- Update of the Regional Arterial Network and Functional Classification map
- Discussion of NWA Regional Mobility Authority developments

November 2004. The TAC Work Group has met on a continuous basis since its inception and has been instrumental in bringing forth the recommendations of the 2030 and 2035 Northwest Arkansas Regional Transportation Plan. These recommendations include, but are not limited to: (1) Explore alternative funding sources; (2) Continue refinement of a regional arterial network; (3) Promote access management concepts; (4) Encourage and explore transportation alternatives (5) Continue a regional commitment to bicycle and pedestrian facilities; (6) Maintain regional unity toward funding large regional projects.

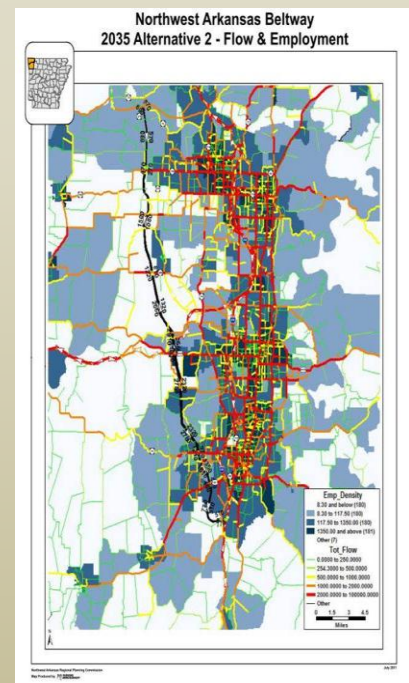
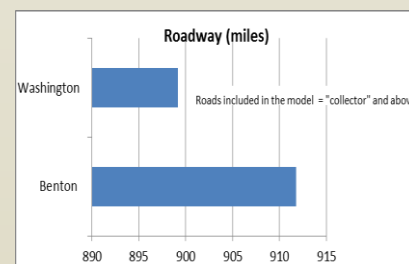
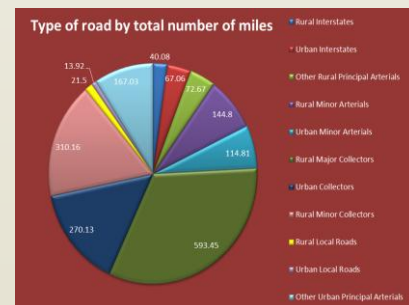
Northwest Arkansas Travel Demand Model and the Western Beltway Feasibility Study

The Northwest Arkansas Travel Demand Model (TDM) was initiated in 2004 when the Arkansas Highway and Transportation Department (AHTD) in conjunction with NWARPC contracted for development of a base year travel demand model. NWARPC staff, working with AHTD and consultants, developed geographic and demographic data for the travel demand model including the road network with attributes, Transportation Analysis Zones (TAZ) with demographic attributes, employer data and school enrollment data.

Household surveys and external trip surveys were performed by the consultants while a freight survey was conducted by AHTD. All of these accumulated datasets were incorporated into the travel demand model. AHTD and locally derived traffic counts were compiled and used to calibrate the 2005 base year model. A first version model completion was finalized in 2006. NWARPC staff has since been developing forecast year data sets for 2010, 2015, 2030 and 2035 utilizing projections developed by NWARPC staff.

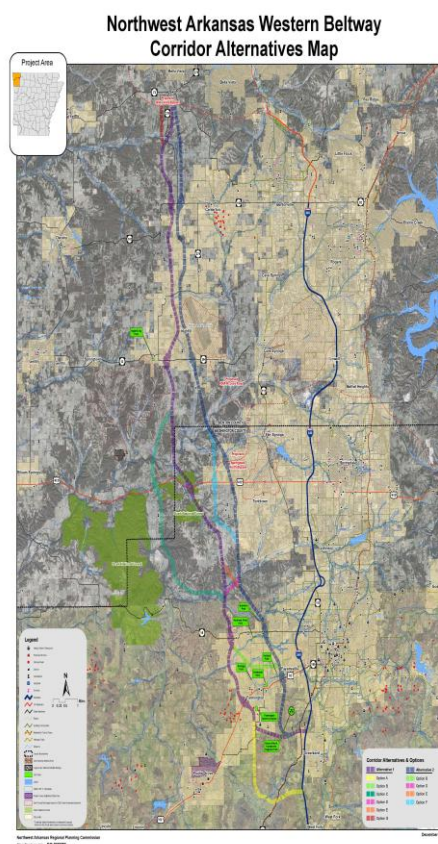
Due to the ever changing land use and population number and distribution in Northwest Arkansas, the model has been continuously updated since 2006 by NWARPC staff. In the summer of 2010, as part of the Western Beltway Feasibility study, an important task of this project was identified to include a major update to the model. Since then, the consultants hired to work on the feasibility study and the NWARPC staff have been updating the model code, as well as socio-demographic and land use data used for the model scenarios. The model has now added the 2035 scenario year and incorporates

Graphs and maps from the Travel Demand Model:



the McDonald County, Missouri as relevant geography. As a result, the travel demand model for Northwest Arkansas provides inputs for site-specific studies that aid decision-makers in evaluating accurate and less costly transportation solutions for their jurisdictions. The model also gives jurisdictions an on-going resource of traffic count projections to answer “what if?” for their traffic scenarios questions. Additionally, the model data can be incorporated by micro-modeling software users in their analyses for future forecast years.

The Western Beltway Feasibility Study was completed in December 2011. The results of the Study were based on reviewing prior transportation studies of the region, soliciting public opinion, analyzing economic and financial data, investigating environmental impacts, and using an improved travel demand model to compare scenarios. The collaborative process resulted in outlining conceptual corridors for a Western Beltway that produced minimal environmental effects and showed the most potential in terms of toll revenues. Because the study also explored the cost estimates for each of the major corridor alternatives and the options for potential revenue generation (i.e. tolling), it was necessary to understand the *magnitude* as well as the *source* of the volume the Beltway would carry. The assumption, prior to running the model, was that the Beltway would divert significant traffic off of I-540, thus relieving congestion and eliminating the need for widening of the interstate; and therefore, this traffic would generate revenue from tolling to help with funding the beltway. The travel demand model showed that not enough traffic would be diverted onto the new corridor to relieve I-540 traffic to a significant degree. Also, the travel demand model showed that *through-traffic* on the Beltway (traffic that was expected to divert off of I-540 in peak periods to avoid congestion) made up only a small portion of the volume and it was local traffic that would be more likely to use the corridor for shorter trips in the western part of the region. The model is currently being used to study other potential north-south alternatives to accommodate local traffic. Constructing selected sections of the proposed Beltway, in conjunction with improving existing roads, is being examined as a possible substitute in lieu of a beltway to support the transportation needs as the western part of the Northwest Arkansas region continues to grow.



Razorback Regional Greenway Timeline:

March 2009 – Active Transportation Committee (ACT) is formed

January 2010 – ACT develops draft of the regional off-road and on-road trails

February 2010 – Walton Family Foundation (WFF) representative at ACT promotes seeking funding for trail development

April 2010 – ALTA Planning+Design organizes workshops with NWA jurisdictions

August 2010 - NWARPC submits TIGER II application

November 2010 – Razorback Regional Greenway project is awarded \$15 with a \$3.75 match from WFF

December 2010 - NWARPC conducts a national search for a planning/design/engineering firm to complete the 16 miles of federally funded greenway

May 2011 – NWARPC selects the Green Team formed by experienced planners from Alta Planning+Design (Portland, OR), Greenways, Incorporated (Durham, NC), The Greenway Team (Denver, Colorado and Detroit, MI), the League of American Bicyclists (Washington, DC) and CEI Engineering (Bentonville, AR)

Northwest Arkansas Razorback Regional Greenway

The Northwest Arkansas Razorback Regional Greenway (RRG) is a project that has been years in the making. The concept of a **regional greenway** project has been a goal of regional planners, cities, and residents of Northwest Arkansas for more than two decades. This vision was supported by NWARPC, which in 2000 began a long-range planning process that included regional trails as a key component. A task force formed by NWARPC conducted public meetings and workshops and facilitated a coordinated effort to promote trail development in Northwest Arkansas.



The key outcome of these public events was the creation of **Northwest Arkansas Razorback Regional Greenway**, a regional greenway vision that will connect existing and proposed greenway sections into an innovative system. In November 2010, NWARPC received funding for the Regional Greenway project of \$15M from the TIGER II (USDOT's Transportation Improvements Generating Economic Recovery) program, with a match share of \$3.75M from the Walton Family Foundation. Because of the unique combination of involved elected officials and community interest, philanthropic support, and private sector leadership, this project will be able to capitalize on the TIGER II program to quickly put in place a nationally significant project that would otherwise take other regions years to accomplish.



The Razorback Regional Greenway is now envisioned as a 36-mile, primarily off-road, shared use trail that extends from the Lake Bella Vista Trail in northern Bentonville south to the Frisco Trail in southern Fayetteville. The trail links together dozens of popular community destinations including: six downtown areas, three major hospitals, 23 schools, the University of Arkansas campus, corporate headquarters of WalMart, JB Hunt and Tyson Foods, Crystal Bridges Museum of American Art, arts and entertainment venues, shopping areas, historic sites, parks, playgrounds and residential communities. To date, 14.2 miles of the planned route have been built and are in use. The remaining 21.8 miles is either in a planning or design phase. In order to realize the dream of a long-distance interconnected, off-road, shared-use greenway trail, the communities of Northwest Arkansas need to fund both future development of the trail and long-term operations and management of the project. More information about the Razorback Regional Greenway can be found at:

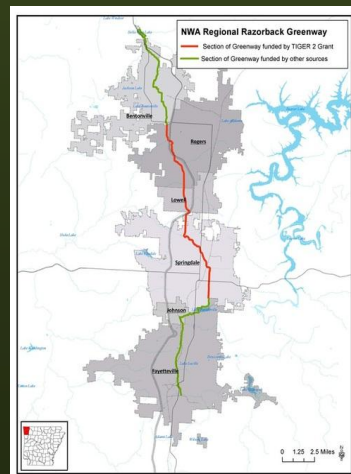
www.razorbackgreenway.com.

Heritage Trail Plan

The Heritage Trail Plan describes a regional network for proposed bicycle and pedestrian facilities within Northwest Arkansas, which combines the historic Butterfield Stagecoach Route, the Trail of Tears and Civil War routes into automobile, bicycle, and pedestrian facilities that connect Northwest Arkansas citizens and visitors to 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, where pedestrian traffic is anticipated, the improvements will also accommodate safe pedestrian travel. The *Butterfield Stagecoach Route* is a major “backbone” component of the Heritage Trail Plan. In addition, Trail of Tears Routes and Civil War Routes have been identified on the Heritage Trail Plan. These facilities are marked by unique

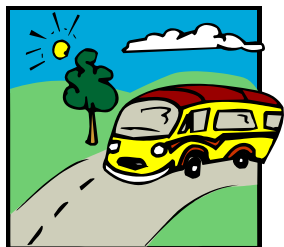
The future of the Razorback Regional Greenway

The completion of the Razorback Regional Greenway will improve the quality of life for Northwest Arkansas, promote active lifestyles, alternative transportation, economic opportunities, healthy living and will be an exciting tourist attraction for people around the country and the world. The entire Greenway is estimated to be complete by the end of December 2013.



signage and promoted with an informational brochure. As such, the Heritage Trail system can double as an auto tour guiding citizens and visitors to our region's attractions and points of interest.

Northwest Arkansas Transit Development Plan



In 2010 a **Transit Development Plan (TDP)** was prepared in cooperation with Razorback Transit (RT) and Ozark Regional Transit, Inc. (ORT) and AHTD. In 2011 the final results and findings of the TDP were incorporated into the Transit section of the Northwest Arkansas 2035 Regional Transportation Plan. The TDP provides near-term, short-range and long-range plans for years 2012 through 2022. The Plan underscores growing public transit needs in Northwest Arkansas. The Final Report of the TDP can be found at <http://nwarpc.org> under Publications.

Between October 1, 2010 and September 30, 2011, **Ozark Regional Transit, Inc.** provided *238,048 fixed route trips* and *25,780 paratransit trips*. ORT operates 8 fixed routes with 10 buses and 8 paratransit routes. ORT operates in Fayetteville, Springdale, Rogers and Bentonville.

In its latest fiscal year (July 1, 2010 to June 30, 2011), **Razorback Transit** provided *1,691,450 passenger trips*, which included *8,409 paratransit trips* to the University of Arkansas and the City of Fayetteville. Razorback Transit operates 17 buses and 4 paratransit vans on 14 routes, Monday through Saturday. Approximately 340,000 of the trips on RT were by non-students.

NWARPC will continue to work closely with both these agencies in the future.

Northwest Arkansas Regional Mobility Authority



The Northwest Arkansas Regional Mobility Authority (NWA RMA) may develop funding plans for transportation projects. The plans shall be consistent with state implementation plans, statewide transportation improvement programs if federal aid funds are involved, statewide long-range plans, city and county master street plans, and metropolitan transportation plans in metropolitan areas. The 2035 Northwest Arkansas Regional Transportation Plan is the region's metropolitan transportation plan, and all projects the NWA RMA chooses to support must be listed in the 2035 Plan. NWARPC is functioning as the staff for the NWA RMA. All of the NWA RMA Board of Directors meetings were held in the conference room at the NWARPC office, and all were open to the public and provided time for public comment. The Board of Directors met on two occasions in 2011: February 22nd and October 24th. The following Vision, Mission and RMA Slogan were discussed and approved as part of the **NWA RMA Strategic Plan**.

Vision Statement – “The NWA RMA will promote regional prosperity by providing transportation infrastructure solutions.”

Mission Statement – “The mission of the NWA RMA is to provide leadership in the implementation of regionally significant highway and transit transportation projects and initiatives to meet the present and future mobility needs of the region.”

NWA RMA Slogan –“Moving Northwest Arkansas forward through transportation solutions.”

Act 389 of 2007 allows a region to establish a Regional Mobility Authority (RMA) to help address transportation needs throughout the region. A RMA may:

- Build, operate, maintain, expand, fund or own transportation projects
- Enter into typical study, design, engineering and construction contracts
- Acquire property through eminent domain – strictly limited to public purposes
- Issue revenue bonds backed by tolls, charges, or fees
- Receive earmarks and grants

Authorized funding sources for RMA projects include:

- County and/or city sales taxes, which can then be levied and bonded on behalf of the RMA – must be approved by voters
- Motor vehicle registration fees – must be approved by voters
- Tolls – must be approved by voters
- Turnback funds – from member cities and counties
- State funding – from AHTD or Legislature
- Bus and parking fares
- Federal earmarks

Current members of the Northwest Arkansas Regional Mobility Authority:

Chair: Mayor Bob McCaslin,
Bentonville

Vice Chair: Mayor Doug Sprouse,
Springdale

Sec/Treasurer: Mayor Sonny Hudson,
Prairie Grove

Elizabeth Bowen, Benton County

Judge Marilyn Edwards, Washington
County

Mayor Frank Anderson, Bella Vista

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

ML Van Poucke, Siloam Springs

David Jones, West Fork

Discussion of Regional Transportation Initiatives

The NWA RMA Board of Directors has identified the following projects as priorities for future funding for Northwest Arkansas:

- I-540 Upgrades (\$352M)
- Bella Vista Bypass (\$204M)
- Hwy 412 Northern Bypass (\$528M)
- Transit Investment

To date, the NWA RMA has not identified a specific set of actions to accomplish fund raising. Specific recommendations are anticipated by mid-2013.





PLANNING ASSISTANCE

NWARPC continues to maintain a technical assistance program that is designed to help member governments with planning and development issues, as well as problem solving on a wide range of other local governmental affairs. This program is particularly important to smaller cities, which have neither the staff, nor the budget to provide these services themselves. It is equally important to other members to have additional professional planning staff available for special projects.



The types and amount of assistance have been upon request, and contingent upon available staff time. In addition to serving member communities, NWARPC staff continues to assist 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 grants 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.

MAPPING AND GIS ASSISTANCE

Mapping continues to be a valuable and core service provided by NWARPC. Over the past year, NWARPC has continued to utilize and upgrade its GIS and cartographic capabilities to better serve its member communities. Literally, hundreds of maps and GIS data have been provided to member cities and counties, as well as police and fire departments, OES offices, utilities, election commissions, public school districts, public transit and transportation providers.

NWARPC hosted meetings to aid and facilitate coordination in the annual acquisition of aerial imagery in Washington County and Benton County, as well as organized meetings with the NWA GIS users and task force.

The NWARPC staff assisted with the 2011 aerial imagery projects resulting in the distribution of valuable data sets to cities, the two counties, AHTD, utility companies, consultants, engineers, and the general public. It also disseminated relevant information that resulted from the Travel Demand Model to city planners, engineers and various other organizations and offices. Staff also assisted consultants with GIS data gathering, distribution and analysis for the various projects NWARPC developed throughout the year. Staff also participates in GIS user conferences and workshops regionally and nationwide.

NWARPC Mapping Assistance:

Redistricting

Planning area boundary maps

Drainage basin maps for the two counties
NWA Heritage Trail Plan maps and data sets

New ward maps for various cities

City base maps updated to reflect annexations

2011 aerial photos with overlays for multiple areas and projects

Zoning map updates

Land-use and master street plan updates

Population density maps

Transit route maps for ORT and Razorback Transit

Updated Regional Base Map and County maps that reflect new centerline data

Results of the Travel Demand Model runs for 2010, 2015, 2030 and 2035

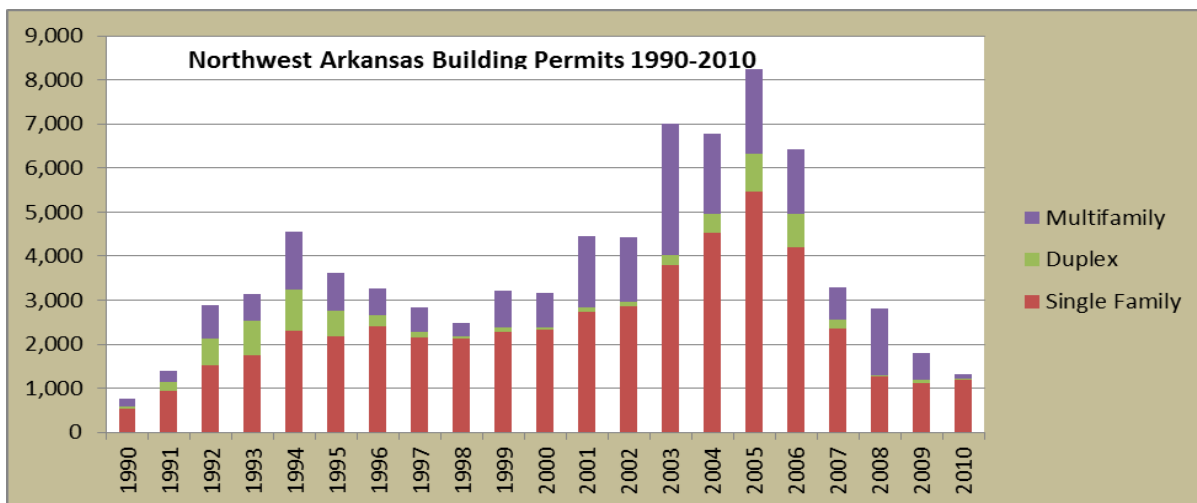
Continued to provide support for Boundary and Annexation Survey (BAS) maps

Provided consultants working on various projects with data and maps for analysis



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 population estimates and projection tables for the region and a single family cost comparison table. The population capacity table uses housing unit information to estimate the current and future population of area cities and the region. The latest version of the population table, which also presents population trend projections is available online at <http://nwarpc.org/> under Regional Data.



Building permit data is also used to help create a more accurate travel demand model by estimating population in Transportation Analysis Zones (TAZ). The two-county NARTS Study Area contains 778 TAZs. New population projections for each of these TAZs will be prepared based on new 2010 Census data.

NWARPC continues its work as part of the Census State Data Center network. The Census State Data Center (CSDC) is an established network of 28 Arkansas agencies 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, and the United States Economic Census and provides information from the State Data Center including the Arkansas Statistical Abstract, the Arkansas Kids Count Data Book, and Risk Factors for Adolescent Drug and Alcohol Abuse.

**Northwest Arkansas Cities and Counties
End-of- Year 2010 Population Growth Rate Since Census 2000
Estimates based on Census 2000 information and Dwelling Unit Permits**

Community	CENSUS 2000 POPULATION	CENSUS 2010 POPULATION	POPULATION ESTIMATE End-of-Year 2010	POPULATION CHANGE Since 2000	PERCENT CHANGE 2000- 2010	ANNUAL RATE 2000- 2010
Benton Co., Unincorp.	44,009	44,402	44,755	746	1.7%	0.16
AVOCA	423	488	488	65	15.4%	1.34
BELLA VISTA	16,582	26,461	26,557	9,975	60.2%	4.48
BENTONVILLE	19,730	35,301	35,964	16,234	82.3%	5.74
BETHEL HEIGHTS	714	2,372	2,375	1,661	232.7%	11.83
CAVE SPRINGS	1,103	1,729	1,792	689	62.5%	4.62
CENTERTON	2,146	9,515	9,692	7,546	351.6%	15.06
DECATUR	1,314	1,699	1,701	387	29.5%	2.43
ELM SPRINGS - Ben Co.	13	38	38	25	192.3%	10.49
GARFIELD	490	502	502	12	2.4%	0.23
GATEWAY	116	405	405	289	249.1%	12.33
GENTRY	2,165	3,158	3,188	1,023	47.2%	3.66
GRAVETTE	1,810	2,325	2,325	515	28.5%	2.36
HIGHFILL	379	583	583	204	53.8%	4.09
LITTLE FLOCK	2,585	2,585	2,587	2	0.1%	0.01
LOWELL	5,013	7,327	7,414	2,401	47.9%	3.71
PEA RIDGE	2,346	4,794	4,819	2,473	105.4%	6.93
ROGERS	38,829	55,964	56,846	18,017	46.4%	3.61
SILOAM SPRINGS	10,843	15,039	15,129	4,286	39.5%	3.15
SPRINGDALE* - Ben Co.	2,011	6,054	6,127	4,116	204.7%	10.92
SPRINGTOWN	114	87	87	-27	-23.7%	-2.48
SULPHUR SPRINGS	671	511	511	-160	-23.8%	-2.50
Benton County Total	153,406	221,339	223,814	70,408	45.9%	3.58
Washington Co., Unincorp.	38,341	38,142	38,436	95	0.2%	0.02
ELKINS	1,251	2,648	2,680	1,429	114.2%	7.34
ELM SPRINGS - Wash Co.	1,031	1,497	1,508	477	46.2%	3.60
ELM SPRINGS (total)	1,044	1,535	1,615	571	54.7%	4.14
FARMINGTON	3,605	5,974	6,048	2,443	67.8%	4.93
FAYETTEVILLE	58,047	73,580	74,109	16,062	27.7%	2.30
GOSHEN	752	1,071	1,093	341	45.3%	3.54
GREENLAND	907	1,259	1,259	352	38.8%	3.10
JOHNSON	2,319	3,354	3,363	1,044	45.0%	3.52
LINCOLN	1,752	2,249	2,253	501	28.6%	2.37
PRAIRIE GROVE	2,540	4,380	4,462	1,922	75.7%	5.38
SPRINGDALE - Wash Co.	43,787	63,743	63,960	20,173	46.1%	3.59
SPRINGDALE (total)	45,798	69,797	70,083	24,285	53.0%	4.04
TONTITOWN	942	2,460	2,478	1,536	163.1%	9.41
WEST FORK	2,042	2,317	2,317	275	13.5%	1.18
WINSLOW	399	391	397	-2	-0.4%	-0.04
Washington County Total	157,715	203,065	204,363	46,648	29.6%	2.44
Madison Co., Unincorp.	12,074	13,197	13,197	1,123	9.3%	0.83
HINDSVILLE	75	61	61	-14	-18.7%	-1.90
HUNTSVILLE	1,931	2,346	2,365	434	22.5%	1.90
ST. PAUL	163	113	113	-50	-30.7%	-3.35
Madison County Total	14,243	15,717	15,734	1,491	10.5%	0.93

Stormwater Compliance Group Accomplishments in 2011

- **Received quarterly reports on the UA CES Stormwater Education Program**, which goes toward meeting the EPA Phase II Minimum Control Measures of Public Education/Outreach, Public Participation/Involvement and Pollution Prevention/Good Housekeeping.
 - **Continued out-reach to urbanized clusters and other jurisdictions** in the two-county region that will likely become MS4s with the new Census results.
 - **Continued to engage ADEQ with questions and suggestions for stormwater management programs.** Group members attend all public meetings hosted by ADEQ whether they are held locally or in other areas of the state.
 - **Continued to host individuals' and other agencies' educational meetings** and worked with other federal, state and local agencies to incorporate stormwater runoff management in their activities.
 - **Continued to work on development of a regional BMP manual.**
 - **Hosted guest speaker Stacy Williams, Director of the Center for Training Transportation Professionals (CTTP), based at the U of A.** The Group is interested in developing a regional training program for contractors. This topic will be continued into 2012.
 - **Co-hosted the SCIECA Road Show (Southern Chapter International Erosion Control Association)** – The Group collaborated with the IECA National organization to host a regional one-day workshop to promote continuing education.
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STORMWATER MANAGEMENT

Stormwater Management in Northwest Arkansas

In 1972 the U.S. Congress passed the Clean Water Act to keep the Nation's water bodies fishable and swimmable. In order to help meet this goal by protecting streams from polluted runoff, the EPA issued the "Stormwater Phase II Final Rule" in 1999 [CFR 122.26(b)(15)]. This rule addresses stormwater runoff from "small" Municipal Separate Storm Sewer Systems (MS4s) within designated urbanized areas, and also, from construction activities disturbing one or more acres of land. The MS4s are under a federal mandate to obtain a NPDES (National Pollutant Discharge Elimination System) permit and develop a Stormwater Management Program. As the statewide permitting authority, 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. All MS4s in the state are required to apply for permit coverage using the Notice of Intent (NOI). All regulated MS4s permitted under the original general permit are required to develop and implement a Stormwater Management Program (SWMP) to address each of the 6 Minimum Control Measures that are contained in the federal regulations and the ADEQ general permit. Additionally, the SWMP must include Best Management Practices (BMPs) for each of the six Minimum Control Measures.

- **Participated in “Blue Pathways: Understanding the Soils, Tools, and Communication of LID Landscaping Projects”** – A one-day workshop with the theme of LID and LEED development. The workshop helped equip attendees with the knowledge and skills to enhance rainwater utilization and management in landscape and irrigation designs for residential, commercial and municipal projects.
- **Co-hosted “The Green Development Workshop”** The Forestry Service, along with the Illinois River Watershed Partnership and the NWA Stormwater Education group, conducted a one-day workshop exploring topics such as green development, tree conservation, and water quality.
- **Co-organized the Public Officials Forum** – Local public officials attended an evening event that included Hors D’Oeuvres and several speakers whose topics were intended to convey the importance of maintaining an on-going, comprehensive stormwater management program.
- **Participated in the “Blue Pathways 2nd Workshop”** – A one-day workshop that was supported by the Arkansas Green Industry Association, the U of A Department of Landscape Architecture and Division of Agriculture, as well as the American Society of Landscape Architects and the NWA Stormwater Education group. The workshop featured bioswales and bioretention.
- **Held the Regional Stormwater Education Steering Committee Meeting** – Topics discussed included the 2011 – 2012 education program topic area which will focus on storm drains and cooking oil, and the 2011 – 2012 target population (Hispanics) for education outreach.



The Phase II Rule Minimum Control Measures include:

1. Public Education/Outreach
2. Public Participation/Involvement
3. Illicit Discharge Detection and Elimination
4. Construction Site Runoff Control
5. Post-Construction Site Runoff Control
6. Pollution Prevention and Good Housekeeping

Stormwater Management Programs must be developed and fully implemented no more than five years from the effective date of the general permit. The MS4 general permit issued in February 2004 expired in February 2009. ADEQ extended that initial 5-year general permit to cover the MS4s while ADEQ developed a new 3-year permit. ADEQ issued a new final general permit on August 1, 2009. The NWA MS4s submitted their Notices of Intent (NOI) and Stormwater Management Programs (SWMPs) at the end of November 2009. In April 2010 ADEQ notified the NWA MS4s that their NOI had gone into effect at the end of November 2009. Additionally, the Annual Report submission date was changed from April 1 to June 1 of every calendar year. All the NWA MS4s submitted their Annual Reports by June 1, 2011.



Stormwater Compliance Group

In 2003 the **Northwest Arkansas MS4s** decided to meet as an informal group to help each other comply with the Phase II rule. This group is called the Stormwater Compliance Group. It is composed of the MS4s and also includes other groups or individuals, such as the Army Corp of Engineers, the USGS, the Illinois River Watershed Partnership, as well as the cities of Pea Ridge, Siloam Springs, and Bella Vista. The Group meets nearly every month at the NWARPC office and one focus of the Group is to comply with the 6 Minimum Control Measures required by the Phase II Rule. However, all matter of topics are discussed, including workshops, BMPs and the regional manual, stormwater management programs, Annual Reports, individual MS4 problems and solutions, as well as presentations by other groups.

Additionally, the Group often takes advantage of webinars sponsored by agencies such as the EPA and the Center for Watershed Protection, among others.

In order to maximize the local MS4s efforts, through a Memorandum of Understanding involving each MS4, NWARPC entered into a contract with the University of Arkansas Cooperative Extension Service (UACES) to implement three Minimum Control Measures: #1 Public Education/Outreach, #2 Public Involvement/Participation, and #6 Pollution Prevention/Good Housekeeping. The Regional Planning Commission and UACES renewed this contract to run through December 2011. A new Memorandum of Understanding was distributed in October 2011. The new Memorandum of Understanding will cover one calendar year, 2012. In the past, these have covered five years, and three years, respectively. The new *Memorandum of Understanding* covers one year, since, in the spring of 2012 the Census Bureau will be releasing the new Urbanized Area data, and this will likely change the Urbanized Area boundary to include other communities.

In Northwest Arkansas, the EPA Phase II regulations affect the following jurisdictions:

Bentonville, Bethel Heights, Elkins, Elm Springs, Farmington, Fayetteville, Greenland, Johnson, Little Flock, Lowell, Rogers, Springdale, Benton County, Washington County and the University of Arkansas.

The UACES has done an excellent 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, mass media promotion, including newspaper columns and stormwater information included in utility bills, partnering with other groups for TV spots,

and conducting workshops and conferences for the public, developers, contractors, municipal employees, and government officials.

The Stormwater Compliance Group continues to be an excellent model for other MS4s in Arkansas, as well as the nation. 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.

OTHER ACTIVITIES

Partners for a More Livable Northwest Arkansas

In the fall of 2011 NWARPC started an initiative to create a regional network of Northwest Arkansas people and organizations that want to pursue a regional approach and connections to sustainable development and the six "Livability Principles" as set forth by Housing and Urban Development (HUD), the Environmental Protection Agency (EPA) and the Department of Transportation (DOT) *Partnership for Sustainable Communities*. The Committee met on several occasions and began brain-storming the vision and goals of such an initiative. A website was also discussed and is in the process of being launched.

Conferences and workshops attended by NWARPC staff in 2011:

March 2011: Arkansas Chapter American Planning Association Spring Conference;
Arkansas Floodplain Managers Association Spring Conference

April 2011: ANRC Floodplain Management Workshop

May 2011: Arkansas Transportation Planning Conference

August 2011: Razorback Regional Greenway Workshops

September 2011: Western Beltway Feasibility Study Steering Committee; Arkansas Floodplain Manager Association Fall Conference; ULI Sustainability Workshop; AHTD Environmental Division Public Involvement Meeting for Hwy 264; AHTD Environmental Division Public Involvement Meeting for I-540/Don Tyson Parkway Interchange; Arkansas Chapter of American Planning Association Annual Conference

October 2011: AHTD Public Involvement meeting concerning the Eastern N/S Corridor Study;
Washington County GIS Visioning Workshop

October 2011 – Trail of Tears National Conference

November 2011: Western Beltway Feasibility Study Final Public Meeting

December 2011: AHTD Environmental Division Public Involvement Meeting for I-540/Hwy 62/Hwy 102 and 8th Street Interchange

**NWARPC Fiscal Summary
7/1/2010-6/30/2011**

REVENUE:

Membership Fees: \$224,935.00
Federal Grant – Planning: \$847,954.00
Local Contributions – Projects: \$187,019.00
State Funds : \$30,000.00
Interest : \$1,986.00
Miscellaneous: \$ 92,683.00

TOTAL: \$1,384,577.00

EXPENSES:

Salaries and Related Benefits: \$543,363.00
Office Supplies : \$755.00
Printing and Publication : \$ 4,498.00
Travel : \$9,639.00
Indirect Cost : \$82,591.00
Other Expense : \$ 10,407.00
Local Contributions – Projects: \$719,527.00

TOTAL: \$1,370,780.00

Financial Statement – June 30, 2011

CLEARINGHOUSE REVIEWS

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, 102 grant applications for federal-aid totaling \$82,109,372 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.

2011 List of projects funded by external sources:

Western Beltway Feasibility Project funded by Federal Highway and Transportation Administration – Completed in December 2011

Northwest Arkansas Razorback Regional Greenway – funded by Department of Transportation's TIGER II (Transportation Investment Generating Economic Recovery) – On going

Northwest Arkansas Transit Development Plan – funded by the Federal Transit Administration – completed in December 2010

Northwest Arkansas Transportation Alternatives Analysis – funded by Federal Transit Administration -awarded in October 2011

Links of interest:

Northwest Arkansas Regional Planning Commission (NWARPC) : <http://nwarpc.org/> (under Publications see 2035 Long Range Transportation Plan)

Northwest Arkansas Regional Razorback Greenway : <http://www.razorbackgreenway.com/>
Partnership for Sustainable Communities - <http://www.sustainablecommunities.gov/>

Arkansas Highway and Transportation Department - <http://arkansashighways.com/>

Arkansas GIS Users Forum - <http://www.argisusers.org/>

Arkansas Department of Environmental Quality - <http://www.adeq.state.ar.us/>

Environmental Protection Agency – Arkansas <http://www.epa.gov/aboutepa/states/ar.html>

US Census Bureau - <http://www.census.gov/>

Census State Data Center - <http://www.aiea.ualr.edu/2010-census.html>

NWARPC Notice of Nondiscrimination

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. This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

The Self-Evaluation and Transition Plan was approved on May 25, 2011. To view the plans go to <http://nwarpc.org> under Publications.

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