



# Northwest Arkansas Razorback Regional Greenway TIGER II Grant Application

Submitted by the Northwest  
Arkansas Regional Planning  
Commission to  
The US Department of  
Transportation  
August 23, 2010





# Table of Contents

|   |    |
|---|----|
| I. Project Description .....                                  | 1  |
| Introduction .....  | 1  |
| Detailed Project Sections .....                               | 6  |
| II. Project Parties .....                                     | 14 |
| Northwest Arkansas Regional Planning Commission (NWARPC)..... | 14 |
| Walton Family Foundation .....                                | 14 |
| Municipalities of Northwest Arkansas .....                    | 14 |
| III. Grant Funds and Sources/Uses of Project Funds .....      | 14 |
| IV. Selection Criteria .....                                  | 15 |
| Long Term Outcomes .....                                      | 15 |
| V. Project Readiness and NEPA .....                           | 22 |
| VI. Federal Wage Rate Certification .....                     | 23 |
| VII. Material Changes to the Pre-Application Form .....       | 23 |
| List of Attachments: .....                                    | 23 |

## List of Partners

The Walton Family Foundation  
Tel: (479) 464-1570  
Email: [info@wffmail.com](mailto:info@wffmail.com)  
P.O. Box 2030  
Bentonville, AR 72712-2030

Northwest Arkansas Regional Planning Commission  
John McLarty  
Transportation Planner  
Tel: (479) 751-7125  
Email: [jmclarty@nwarpc.org](mailto:jmclarty@nwarpc.org)  
1311 Clayton St.  
Springdale, AR, 72762

City of Bentonville  
David Wright  
Parks & Recreation Manager  
Tel: (479) 271-6826  
Email: [dwright@bentonvillear.com](mailto:dwright@bentonvillear.com)  
305 SW A Street  
Bentonville, AR 72712

City of Rogers  
Steve Glass  
Director, Planning and Transportation  
Tel: (479) 621-1186  
Email: [sglass@rogersark.org](mailto:sglass@rogersark.org)  
301 West Chestnut Street  
Rogers, AR 72756

City of Lowell  
Michael Solomon  
Lowell City Planning & Economic Development  
Department  
Tel: (479) 770-2185  
Email: [solly@lowellarkansas.gov](mailto:solly@lowellarkansas.gov)  
216 N Lincoln Street  
Lowell, AR 72745

City of Springdale  
Patsy Christie  
Planning and Community Development Division  
Director  
Tel: (479) 750-8588  
Email: [pchristie@springdaleark.org](mailto:pchristie@springdaleark.org)  
201 Spring Street, Room 221  
Springdale, AR 72764

Johnson Clear Creek Trails, Inc.  
Bob Bova  
President, Johnson Clear Creek Trails, Inc.  
Johnson, AR

City of Fayetteville  
Matt Mihalevich  
Trails and Greenways Director  
Tel: (479) 718-7688  
Email: [mmihalevich@ci.fayetteville.ar.us](mailto:mmihalevich@ci.fayetteville.ar.us)  
1455 S Happy Hollow Road  
Fayetteville, AR 72701

Grant Package by:  
Alta Planning + Design  
Tel: (503) 230-9862  
Email: [info@altaplanning.com](mailto:info@altaplanning.com)  
711 SE Grand Avenue  
Portland, OR 97214  
Jeff Olson, Maya Agarwal, Dana Dickman,  
Elliot Akwai-Scott, Anne Bothner-By



# Northwest Arkansas Razorback Regional Greenway: TIGER II Grant

## I. Project Description

**The Northwest Arkansas Razorback Regional Greenway is a nationally significant transportation initiative that demonstrates the value of creating livable communities through strategic infrastructure investments.** The Razorback Greenway will connect the northwest Arkansas region with active transportation along a 36 mile bicycle, pedestrian and mobility corridor linking the cities of Bentonville, Rogers, Lowell, Springdale, Johnson, and Fayetteville. This project involves regionally and nationally significant partners including the Northwest Arkansas Regional Planning Commission (NWARPC), the Walton Family Foundation, and the unanimous support of the Mayors of all six cities. Key destinations along the corridor include the corporate headquarters of Tyson Foods, J.B. Hunt Transport Services, Walmart, six downtown areas, the University of Arkansas, three major hospitals, 23 schools, shopping areas, and historic sites and parks. Letters of support for the Razorback Greenway are included as an attachment to this application.

**This project is a national model for active transportation, green infrastructure, healthy living, equitable and sustainable economic development, and public-private partnerships.** The Razorback Greenway will connect commuting to work, safe routes to schools, access to transit, complete streets, tourism, and smart growth efforts. This 36-mile project has a unique level of broad regional support from the public, private and non-profit sectors. Fifteen million dollars in local, private sector funding has been committed as matching funds to complete the Greenway. To date, 14.2 miles of the corridor have been built through a collaboration between municipalities and funding partners valued at nearly \$27 million. The estimated cost to develop and construct the remaining portions for the proposed Greenway is \$38 million. The \$24.8 million in TIGER II requested funds will be the key to complete the Razorback Greenway and create a new regional model for solving national transportation issues.

**This project meets the TIGER II Primary Selection Criteria** Long Term Outcomes of State of Good Repair, Economic Competitiveness, Livability, Environmental Sustainability, Safety and Job Creation, as well as the Secondary Criteria of Innovation and Partnership.

## Introduction

Northwest Arkansas is a region that represents the issues and challenges faced by communities throughout the U.S. The region has a growing mix of rural, suburban, and urban land uses in Benton and Washington Counties. The six municipalities that form the core of the northwest Arkansas region are currently linked primarily by the highway system, with the primary north-south connector being I-540 ("The Main Street of northwest Arkansas") and its companion roads, Highways 62 and 71. There are concerns that the region needs to maintain the quality of life that defines northwest Arkansas while maintaining a healthy economy.

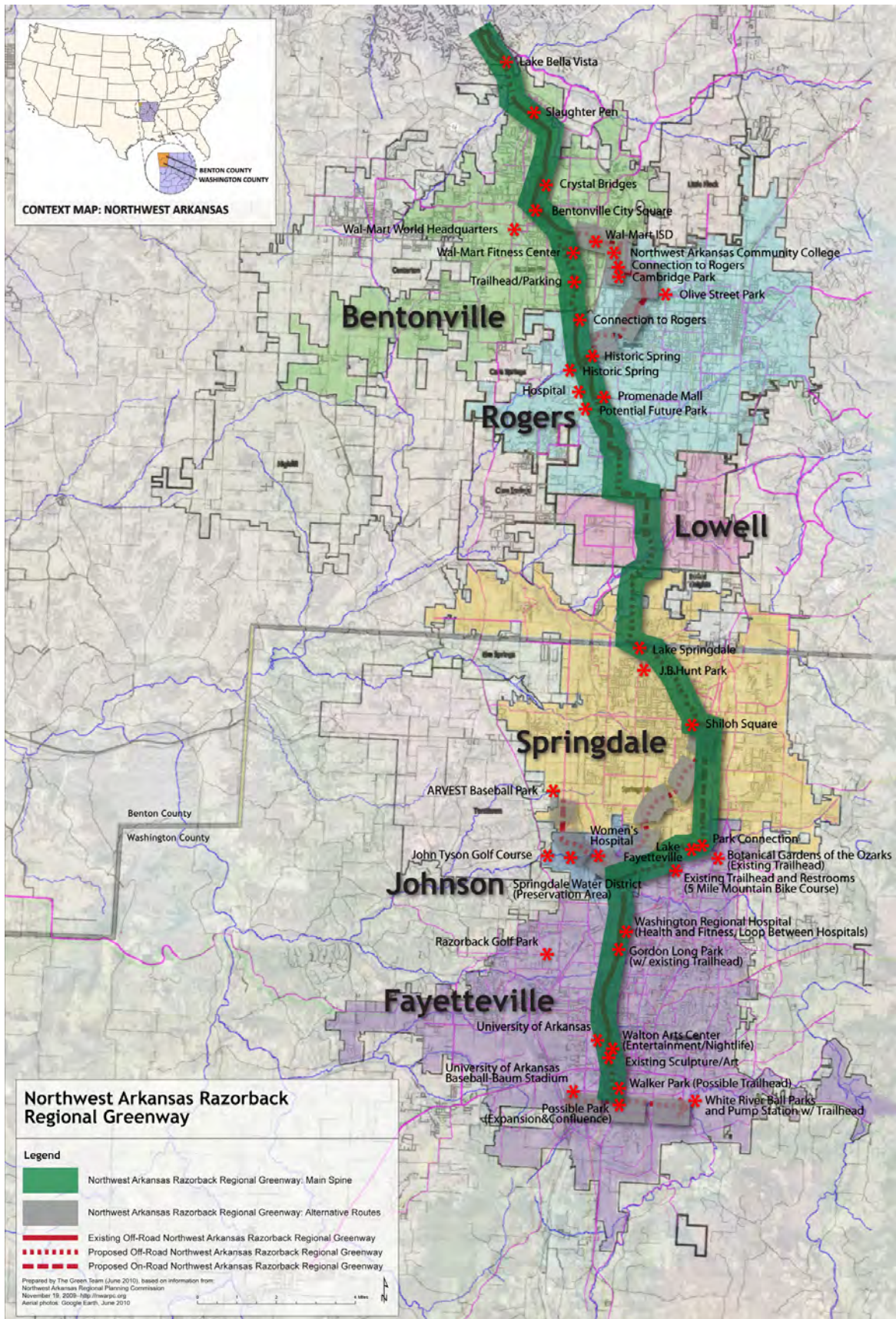
All six communities along the proposed corridor are experiencing rapid growth. Ten year estimates from 2000-2010 show population growth in these communities ranging from 28-67%. In response to this growth, each municipality has developed or is developing greenways within its borders and acknowledges the importance of working with its neighboring cities on transportation investments. To date, the greenways that have been built have either been funded entirely with local funds or supported in part by the Walton Family Foundation and other grant sources. The Razorback Greenway is a rare opportunity to connect these six



Northwest Arkansas Greenway Workshop



## Northwest Arkansas Razorback Regional Greenway: TIGER II Grant



## Northwest Arkansas Razorback Regional Greenway

## Northwest Arkansas Razorback Regional Greenway: TIGER II Grant

cities together and re-define the region as a connected corridor of livable communities linked by green infrastructure.

During recent years, the municipalities of northwest Arkansas, the Walton Family Foundation, and other grant sources have demonstrated strong support in planning, funding, and building local greenways. Not only have the cities been working to build greenways, but they have truly embraced the concept that greenways can provide alternative transportation, health and environmental benefits, and economic development. The Razorback Greenway will complement the NWARPC 2002 *Heritage Trail Plan*, which combines the historic Butterfield Stagecoach Route, the Trail of Tears and Civil War trails 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.

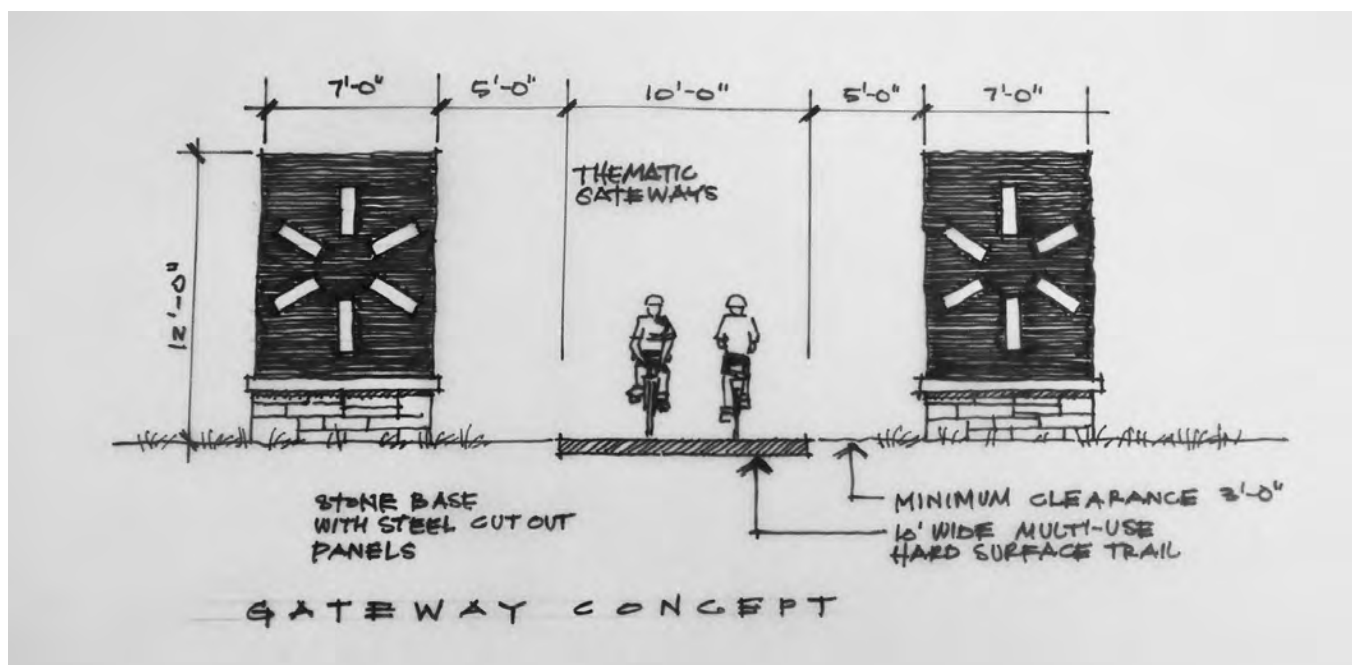
In an effort to further refine the regional greenway concept, the Walton Family Foundation hosted two workshops in northwest Arkansas in early 2010. The workshops involved a team of greenway experts from around the country with municipal representatives and corporate leaders from northwest Arkansas. This effort served as a catalyst that offered the chance for the communities to work neighbor-to-neighbor on shared greenways opportunities and resulted in a coordinated strategy for the elected leadership of the region to

capitalize on the exciting opportunities that a regional greenways system represents.

The key outcome of those workshops was the creation of Northwest Arkansas Razorback Greenway, a regional greenway vision that will connect existing and proposed greenway sections into an innovative system, which is illustrated in the following figure. The momentum created by this new greenway vision is unparalleled in the U.S. **Because of the unique combination of philanthropic support, private sector leadership, involved elected officials and community interest, this project will be able to capitalize on the TIGER II program to quickly put in place a nationally significant project that would take other regions years to accomplish.**

The Razorback Greenway is unique because it demonstrates how a growing region can provide solutions to national transportation, land use and environmental issues. Auto congestion in the nation's successful cities and regions costs residents, businesses, and the nation on the whole valuable time and money. Vibrant economies today need diversified transportation systems to remain competitive and sustainable. **The proposed Greenway is an example of an effort to realize the region's potential and build a sustainable future by providing transportation choices, economic development, and opportunities for active living.**

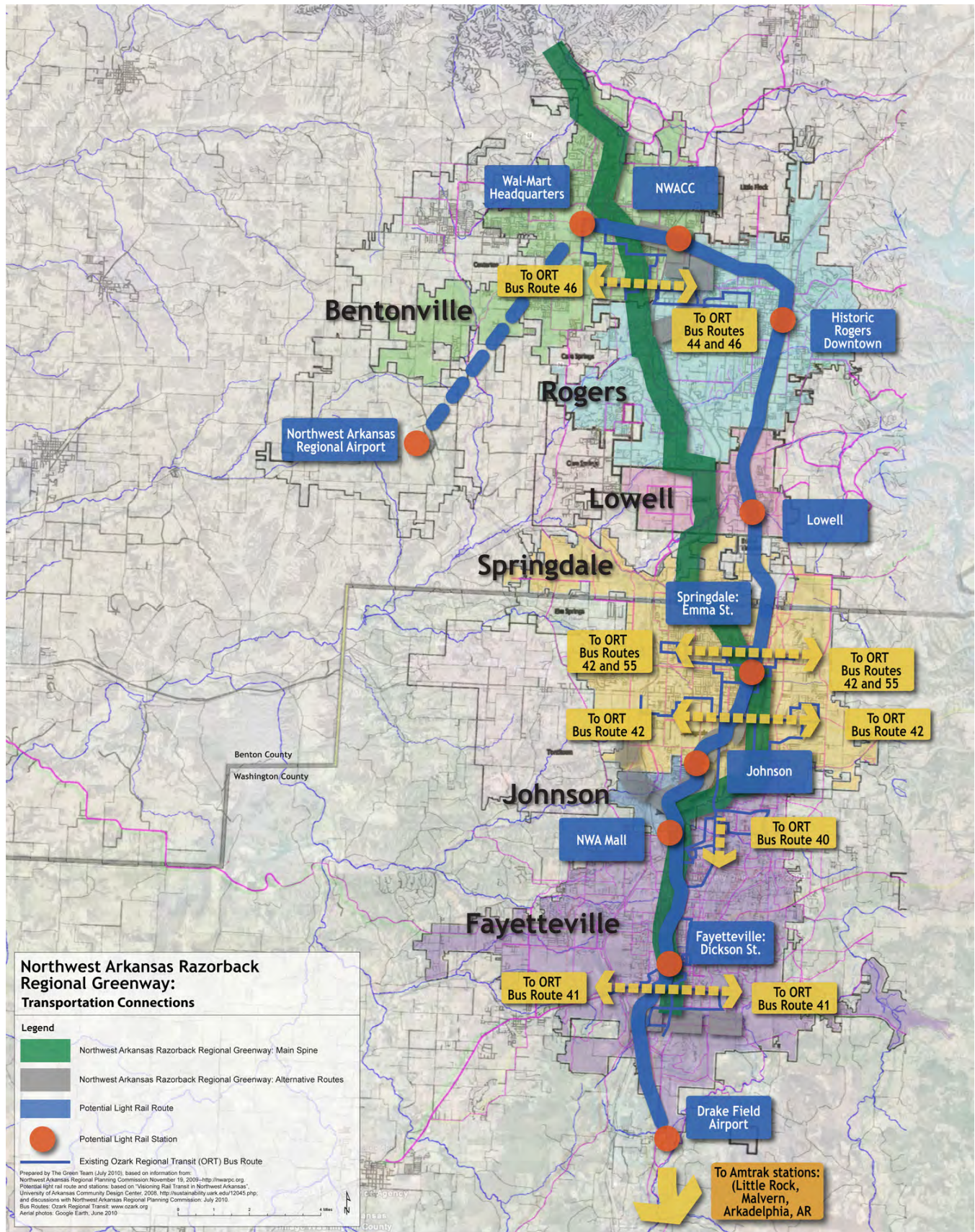
The population forecast for northwest Arkansas reports that the region has grown by over 100,000 people since



Context sensitive design elements will highlight local heritage, culture and community partnerships.



# Northwest Arkansas Razorback Regional Greenway: TIGER II Grant



Northwest Arkansas Razorback Regional Greenway: Connections to Transportation Infrastructure



# Northwest Arkansas Razorback Regional Greenway: TIGER II Grant

the 2000 Census.<sup>1</sup> Before the current economic downturn, northwest Arkansas was the **nation's sixth fastest growing region** with its population of 350,000 expected to double within the next 15 years, growing to more than one million by 2050.<sup>2</sup> Arkansas has the 12th largest state highway system.<sup>3</sup> Even with the major investment in highway infrastructure, congestion on area roads has been increasing and will continue to increase due to the projected population increase and **lack of travel options**. Interstate 540 acts as the main spine of the transportation system in northwest Arkansas. A 2006 study estimating a \$400 million improvement with lane additions and interchange reconfigurations stressed that the level of service in many areas of I-540 would improve only minimally, such as from a level of service "F" (gridlock) to level of service "E" (approaching gridlock).

Past investment in the highway system fueled the nation's economic development and connected communities. However, this focused **investment prioritizing one mode of transportation has come at a price that can be seen in trends related to health and energy dependence**. These national trends are shown starkly in the population of the state and the northwest Arkansas region. Arkansas has the **nation's eighth-highest adult obesity rate** (30.1 percent).<sup>4</sup> Nationwide, obesity spending has been estimated at \$147 billion annually<sup>5</sup>, and from 1998-2000 obesity accounted for \$663 million in health care costs in Arkansas.<sup>6</sup>

In northwest Arkansas, 79% of residents travel to work alone in private vehicles.<sup>7</sup> Walking, bicycling, and transit combined represent less than three percent of the region's mode share.<sup>8</sup> Furthermore, because the cities in this region are **home to large employment centers**, many of those vehicles come from outside their direct home area. For example, the daytime population increase in Rogers due to commuting is 11.9



The greenway could provide connections to existing and proposed transit.

percent.<sup>9</sup> There is a significant need to improve travel options in order to improve and accommodate access to employment and services without greatly increasing congestion on the region's roads. The Northwest Arkansas Razorback Regional Greenway will increase livability by connecting the greenway system, **creating a continuous non-motorized transportation route across the region, and linking six downtown areas, three major hospitals, 23 schools, employment centers of regional and national importance, shopping areas, historic sites and parks**.

Northwest Arkansas Razorback Regional Greenway will also connect people to other modes of transportation, including existing Ozark Regional Transit bus routes and a proposed light rail corridor. These transit and trail connections, depicted in the following figure, will allow residents and visitors to gain access to the entire northwest Arkansas region without the use of a private automobile. This is a key element to the project's value as a national model, because the Razorback Greenway will help demonstrate that transit, walking and bicycling can be combined to support smart growth in developing urban and suburban corridors.

Investment in the Greenway will be a catalyst for the region, providing a spine for the development of a comprehensive multimodal, regional transportation system and a model for future regional transportation planning and implementation.

1 <http://www.allbusiness.com/government/government-bodies-offices/13593576-1.html>

2 [http://www.edra.org/awards-mainmenu-31/great-places-awards-mainmenu-187/486-2010-great-places-award-winners-announced#Visioning\\_Rail\\_Transit](http://www.edra.org/awards-mainmenu-31/great-places-awards-mainmenu-187/486-2010-great-places-award-winners-announced#Visioning_Rail_Transit)

3 [http://www.edra.org/awards-mainmenu-31/great-places-awards-mainmenu-187/486-2010-great-places-award-winners-announced#Visioning\\_Rail\\_Transit](http://www.edra.org/awards-mainmenu-31/great-places-awards-mainmenu-187/486-2010-great-places-award-winners-announced#Visioning_Rail_Transit)

4 <http://www.rwjf.org/childhoodobesity/product.jsp?id=65469>

5 <http://healthaffairs.org/blog/2009/07/29/obesity-spending-estimated-at-147-billion-annually/>

6 <http://www.cdc.gov/obesity/causes/economics.html>

7 [http://factfinder.census.gov/home/saff/main.html?\\_lang=en](http://factfinder.census.gov/home/saff/main.html?_lang=en)

8 [http://factfinder.census.gov/home/saff/main.html?\\_lang=en](http://factfinder.census.gov/home/saff/main.html?_lang=en)

9 <http://www.city-data.com/city/Rogers-Arkansas.html>

# Northwest Arkansas Razorback Regional Greenway: TIGER II Grant

## Detailed Project Sections

The Northwest Arkansas Razorback Regional Greenway is located in six municipalities. The following pages give a summary of the communities through which the Greenway travels as well as a map and table illustrating the location, status, and type of trail corridor proposed.

### Bentonville

Bentonville is the county seat of Benton County. The City's 2008 population estimate was 32,365, representing a 64% increase since 2000. The 2020 projected population is 46,772.

Bentonville is the home of the Walton Family Foundation, Walmart, one campus of Northwest Medical Center, and NorthWest Arkansas Community College (which enrolled over 8,000 students in 2009). Since 2000, several hundred vendors have opened regional offices to do business with Walmart, which has further accelerated growth and demand for a more pedestrian-friendly environment and other amenities found in larger metro areas. Among these amenities, the Crystal Bridges Museum of American Art, currently under construction, will present exceptional art, educational programs, and community gatherings in a unique and welcoming setting.

Local residents enjoy active lifestyles as well; near Bentonville, the Bella Vista Bike Club is a dedicated group of volunteers that plans bike rides year-round. Boston Mountain Cyclists is a cycling club centered in and around the Bentonville/Rogers area; members participate in riding and racing most of the year.



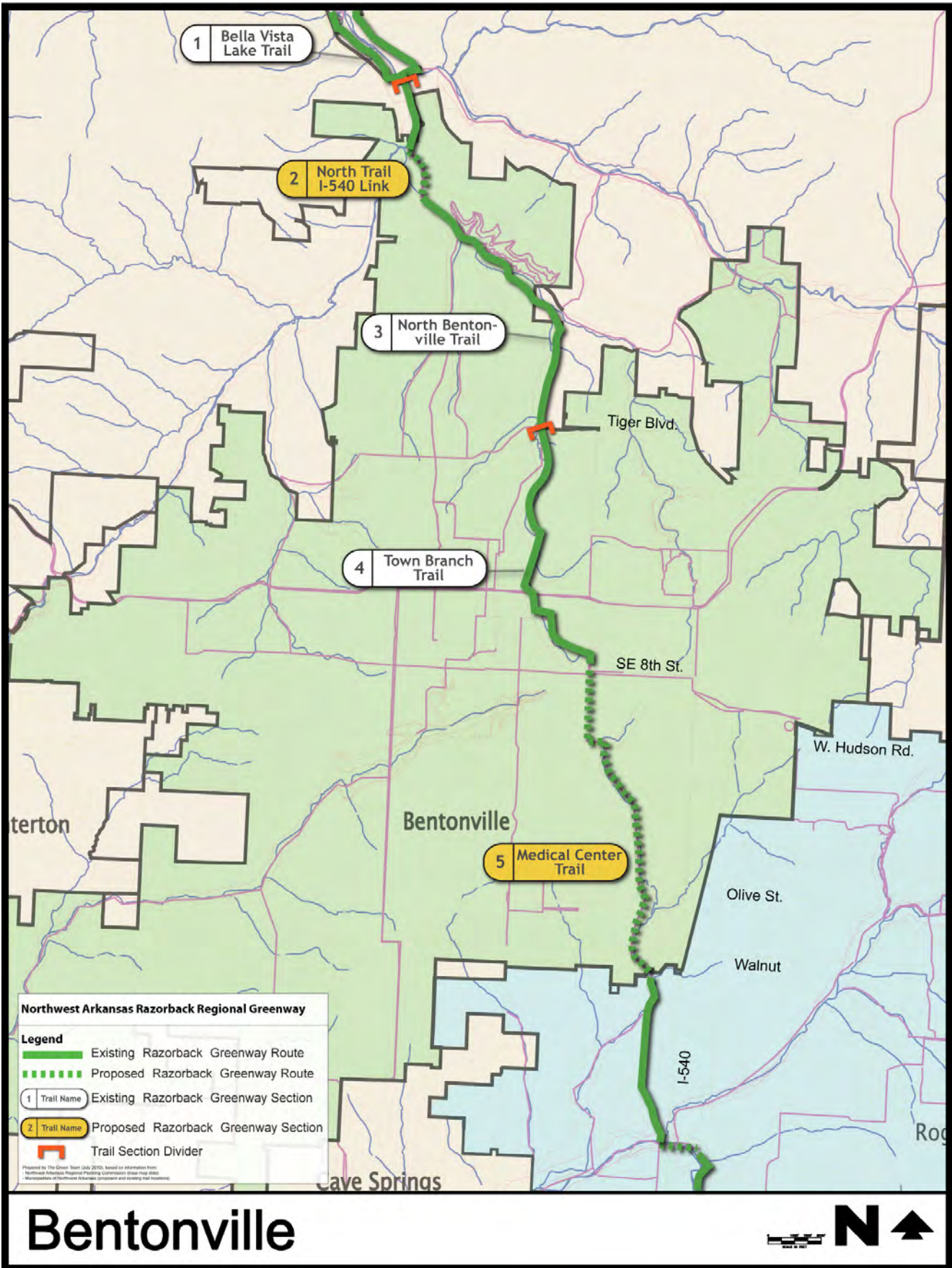
Crystal Bridges Museum of American Art, currently under construction

Both private corporations and the City of Bentonville are dedicated to improving connectivity and transportation choices. Walmart is currently implementing a bicycle/pedestrian friendly campus plan at its headquarters. The City of Bentonville is in the process of hiring a trails coordinator, and considering the adoption and implementation of complete streets concepts. The Bentonville trail system consists of looped trails within parks, linear pedestrian pathways and bikeways along city streets, an excellent single track mountain bike trail system at Slaughter Pens Bike Park, and on-road bicycle routes, creating a network of over 20 trail miles. The Crystal Bridges Trail, located near the new Crystal Bridges Museum of American Art, will become even more heavily used when the museum's construction is complete. **Multimodal connections to these and future destinations are a critical part of reducing growing congestion and sustaining quality of life in this community.**

| Northwest Arkansas Razorback Regional Greenway Sections: Bentonville |  |             |                             |                    |
|--|--|-------------|-----------------------------|--------------------|
| Section Number   | Section Description                        | Miles       | Estimated Construction Cost | Status             |
| <b>Lake Bella Vista</b>  |  |             |                             |                    |
| 1  | Bella Vista Lake Trail                     | 1.75        | N/A                         | Completed          |
| <b>Bentonville</b>   |  |             |                             |                    |
| 2  | North Trail I-540 link                     | 0.63        | N/A                         | In Design          |
| 3  | North Bentonville Trail                    | 2.2         | N/A                         | Completed          |
| 4  | Town Branch Trail                          | 2.5         | N/A                         | Completed          |
| 5  | Medical Center Trail                       | 2.7         | \$2,845,000                 | Under Construction |
|  | Trail Heads                                |             | \$1,200,000                 |                    |
|  | Easements and Acquisitions                 | 5.00%       | \$202,250                   |                    |
|  | Engineering/ Design/Professional Services  | 12.00%      | \$485,400                   |                    |
|  | Survey and Construction Staking            | 3.25%       | \$131,463                   |                    |
|  | Flood Study/ Environmental Impact Analysis | 2.00%       | \$80,900                    |                    |
|  | Contingency                                | 10.00%      | \$404,500                   |                    |
| <b>Bentonville Total</b>   |  | <b>9.78</b> | <b>\$5,349,513</b>          |                    |



# Northwest Arkansas Razorback Regional Greenway: TIGER II Grant





# Northwest Arkansas Razorback Regional Greenway: TIGER II Grant

## Rogers

The 2008 population estimate for Rogers was 53,524, representing a 37.8% increase since 2000. The 2020 projected population is 71,168.

Rogers is home to Pinnacle Hills Promenade shopping mall, the headquarters of Daisy Outdoor Products, Mercy Hospital, and Arkansas's largest convention center. Rogers has become a regional retail center for northwest Arkansas due to the exceptional growth in Benton County.

The City of Rogers has a good record of building high quality trails. The majority of the approximately 13 miles of existing trails in the City of Rogers are built along scenic creek corridors and in wetlands. Five trails comprise the current system: Blossom Way Trail (part of the Northwest Arkansas Razorback Regional Greenway), Turtle Creek Trail (including award-winning boardwalk sections), Osage Creek Trail, Lake Atalanta Trail, and Mt. Hebron Trail. **Completion of the Northwest Arkansas Razorback Regional Greenway will ensure seamless connections to Bentonville and Rogers, without requiring the use of a motor vehicle.**

## Lowell

Lowell's 2008 population estimate was 7,134, representing a 42.3% increase since 2000. The 2020 projected population is 9,721. Lowell is the headquarters location of the nation's largest publicly-owned trucking company, J.B. Hunt Transport Services, Inc. The City of Lowell does not currently have any existing greenways or other significant non-motorized infrastructure. The link provided by the proposed regional Greenway corridor will connect residents of Lowell to services in

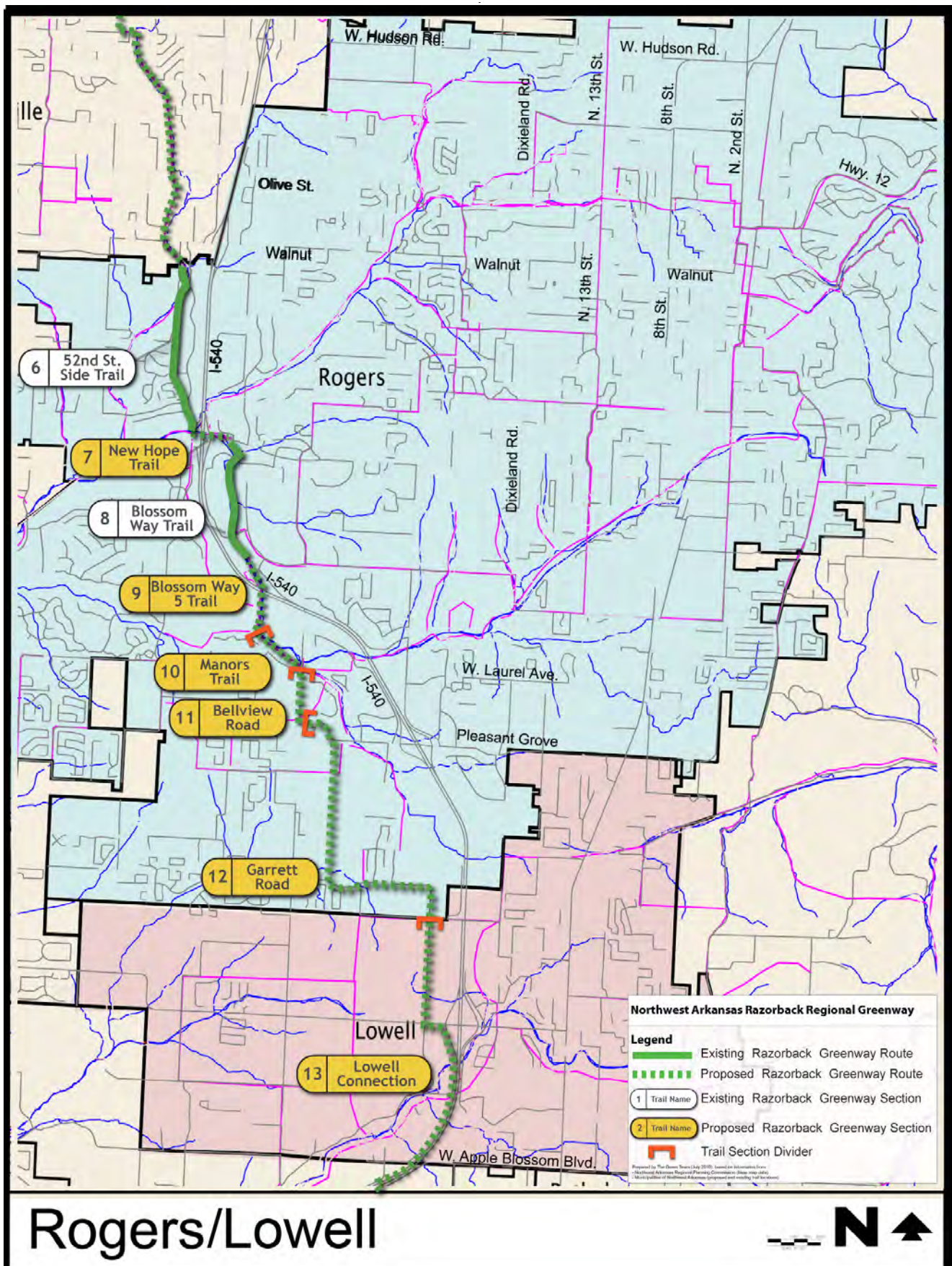
| Northwest Arkansas Razorback Regional Greenway Sections: Rogers and Lowell |   |             |                             |                    |
|--|---|-------------|-----------------------------|--------------------|
| Section Number   | Section Description                       | Miles       | Estimated Construction Cost | Status             |
| <b>Rogers</b>  |   |             |                             |                    |
| 6  | 52nd St. Side Trail                       | 1.20        | N/A                         | Completed          |
| 7  | New Hope                                  | 0.29        | \$350,000                   | Ready to Construct |
| 8  | Blossom Way Trail                         | 0.78        | N/A                         | Completed          |
| 9  | Blossom Way 5                             | 1.09        | \$1,250,000                 | Ready to Construct |
| 10   | Manors Trail                              | 0.75        | \$650,000                   | In Design          |
| 11   | Bellview Road                             | 1.25        | \$1,350,000                 | Planned            |
| 12   | Garrett Road                              | 1.3         | \$985,000                   | Planned            |
|  | Trail Heads                               |             | \$1,200,000                 |                    |
|  | Easements and Acquisitions                | 5.00%       | \$289,250.00                |                    |
|  | Engineering/Design/Professional Services  | 12.00%      | \$694,200.00                |                    |
|  | Survey and Construction Staking           | 3.25%       | \$188,013.00                |                    |
|  | Flood Study/Environmental Impact Analysis | 2.00%       | \$115,700.00                |                    |
|  | Contingency                               | 10.00%      | \$578,500.00                |                    |
| <b>Rogers Total</b>  |   | <b>6.66</b> | <b>\$7,650,663</b>          |                    |
| <b>Lowell</b>  |   |             |                             |                    |
| 13   | Connection Trail                          | 2.52        | \$2,870,000                 | Planned            |
|  | Trail Heads                               |             | \$350,000.00                |                    |
|  | Easements and Acquisitions                | 5.00%       | \$143,500.00                |                    |
|  | Engineering/Design/Professional Services  | 12.00%      | \$344,400.00                |                    |
|  | Survey and Construction Staking           | 3.25%       | \$93,275.00                 |                    |
|  | Flood Study/Environmental Impact Analysis | 2.00%       | \$57,400.00                 |                    |
|  | Contingency                               | 10.00%      | \$287,000.00                |                    |
| <b>Lowell Total</b>  |   | <b>2.52</b> | <b>\$4,145,575</b>          |                    |



Boardwalk trail in Rogers



# Northwest Arkansas Razorback Regional Greenway: TIGER II Grant





# Northwest Arkansas Razorback Regional Greenway: TIGER II Grant

## Springdale

Springdale is located in both Benton and Washington Counties. The city's 2008 population estimate was 66,491, representing a 45.2% increase since 2000. The 2020 projected population is 88,798.

Springdale is the location of the Tyson Foods headquarters, the largest meat-producing company in the world; Arvest Ballpark (the home stadium for the Northwest Arkansas Naturals baseball team); and the main campus of Northwest Medical Center.

Springdale's *Master Trail Plan* was recently approved by City Council. Existing trails are located within parks, but planned trails provide a continuous route across the City and its downtown, providing key connections to Lowell and Johnson. Springdale's efforts to revitalize its downtown include plans for Shiloh Square, calling for renovations of a downtown site to create an outdoor market, pedestrian mall, a daylighted creek, and trailhead. **The proposed Greenway is central to the City's revitalization and economic development plan for Shiloh Square.** The City of Springdale is embracing active transportation as a critical part of its future.

## Johnson

Johnson is a small city with a 2008 population estimate of 3,558, which represents a 53.4% increase since 2000. The 2020 projected population is 5,136. Johnson is home to Northwest Medical Center - Willow Creek Women's Hospital. Johnson has no existing trails. Like Lowell, **this small community will benefit greatly by having a non-motorized connection to the larger cities**

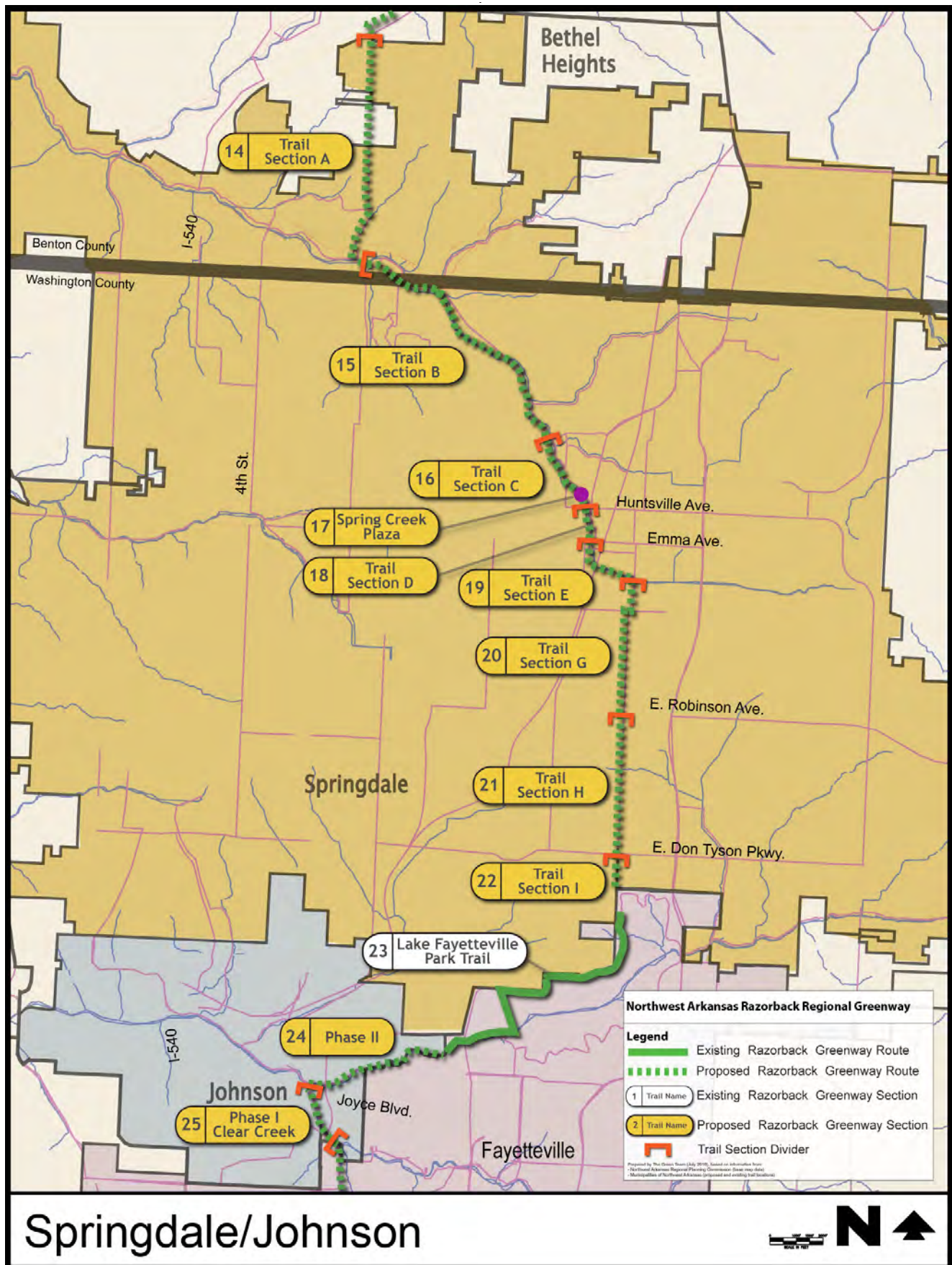


Trail in Springdale's J.B. Hunt Park

**north and south. Moreover, those that come to work in Johnson will have access to a superb recreational connection,** supporting physical activity of both residents and visitors to the City.

| Northwest Arkansas Razorback Regional Greenway Sections: Springdale and Johnson |   |             |                             |           |
|---|---|-------------|-----------------------------|-----------|
| Section Number  | Section Description                       | Miles       | Estimated Construction Cost | Status    |
| <b>Springdale</b>   |   |             |                             |           |
| 14  | Trail Section A                           | 1.69        | \$950,000                   | Planned   |
| 15  | Trail Section B                           | 2.16        | \$2,000,000                 | Planned   |
| 16  | Trail Section C                           | 0.77        | \$875,000                   | Planned   |
| 17  | Spring Creek Plaza                        | 0.15        | \$1,750,000                 | Planned   |
| 18  | Trail Section D                           | 0.16        | \$165,000                   | Planned   |
| 19  | Trail Section E                           | 0.49        | \$568,000                   | Planned   |
| 20  | Trail Section G                           | 1.03        | \$965,000                   | Planned   |
| 21  | Trail Section H                           | 1.01        | \$875,000                   | Planned   |
| 22  | Trail Section I                           | 0.29        | \$265,000                   | Planned   |
|   | Trailheads                                |             | \$1,439,000                 |           |
|   | Easements and Acquisitions                | 5.00%       | \$492,600                   |           |
|   | Engineering/Design/Professional Services  | 12.00%      | \$1,182,240                 |           |
|   | Survey and Construction Staking           | 3.25%       | \$320,190                   |           |
|   | Flood Study/Environmental Impact Analysis | 2.00%       | \$197,040                   |           |
|   | Contingency                               | 10.00%      | \$985,200                   |           |
| <b>Springdale Total</b>   |   | <b>7.75</b> | <b>\$13,029,270</b>         |           |
| <b>Fayetteville: Lake Fayetteville Park Trail Section</b>                       |   |             |                             |           |
| 23  | Lake Fayetteville Park Trail              | 2.16        | N/A                         | Completed |
| <b>Fayetteville: Lake Fayetteville Park Trail Section Total</b>                 |   | <b>2.16</b> |                             |           |
| <b>Johnson</b>  |   |             |                             |           |
| 24  | Phase II                                  | 1.25        | \$1,350,000                 | Planned   |
| 25  | Phase I Clear Creek                       | 2.02        | \$1,950,000                 | Planned   |
|   | Trailheads                                |             | \$750,000                   |           |
|   | Easements and Acquisitions                | 5.00%       | \$202,500                   |           |
|   | Engineering/Design/Professional Services  | 12.00%      | \$486,000                   |           |
|   | Survey and Construction Staking           | 3.25%       | \$131,625                   |           |
|   | Flood Study/Environmental Impact Analysis | 2.00%       | \$81,000                    |           |
|   | Contingency                               | 10.00%      | \$405,000                   |           |
| <b>Johnson Total</b>  |   | <b>3.27</b> | <b>\$5,356,125</b>          |           |

## Northwest Arkansas Razorback Regional Greenway: TIGER II Grant





# Northwest Arkansas Razorback Regional Greenway: TIGER II Grant

## Fayetteville

Fayetteville is the county seat of Washington County and has the highest rates of bicycling and walking in the region at around five percent. The City's 2008 population estimate was 74,631, representing a 28.6% increase since 2000. The 2020 projected population is 99,134.

As the home of the University of Arkansas and the Donald W. Reynolds Razorback Stadium, Fayetteville identifies strongly with the University and its students and teams. The student population of approximately 20,000 offers a large number of potential Greenway users. A recent survey of students and faculty found that around 50% of those surveyed lived with two miles of the center of campus – an easy distance on a bicycle. The Walton Arts Center and Washington Regional Medical Center also make their home in Fayetteville. Bicycle groups are active in Fayetteville: Bicycle Coalition of the Ozarks is a northwest Arkansas bicycle advocacy group, and Ozark Off Road Cyclists is a mountain bike club dedicated to promoting responsible mountain biking, trail maintenance, and preservation of green spaces.

Fayetteville has dedicated city staff, including an experienced trails coordinator, to plan and build trails. The City has approximately 17 miles of existing trails, with an adopt-a-trail program in place. Recent counts on the Scull Creek Trail in Fayetteville show significant existing use and demand, with an average of 500 users per day. The City has applied to the League of American Bicyclists for recognition as a Bicycle Friendly Community. Fayetteville is also one of four finalists for **the Home Depot Foundation's** Sustainable Cities Institute Pilot Cities Program. If Fayetteville is selected as one of the two Pilot Cities, it would receive assistance in defining what sustainability means for residents

and using that shared understanding to implement real change on the ground.<sup>10</sup> **The Northwest Arkansas Razorback Regional Greenway will allow residents to travel from Fayetteville to Bentonville without a motor vehicle, ensuring connectivity across the entire northwest Arkansas region.**

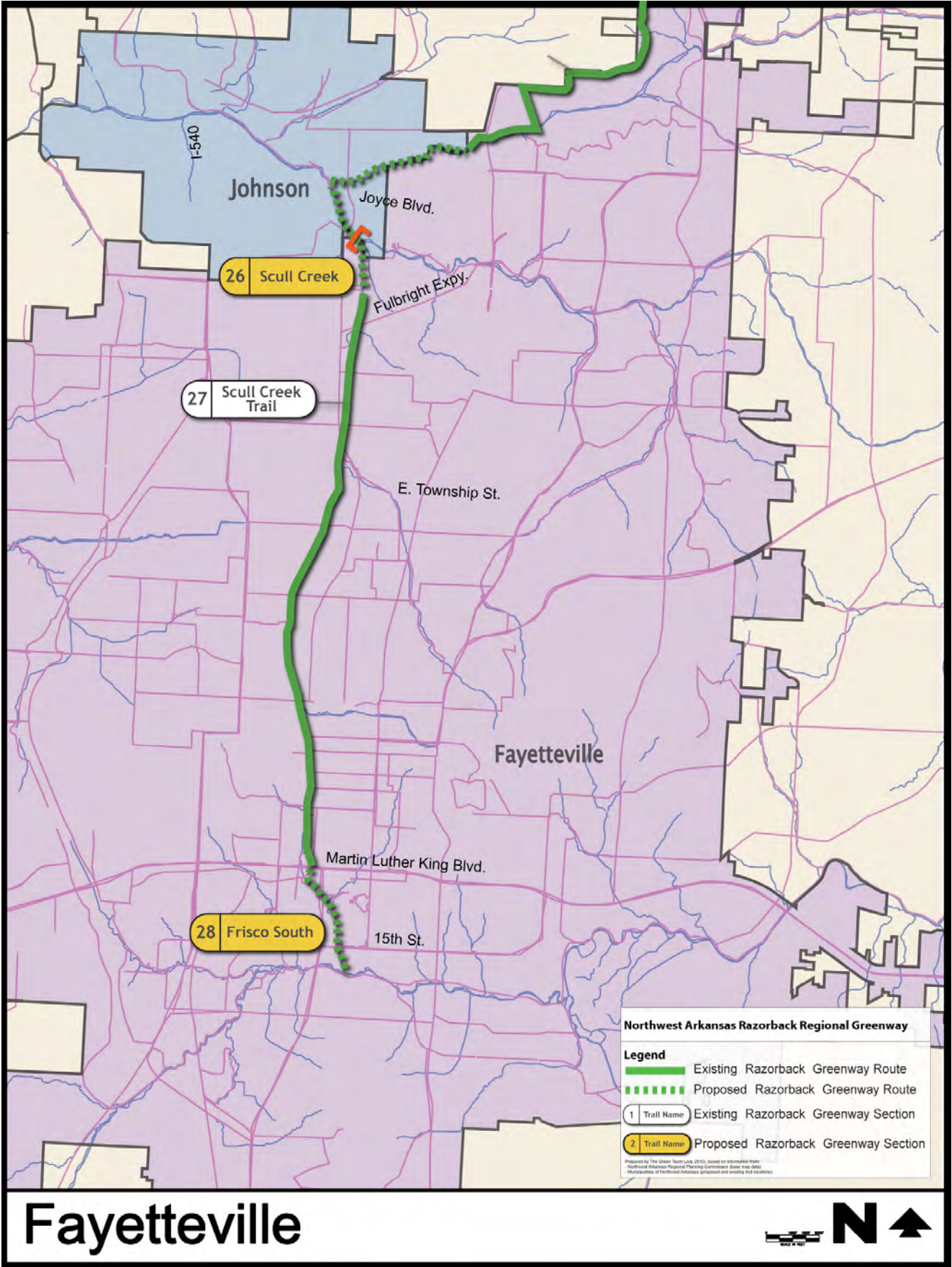
10 <http://www.homedepotfoundation.org/blog/>

| Northwest Arkansas Razorback Regional Greenway Sections: Fayetteville |  |             |                             |                        |
|---|--|-------------|-----------------------------|------------------------|
| Section Number  | Section Description                        | Miles       | Estimated Construction Cost | Status                 |
| <b>Fayetteville: Remaining Sections</b>                               |  |             |                             |                        |
| 26  | Scull Creek                                | 0.24        | \$179,900                   | Ready for Construction |
| 27  | Scull Creek Trail                          | 3.65        | N/A                         | Completed              |
| 28  | Frisco South                               | 0.42        | \$863,180                   | In Design              |
|   | Trailheads                                 |             | \$1,200,000                 |                        |
|   | Easements and Acquisitions                 | 5.00%       | \$112,154                   |                        |
|   | Engineering/ Design/Professional Services  | 12.00%      | \$269,170                   |                        |
|   | Survey and Construction Staking            | 3.25%       | \$72,900                    |                        |
|   | Flood Study/ Environmental Impact Analysis | 2.00%       | \$44,862                    |                        |
|   | Contingency                                | 10.00%      | \$224,308                   |                        |
| <b>Fayetteville: Remaining Sections Total</b>                         |  | <b>4.32</b> | <b>\$2,966,473</b>          |                        |



Fayetteville's popular Scull Creek Trail

# Northwest Arkansas Razorback Regional Greenway: TIGER II Grant





# Northwest Arkansas Razorback Regional Greenway: TIGER II Grant

## II. Project Parties

### Northwest Arkansas Regional Planning Commission (NWARPC)

The Northwest Arkansas Regional Planning Commission (NWARPC) is the **applicant for the TIGER II grant**. The NWARPC serves local units of government in Benton, Madison and Washington Counties, Arkansas. This 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, the 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."<sup>11</sup>

### Walton Family Foundation

The Walton Family Foundation, located in Bentonville, is a leader in the effort to create a more livable region. The Foundation invests in projects that enhance the quality of life in the Walton family's home region of northwest Arkansas. A better quality of life enables area businesses and industries to attract and retain employees, helping the local economy grow and prosper.

Specifically, the Foundation supports educational, economic, community, cultural and environmental initiatives, primarily in Benton and Washington Counties. **By serving as a catalyst for the Northwest Arkansas Razorback Regional Greenway initiative, the Walton Family Foundation is providing a model for philanthropy in the United States, both in supporting its home region, and in the level of its commitment to local and national livability initiatives.**

### Municipalities of Northwest Arkansas

Working in concert with the Walton Family Foundation, the municipalities of northwest Arkansas

constructed approximately 50 miles of existing greenways and trails in the region. The workshops and planning efforts to refine the Northwest Arkansas Razorback Regional Greenway route could not have happened without the involvement and engagement of the municipalities. The Northwest Arkansas Razorback Regional Greenway will build upon the strong foundation of the municipalities' extensive planning, design, and construction work on greenways.

## III. Grant Funds and Sources/ Uses of Project Funds

The total cost to construct the Northwest Arkansas Razorback Regional Greenway is \$38,497,618. **The amount of grant funds requested is \$24,834,902.** The Walton Family Foundation will provide the remaining 35% of the project cost, including matching funds for 25% of the TIGER II project and detailed planning/ design costs for the Greenway. **The Walton Family Foundation has made a commitment for up to \$15 million dollars for the Northwest Arkansas Razorback Regional Greenway initiative.** As a demonstration of support for the Northwest Arkansas Razorback Regional Greenway, the Walton Family Foundation has made a \$3 million dollar commitment to fund trails in Bentonville in 2010, and is prepared to expend funding upon approval of TIGER II funds for the Northwest Arkansas Razorback Regional Greenway. It is anticipated that this \$3 million will be included in the Walton Family Foundation's TIGER II matching funds based upon the timely approval of TIGER II funding in the 2010 calendar year. The following table outlines grant funds, sources, and percentage of project costs. Attachment 1 provides estimated costs by trail section and subtotals by community for further reference.

| Grant Funds and Sources                            |                 |                          |
|--|-----------------|--------------------------|
| Funding Source                                     | Amount          | Percentage of Total Cost |
| TIGER II Grant Funds                               | \$24,834,902.53 | 65%                      |
| Walton Family Foundation (25% TIGER II Match)      | \$9,624,404.58  | 25%                      |
| Walton Family Foundation (Project Planning/Design) | \$4,038,311.20  | 10%                      |
| TOTAL  | \$38,497,618.31 | 100%                     |

<sup>11</sup> <http://www.nwarpc.org/>



# Northwest Arkansas Razorback Regional Greenway: TIGER II Grant

## IV. Selection Criteria

### Long Term Outcomes

Benefits of the Northwest Arkansas Razorback Regional Greenway are far reaching and robust. **The benefits analysis for this corridor identified, even under a very conservative framework, that the federal investment in this corridor will yield a regional multi modal shift from three to nine percent for bicycling, walking, and transit.** That difference represents a 200% percent change in less than 20 years. The relationship of this substantial modal shift to subsequent outcomes, as defined by this grant program, is summarized below.

*\*Specific quantified benefits by outcome are reported in relationship to an assumed 'no build' scenario where mode splits do not change significantly in the region. This assumption is based on review of past mode split data including recent ACS estimates. Without substantial investment in the region in multimodal infrastructure mode splits are unlikely to change.*

### State of Good Repair

The proposed Greenway is consistent with long term transportation objectives for the nation and the region. The Greenway corridor will expand mode choice, improve transportation efficiency, and provide an entirely new link in the regional transport system.

**Transportation choice will make the existing transportation system more efficient.** Multimodal connections will improve accessibility and the function of the entire transportation network. As noted earlier in this document, Interstate 540 is the main spine of the transportation system in northwest Arkansas. Interstate 540 is not only a highway of regional significance, it will become part of I-49 (National High Priority Corridor #1), and it is a part of the Strategic Highway Network (STRAHNET). Within the region, I-540 connects important industries, business centers, and educational centers and also links the headquarters of major employers such as Walmart (in Bentonville), Tyson Foods (in Springdale), J.B.Hunt Transport Services (in Lowell), and the University of Arkansas (in Fayetteville).

Due to the rapid and unprecedented economic growth of the region over the past decade, traffic volumes on this four-lane interstate highway have grown significantly to levels that are producing crippling traffic congestion, not only on the main lanes, but also at many key interchanges. In 2006, the *Interstate 540*

*Improvement Study for Benton and Washington Counties* found that even with major expansion of the roadway the level of service in many areas of I-540 would improve only minimally, such as from a level of service "F" (gridlock) to level of service "E" (approaching gridlock). Maps from this study are available at: <http://www.nwarpc.org/pdf/Transportation/I540Maps.pdf>

**The nation and the region are in dire need of alternative connections to services and employment to accommodate existing needs and projected growth.** The Greenway will provide a real regional connection between communities that will allow residents to make different transportation choices. Northwest Arkansas can provide a national model of sustainable transportation investment that improves the state of repair for its entire system in the long term.

Some sections of the 36-mile Greenway are located within the I-540 right of way. The trail corridor will increase capacity of the existing right of way with minimal investment. Using the existing I-540 corridor and enhancing it to safely incorporate non-motorized modes and create a multi-modal facility is a key opportunity for the region that will be a valuable working model for the nation. The region is looking for ways to use its public corridors to their fullest potential to maximize options for mobility as well as long term maintenance. The project's benefit-cost analysis, estimates reduced maintenance costs for the current roadway system at \$6.3 million within 20 years.

**The nation and the region lack multimodal infrastructure.** Currently, residents in the region have limited options for safe and convenient non-motorized travel. Only Fayetteville has a network that includes significant on and off road facilities for bicycling and walking. The lack of transportation choice has implications for health,



Shiloh Square: Conceptual Rendering (Source: City of Springdale)



# Northwest Arkansas Razorback Regional Greenway: TIGER II Grant

economic stability, and equity. Today, any community that has limited multimodal connections has a transportation system that is not in a state of good repair.

The Northwest Arkansas Razorback Regional Greenway will provide important connections between communities, making it a valuable transportation link that enhances the overall regional transportation system. This corridor will be the spine that links existing and future bicycle, pedestrian and transit routes in all six communities. The benefit-cost analysis shows the region will save an estimated \$1.8 million from reduced roadway congestion by shifting trips to non-motorized modes.

**The six communities have committed to providing a sustainable program for operations and maintenance of the Northwest Arkansas Razorback Regional Greenway within their jurisdictions.** Four of the communities are currently maintaining existing trails successfully with allocated funds on an annual basis. This model will continue along with a coordinated effort to develop community based groups that will help support ongoing trail maintenance. The program will be based on Fayetteville's successful Adopt a Trail program.

## Seven Ways Trails and Green Infrastructure Build Better Economies

1. Livable communities attract businesses and quality employees
2. Attract, enhance dining and lodging businesses
3. Increase real estate values and sales
4. Increase outdoor recreation equipment and apparel sales
5. Promote health and fitness lifestyles helping to reduce medical costs
6. Increase fiscal revenues through a healthier tax base
7. Construction jobs/O&M jobs/youth employment

## Economic Competitiveness

**Major employers and institutions rely on the transport system.** Benton and Washington Counties are home to some of the region's and nation's most successful companies and two large higher education institutions. The continued competitiveness of such businesses as Walmart (in Bentonville), Tyson Foods (in Springdale), and J.B.Hunt Transport Services (in Lowell) has national economic significance. These businesses depend on reliable transportation for both goods and employees. If the region fails to diversify transportation options, **worsening congestion and diminished quality of life will have a negative impact on the region's and the nation's economy.** The local transportation system

will have a direct impact on the region's ability to compete globally. The Greenway itself has the ability not only to improve connections between communities, but also to provide a catalyst for a diversified transportation system and other associated economic development that will support the ongoing success of existing and future businesses. The benefits analysis showed an estimated \$12 million will be saved in the region by reducing congestion and shifting travel to non-motorized trips.

### **The Greenway improves quality of life for the region.**

The Northwest Arkansas Razorback Regional Greenway will connect communities and provide a seamless transportation corridor for non-motorized access to jobs and recreation. While providing transportation options for northwest Arkansas is critical, it is also highly important for the region's top employers to support improvements to quality of life that will help attract and retain workers in the region. A recent survey of University of Arkansas graduates cited quality of life as a critical element in deciding whether to stay in the region upon graduation.

**The Greenway is already supporting redevelopment in the region.** The potential of trails and greenways to support economic development and revitalization has been documented in many communities through the country. As noted briefly in the project description, the City of Springdale is already planning to capitalize on this potential and is redesigning a community square around the Greenway. The proposed corridor will be a draw for investment in all six communities.

## Livability

### **The Greenway supports health and physical activity.**

National research has demonstrated that investment in bicycle and walking infrastructure will support healthy behaviors and the opportunity to make different travel choices. Improving opportunities for active transportation and physical activity in this region will not only benefit residents, but will provide a model for communities through the southern states and the nation. Arkansas has the nation's eighth-highest adult obesity rate (30.1 percent)<sup>12</sup>. Based on 2007 data, Benton County has an obesity rate of 26.9 percent and Washington County has an obesity rate of 25.0 percent.<sup>13</sup> The Northwest Arkansas Razorback Regional Greenway will enhance livability by increasing residents' physical

<sup>12</sup> <http://www.rwjf.org/childhoodobesity/product.jsp?id=65469>

<sup>13</sup> [http://apps.nccd.cdc.gov/DDT\\_STRS2/CountyPrevalenceData.aspx?mode=OBS](http://apps.nccd.cdc.gov/DDT_STRS2/CountyPrevalenceData.aspx?mode=OBS)

# Northwest Arkansas Razorback Regional Greenway: TIGER II Grant

activity, fitness, and health.

**The Greenway connects residents, workers, and visitors to amenities and to each other.** The Northwest Arkansas Razorback Regional Greenway will connect six different communities. This link will allow residents to have increased access to jobs, medical and educational services, shopping, and recreation. The corridor will provide a true regional connection that encourages local civic engagement through trail support and interaction and cooperation along the entire corridor.

**Improved transportation options reduce individual transportation costs.** The Greenway will reduce the average cost of user mobility through improved connections to transit, bicycling, and walking. The Greenway will make it possible for residents to have lower rates of vehicle ownership and still have access to services that meet their daily needs. Fewer vehicle trips and lower rates of vehicle ownership will reduce the combined costs of housing and transportation.

Currently there are no clear regional connections between the six major cities in the region. The Greenway provides a convenient alternative to using the congested I-540 corridor. The benefits analysis for this project estimates that the region can expect over \$146 million in reduced household transportation costs.

**The Greenway improves transportation equity for disadvantaged residents.** Northwest Arkansas's most disadvantaged citizens are bearing the burden of poor transportation options. In 2007, the level of persons in poverty in the region was estimated at 14.6 percent - nearly two points higher than the national average of 12.7 percent. The state of Arkansas has the third lowest median annual household income in the country. Census data showed that in 2000, communities in the region had an average of five percent of households with no automobile. The benefit-cost analysis estimates that households in the region will save \$14 million annually in reduced transportation costs by the year 2030.

Good transportation is vital for access to the activities and essential services that are needed to fully participate in society. Many experts note that approximately 30% of the general population does not drive for various reasons including age, income, and physical disability. In an automobile dependent community, those who do not have the ability to drive or don't have access to autos due to lower incomes or for other reasons are at a great economic and social disadvantage. Communities without adequate varied, high-quality transportation options, including facilities for bicycling and walking,

place seniors, youth, low income, and disabled residents at a distinct disadvantage when trying to access jobs, school, medical services, or other daily needs.

Within one half mile of the Greenway corridor there are 23 schools. This is about a 20-minute walk for each child. Creating a safe and comfortable environment for school access and youth mobility is a notable benefit of the Greenway. In addition, multiple senior and community centers are located within a half mile of the corridor. This new access to community resources and services will be of significant benefit to citizens who cannot or prefer not to drive.



Healthy communities offer children safe and enjoyable transportation options.

**The route of the Greenway corridor was selected to maximize non-motorized access to major employers and other community destinations.** The corridor will provide new multi-modal connections to destinations currently viewed as inaccessible by walking or bicycling. As shown in the Benefits Summary table below, by 2030 the Greenway will support a reduction of over 59 million vehicle trips.

## Sustainability

**The Greenway will help to reduce greenhouse gas emissions and regional vehicle miles traveled.** The Northwest Arkansas Razorback Regional Greenway will reduce the numbers of trips made in personal vehicles by giving people the opportunity to get out of their cars and onto their feet or bicycles. The Greenway will improve the region's sustainability by reducing fuel consumption and CO2 emissions, and creating an overall reduction in the region's dependence on oil. These estimates are particularly critical in the face of rapid growth in the region. The proposed Greenway represents a new direction for regional transportation that includes better transportation and land use integration. As indicated in the analysis regarding projected mode shift, the transfer of trips to the Greenway and associated network development will reduce VMT by over 185 million miles.

**Reduced auto travel improves regional and national sustainability and economic competitiveness.** The estimated reduction in auto use and VMT translates to reduced fuel use and cost savings to the region.



# Northwest Arkansas Razorback Regional Greenway: TIGER II Grant

Reducing dependence on oil imports for transportation has implications for sustainability of both the region and nation as whole. Local projects that build multi-modal capacity are one of the key elements of reducing national reliance on fuel imports.

## Safety

**The current lack of dedicated bicycle and pedestrian facilities discourages use and puts cyclists and pedestrians at greater risk.** In Benton and Washington counties there were 21 fatalities involving bicyclists and pedestrians from 2004 to 2008. Recent evidence from the top U.S. bicycling cities shows that higher rates of bicycling and walking can actually reduce crash rates. For example, in Portland, Oregon, the rate of bicycling increased 148% while fatalities have remained stable from 1998-2008. In recent years, as the mode share in Portland has increased, there have been multiple years with zero fatalities involving bicyclists.

A study published in 2003 in Injury Prevention found that there is an inverse relationship between the amount of bicycling and walking and the likelihood that any given bicyclist or pedestrian will be struck by a motorist. When the rate of bicycling and walking doubles in a community, the risk of crash to individuals decreases

by one third. The finding was verified across communities of varying size and land use pattern, as well as in different countries. There is strength in numbers; increasing walking and bicycling in northwest Arkansas will improve safety for all road users.

**Improved infrastructure can help to reduce conflict points between motorized vehicles and pedestrians and bicyclists.**

The proposed corridor will be designed in most areas to provide a complete off-road option for non-motorized transportation. The Greenway will separate bicycle and pedestrian ways from the street, making safer and more comfortable connections for alternative modes. In places where the trail will interface with the existing roadway network, state of the art design practice will ensure that all road users have clear instruction about how to share the space and navigate intersections with the trail safely. In addition, the region's communities are in the process of developing Complete Streets, Safe Routes to Schools and Bicycle Friendly Communities projects that will connect to the Greenway.

**Crashes have real costs to individuals and communities.** The benefit-cost analysis estimates that the region will save \$25 million over a 20-year horizon by reducing existing crash rates.

| Benefits Summary                                 |             |             |              |                                  |
|--|-------------|-------------|--------------|----------------------------------|
| Year   | 2015*       | 2020*       | 2030*        | Discounted Project Total Benefit |
| Project Year                                     | 5           | 10          | 20           |                                  |
| State of Good Repair Benefits                    |             |             |              |                                  |
| Reduced Road Maintenance Costs                   | \$243,491   | \$623,686   | \$2,536,592  | \$6,316,511                      |
| Economic Competitiveness Benefits                |             |             |              |                                  |
| Reduced Costs of Traffic Congestion              | \$71,301    | \$182,631   | \$742,780    | \$1,849,637                      |
| Reduced Economic Costs of Oil Imports            | \$32,378    | \$82,935    | \$337,304    | \$839,941                        |
| Livability Benefits                              |             |             |              |                                  |
| Healthcare Cost Savings of Active Transportation | \$52,918    | \$113,500   | \$277,510    | \$987,630                        |
| Reduced Household Transportation Spending        | \$1,162,227 | \$3,117,289 | \$14,461,580 | \$33,105,686                     |
| Reduced Vehicle Trips                            |             |             |              |                                  |
| Reduced Vehicle Trips                            | 665,078     | 2,028,139   | 8,772,715    | 59,529,195                       |
| Increased Bicycling and Walking Trips            |             |             |              |                                  |
| Increased Bicycling Trips                        | 578,869     | 1,725,877   | 8,338,834    | 54,002,341                       |
| Increased Walking Trips                          | 285,162     | 886,701     | 2,655,025    | 21,553,896                       |
| Reduced Vehicle Miles Traveled                   |             |             |              |                                  |
| VMT Reduction                                    | 1,136,950   | 3,469,733   | 16,571,263   | 107,703,796                      |
| Sustainability Benefits                          |             |             |              |                                  |
| Reduced Carbon Dioxide Emissions (tons)          | 462         | 1,411       | 6,740        | 43,809                           |
| Other Reduced Emissions (tons)                   | 18          | 56          | 269          | 1,748                            |
| Value of Reduced Carbon Dioxide Emissions        | \$33,958    | \$91,922    | \$437,327    | \$985,520                        |
| Value of Other Reduced Emissions                 | \$12,081    | \$42,885    | \$42,885     | \$370,732                        |
| Safety Benefits                                  |             |             |              |                                  |
| Reduced Vehicle Crash Costs                      | \$973,966   | \$2,494,743 | \$10,146,370 | \$25,266,044                     |

\*Undiscounted Annual Benefit

# Northwest Arkansas Razorback Regional Greenway: TIGER II Grant

## Job Creation and Economic Stimulus

The Northwest Arkansas Razorback Regional Greenway will create and retain jobs throughout the region. The majority of the TIGER II project budget will be used for construction activities for the remaining Greenway sections. **The number of direct jobs expected to be generated from the funds is 165.** The following table includes an estimate of projected direct jobs by quarter and community.

In addition to the direct jobs mentioned above, the completion and connection of the corridor will have additional economic benefits related to employment and stimulus:

- Increased real estate values and taxes associated for local communities. This supports expanded services and municipal jobs.
- Additional jobs for planners, designers, and engineers associated with trail and network development.
- Long-term recreation jobs such as parks, maintenance, and interpretive staff.
- Service jobs associated with trail use and increased tourism along the trail corridor.

**At a minimum, induced stimulus will produce an additional 100 jobs in the region.**

## Innovation

**The Greenway-as-transportation-corridor concept is ground-breaking for this region.** This project is inspiring local foundations to engage in the transportation future of the region. Municipal planners are engaged in a vision for an active and livable northwest Arkansas. The creation of a 36-mile continuous corridor for bicycling and walking is an innovation in itself for many communities in the nation. In northwest Arkansas, trails have been built in an opportunistic manner, creating an intermittent network that serves specific destinations but does not provide a viable transportation system. The Razorback Greenway is taking the region in a new direction towards developing a diverse and connected multimodal system. The Greenway capitalizes on the existing facilities to create a fully functioning transportation connection for six communities.

**The Greenway will establish a new paradigm for mobility that will not only inspire the region, but will forge a new vision for communities throughout the nation.** This project will demonstrate that in order to build a multimodal system, bicycle and pedestrian infrastructure must be connected and truly functional for transportation.

**Design and planning for the Greenway will seamlessly coordinate state of the art practice and local knowledge.** The Northwest Arkansas Razorback Regional Greenway concept planning process has already included some of the most experienced greenway planners in the country. Designers and planners consulting on the Greenway project are integrating best practices with innovative approaches for the Greenway and its access points throughout the corridor. The Greenway will feature the best industry-standard trail design as well as cutting edge crossing treatments based on the new AASHTO Guide, the US MUTCD and the National

| Direct and Indirect Jobs Benefit by Fiscal Quarter |         |         |         |         |         |         |   |         |         |         |         |         |         |         |
|--|---------|---------|---------|---------|---------|---------|---|---------|---------|---------|---------|---------|---------|---------|
| Community  | 2010    |         | 2011    |         |         |         | 2012                                      |         |         |         | 2013    |         |         |         |
|  | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr                                   | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| Bentonville  | 5       | 5       | 5       |         | 2       | 3       |   |         |         |         |         |         |         |         |
| Rogers   |         | 4       | 4       | 4       |         | 3       | 3   | 5       | 2       | 2       | 2       | 3       | 2       |         |
| Lowell   |         |         |         |         | 7       | 7       | 6   |         |         |         |         |         |         |         |
| Springdale   |         |         |         | 6       | 13      | 5       | 8   | 9       | 11      | 8       |         |         |         |         |
| Johnson  |         |         |         | 4       | 12      | 7       |   |         |         |         |         |         |         |         |
| Fayetteville                                       |         |         | 2       |         |         | 2       | 2   | 2       |         |         |         |         |         |         |
| Totals   | 5       | 9       | 11      | 14      | 34      | 27      | 19  | 16      | 13      | 10      | 2       | 3       | 2       | 0       |
|  |         |         |         |         |         |         | Total Direct and Indirect Job Years = 165 |         |         |         |         |         |         |         |



# Northwest Arkansas Razorback Regional Greenway: TIGER II Grant

Association of City Transportation Officials (NACTO) Cycling for Cities project.

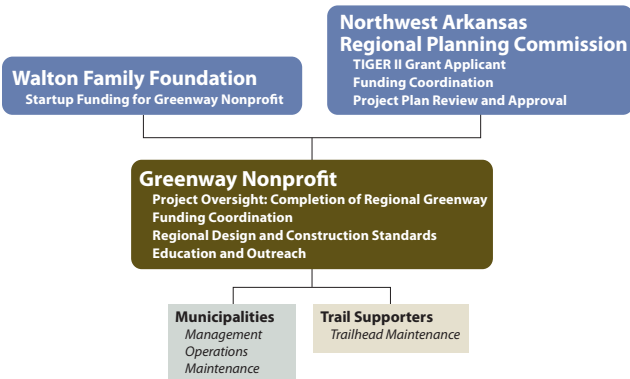
## Partnership

**The Northwest Arkansas Razorback Regional Greenway is a model public-private partnership.**

Collaboration among a broad range of entities is demonstrated in the plans for implementing, managing, and maintaining the Northwest Arkansas Razorback Regional Greenway. A regional nonprofit organization committed exclusively to greenways and the benefits they provide will be part of the development of the Greenway, focusing on the identification of funding opportunities and the coordination of their solicitation, the promotion of regional design and construction standards, education and outreach regarding the benefits of greenways, and project oversight for the completion of the project. The Walton Family Foundation has indicated that it will consider support for the first three years of operations of the new greenway nonprofit. This partnership between municipalities, private philanthropy, and nonprofit institutions, and the level of commitment among these groups, is truly unique in the country.

Maintenance and operations of the Northwest Arkansas Razorback Regional Greenway will reflect similar public-private arrangements in existence throughout the country (including Indianapolis, Minneapolis, San Diego, and Boise). Once the Greenway is complete, the municipalities along the corridor will serve as the hosts and managing entities for the Greenway sections passing through their jurisdictions, assuming responsibility for operations and maintenance of their own sections. Trailhead facilities will be adopted by local greenway supporters and advocates.

The following organizational chart illustrates the relationships and roles for primary organizations in implementing the project and operating the Greenway.



The Greenway has the support and endorsement of a broad range of participants, including:

- United States Congressman
- Arkansas State Representatives
- Arkansas State Senators
- Local governments
- Educational institutions
- Health care facilities
- Private foundations
- Private corporations
- Local bike shops

Attachment 2 includes letters of support from these public, private, and nonprofit partners.

## Benefit-Cost Analysis

The economic benefits of the Northwest Arkansas Razorback Regional Greenway were calculated to reflect the monetary value of walking and bicycling as they apply to the five TIGER II selection criteria. Most of the benefits of walking and bicycling that can be monetized are related to the reduced external costs of motor vehicle transportation. Each trip that a person takes by walking or bicycling instead of driving prevents the release of climate-changing greenhouse gases and harmful particulates into the air, reduces wear on the existing roadway system, and improves efficiency by reducing congestion. Bicycling and walking also provide needed exercise, and save households money on fuel and maintenance costs. As a state of the art 36-mile active transportation corridor, the Greenway will induce many new individuals in the community to begin bicycling or walking to get to work or school or to run errands.

## Methodology

Project benefits were based on forecast bicycle and pedestrian mode share increases for different demographic groups and trip types, including employee commute trips and student trips to college and K-12 schools. These forecasts were developed and vetted by regional transportation planning leaders and bicycle and pedestrian transportation professionals. The forecast mode splits are in line with documented increases in bicycle and pedestrian activity in other U.S. cities with similar levels of investment.

Recently released data from the 2009 National Household Travel Survey was used to translate forecast bicycle and pedestrian mode shares into total numbers

# Northwest Arkansas Razorback Regional Greenway: TIGER II Grant

of bicycle and pedestrian trips, motor vehicle trips replaced, and reduced vehicle miles traveled. Most studies of motorized transportation costs and externalities report costs on a per-mile basis, so most active transportation benefits are calculated through VMT reduction. Other benefits, such as the benefits of exercise from walking or bicycling for transportation, are based on the estimated number of new walkers and bicyclists in the community.

Care has been taken to use local data sources whenever possible and to choose the more conservative multiplier when presented a choice. The calculated benefits of the project relate to the tangible benefits of walking and bicycling for utilitarian transportation purposes, and so the total benefits are likely an underestimate as more

abstract values (such as the perceived value of recreational facilities) are not quantified in the calculation.

The following table provides a summary of the benefit-cost analysis with an annual stream of costs and benefits associated with the project over a 20-year time horizon.

This benefit-cost analysis demonstrates the net present value (NPV) of the project to be over \$36 million, meaning that the estimated benefit to the northwest Arkansas region is \$36 million greater than the initial investment.

Attachment 3 includes a fully detailed benefit-cost analysis table, detailing the factors and data sources used in the analysis as well as complete benefit estimates by organized by category.

| Benefit-Cost Analysis  |              |                           |                                      |                    |                           |                         |                                    |
|--|--------------|---------------------------|--------------------------------------|--------------------|---------------------------|-------------------------|------------------------------------|
| Calendar Year  | Project Year | Initial Project Costs (1) | Operations and Maintenance Costs (2) | Total Benefits (3) | Undiscounted Net Benefits | Discounted Net Benefits | Cumulative Discounted Net Benefits |
| 2010   | 0            | \$6,954,077               | \$256,459                            | \$0                | -\$7,210,537              | -\$7,210,537            | -\$7,210,537                       |
| 2011   | 1            | \$18,990,309              | \$256,459                            | \$442,123          | -\$18,804,645             | -\$17,488,320           | -\$24,698,857                      |
| 2012   | 2            | \$11,228,491              | \$404,579                            | \$930,189          | -\$10,702,881             | -\$9,256,922            | -\$33,955,779                      |
| 2013   | 3            | \$1,324,741               | \$633,217                            | \$1,424,319        | -\$533,639                | -\$429,236              | -\$34,385,015                      |
| 2014   | 4            | \$0                       | \$656,633                            | \$1,992,324        | \$1,335,691               | \$999,167               | -\$33,385,849                      |
| 2015   | 5            | \$0                       | \$656,633                            | \$2,582,320        | \$1,925,687               | \$1,339,678             | -\$32,046,171                      |
| 2016   | 6            | \$0                       | \$656,633                            | \$3,261,220        | \$2,604,587               | \$1,685,142             | -\$30,361,029                      |
| 2017   | 7            | \$0                       | \$656,633                            | \$3,982,453        | \$3,325,820               | \$2,001,149             | -\$28,359,880                      |
| 2018   | 8            | \$0                       | \$656,633                            | \$4,813,117        | \$4,156,484               | \$2,325,893             | -\$26,033,987                      |
| 2019   | 9            | \$0                       | \$656,633                            | \$5,712,625        | \$5,055,992               | \$2,631,194             | -\$23,402,793                      |
| 2020   | 10           | \$0                       | \$656,633                            | \$6,749,591        | \$6,092,958               | \$2,948,884             | -\$20,453,909                      |
| 2021   | 11           | \$0                       | \$656,633                            | \$7,890,458        | \$7,233,825               | \$3,255,970             | -\$17,197,939                      |
| 2022   | 12           | \$0                       | \$656,633                            | \$9,207,051        | \$8,550,418               | \$3,579,173             | -\$13,618,766                      |
| 2023   | 13           | \$0                       | \$656,633                            | \$10,674,385       | \$10,017,752              | \$3,899,856             | -\$9,718,909                       |
| 2024   | 14           | \$0                       | \$656,633                            | \$12,369,717       | \$11,713,084              | \$4,240,651             | -\$5,478,258                       |
| 2025   | 15           | \$0                       | \$656,633                            | \$14,278,842       | \$13,622,210              | \$4,586,610             | -\$891,649                         |
| 2026   | 16           | \$0                       | \$656,633                            | \$16,487,410       | \$15,830,777              | \$4,957,120             | \$4,065,471                        |
| 2027   | 17           | \$0                       | \$656,633                            | \$18,995,121       | \$18,338,488              | \$5,340,398             | \$9,405,870                        |
| 2028   | 18           | \$0                       | \$656,633                            | \$21,900,004       | \$21,243,371              | \$5,753,293             | \$15,159,163                       |
| 2029   | 19           | \$0                       | \$656,633                            | \$25,220,045       | \$24,563,412              | \$6,186,781             | \$21,345,944                       |
| 2030   | 20           | \$0                       | \$656,633                            | \$64,463,232 (4)   | \$63,806,599              | \$14,945,986            | \$36,291,929                       |
|  |              |                           |                                      |                    |                           | Net Present Value:      | \$36,291,929                       |
|  |              |                           |                                      |                    |                           | IRR:                    | 5.58%                              |
| Notes:   |              |                           |                                      |                    |                           |                         |                                    |
| (1) Includes all costs associated with completion of the project during that year (engineering and professional services, survey, easements and acquisitions, construction, etc.)  |              |                           |                                      |                    |                           |                         |                                    |
| (2) Estimated annual maintenance cost of \$18,012 per mile, includes regular landscaping, surface patching twice annually, restriping every five years and repaving every 20 years. This level of maintenance will preserve the full value and functionality of the trail.   |              |                           |                                      |                    |                           |                         |                                    |
| (3) Includes all associated benefits of the project, including: air quality benefits of reduced vehicle emissions; reduced economic costs of importing foreign oil; reduced costs of congestion, vehicle crashes and roadway maintenance; reduced healthcare costs; and reduced household transportation expenses. |              |                           |                                      |                    |                           |                         |                                    |
| (4) Includes residual benefit of fully maintained trail corridor.  |              |                           |                                      |                    |                           |                         |                                    |



# Northwest Arkansas Razorback Regional Greenway: TIGER II Grant

## V. Project Readiness and NEPA

Approximately 14.2 miles of the Northwest Arkansas Razorback Regional Greenway have been completed, with approximately 21.6 miles in various stages of planning and design. The following table outlines the sections that have not been completed, with an approximate time of completion if TIGER II funds are awarded.

Project partners are ready to proceed and, if awarded, all TIGER funds will be obligated by the 1st quarter of 2012 with total project completion estimated by the 3rd Quarter of 2013.

| Project Schedule                 |                        |                    |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
|----------------------------------|------------------------|--------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
|                                  |                        |                    |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| Planning                         |                        |                    |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| Prelim Engineering               |                        |                    |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| Final Design                     |                        |                    |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| Construction Bid                 |                        |                    |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| Construction                     |                        |                    |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
|                                  |                        |                    | 2010    |         | 2011    |         |         |         | 2012    |         |         |         | 2013    |         |         |         |
| Section Number                   | Section Description    | Status             | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| Bentonville                      |                        |                    |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| 2                                | North Trail I-540 link | In Design          |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| 5                                | Medical Center Trail   | Under Construction |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| Rogers                           |                        |                    |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| 7                                | New Hope               | Ready to Construct |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| 9                                | Blossom Way 5          | Ready to Construct |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| 10                               | Manors Trail           | In Design          |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| 11                               | Bellview Road          | Planned            |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| 12                               | Garrett Road           | Planned            |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| Lowell                           |                        |                    |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| 13                               | Connection Trail       | Planned            |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| Springdale                       |                        |                    |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| 14                               | Trail Section A:       | Planned            |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| 15                               | Trail Section B:       | Planned            |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| 16                               | Trail Section C        | Planned            |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| 17                               | Spring Creek Plaza     | Planned            |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| 18                               | Trail Section D        | Planned            |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| 19                               | Trail Section E        | Planned            |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| 20                               | Trail Section G        | Planned            |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| 21                               | Trail Section H        | Planned            |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| 22                               | Trail Section I        | Planned            |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| Johnson                          |                        |                    |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| 24                               | Phase II               | Planned            |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| 25                               | Phase 1 Clear Creek    | Planned            |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| Fayetteville: Remaining Sections |                        |                    |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| 26                               | Scull Creek            | Ready to Construct |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| 28                               | Frisco South           | In Design          |         |         |         |         |         |         |         |         |         |         |         |         |         |         |

# Northwest Arkansas Razorback Regional Greenway: TIGER II Grant

At this time the cities of northwest Arkansas have not built trails with federal funds that would require them to comply with the National Environmental Policy Act (NEPA). The following table outlines the permits that northwest Arkansas cities have obtained to demonstrate compliance with all federal environmental guidelines.

Every project complies with strict guidelines required by agencies such as the United States Environmental Protection Agency (which requires a Storm Water Pollution Prevention Plan (SWPPP)), the Federal Emergency Management Agency (FEMA), the United States Army Corps of Engineers (USACE), and Arkansas Highway Transportation Department (AHTD). In addition, project managers have obtained any other special permits that may have been required for existing trail sections to cross property.

Future sections of the Northwest Arkansas Razorback Regional Greenway will have the option of pursuing a NEPA Categorical Exclusion (CE), a Class II action. Attachment 4, from the Arkansas State Highway and Transportation Department, indicates that trails such as those defined for the Northwest Arkansas Razorback Regional Greenway typically meet the definition of a Categorical Exclusion. Categorical Exclusions are actions which meet the definition contained in 40 CFR 1508.4 and, based on past experience with similar actions, do not involve significant environmental impacts. The applicant is not seeking TIGER II funds to complete a NEPA analysis.

## VI. Federal Wage Rate Certification

Attachment 5 contains the Federal Wage Rate Certification from NWARPC.

## VII. Material Changes to the Pre-Application Form

None

## List of Attachments:

1. Costs by trail section and subtotals by community
2. List of support letters - followed by letters
3. Full Benefit-Cost Analysis tables
4. NEPA (Categorical Exclusion) compliance letter
5. Federal Wage Rate Certification

| Permits for Existing Trails   |                |                       |                           |            |   |
|-------------------------------|----------------|-----------------------|---------------------------|------------|---|
| Trail Name                    | Length (miles) | FEMA Permits          | AHTD                      | USACE      | Railroad                                    |
| <b>Fayetteville, Arkansas</b> |                |                       |                           |            |   |
| Clabber Creek Trail           | 0.65           | No-Rise Certification | N/A                       | Nationwide | N/A   |
| Frisco Trail                  | 1.31           | No-Rise Certification | N/A                       | Nationwide | Property purchase/99 year lease on sections |
| Gulley Park Trail Extension   | 0.3            | No-Rise Certification | N/A                       | N/A        | N/A   |
| Hamestring Creek Trail        | 0.62           | No-Rise Certification | N/A                       | Nationwide | N/A   |
| Lake Fayetteville Trail       | 4.32           | No-Rise Certification | Driveway Permit           | Nationwide | N/A   |
| Mud Creek Trail               | 2.35           | No-Rise Certification | Airspace Permit           | Nationwide | N/A   |
| Shiloh Trail                  | 1.33           | N/A                   | Permit for trail in R.O.W | N/A        | N/A   |
| Scull Creek Trail             | 3.93           | No-Rise Certification | Airspace Permit           | Nationwide | 99 Year Lease                               |
| Town Branch Creek Trail       | 0.38           | No-Rise Certification | N/A                       | Nationwide | N/A   |
| <b>Rogers, Arkansas</b>       |                |                       |                           |            |   |
| Blossom Way                   | 4.5            | No-Rise Certification | Airspace Permit           | N/A        | N/A   |
| Osage Creek                   | 0.25           | No-Rise Certification | Airspace Permit           | Nationwide | N/A   |
| Turtle Creek                  | 1.5            | No-Rise Certification | N/A                       | Nationwide | N/A   |
| <b>Bentonville, Arkansas</b>  |                |                       |                           |            |   |
| North Bentonville Trail       | 1.5            | No-Rise Certification | N/A                       | N/A        | N/A   |
| NE A Street                   | 0.5            | No-Rise Certification | N/A                       | N/A        | N/A   |
| NWACC/ISD                     | 0.5            | N/A                   | Airspace Permit           | N/A        | N/A   |