

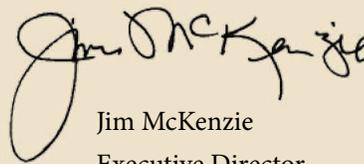
LETTER

Annual Letter 1955-2015

Metroplan was founded in 1955 by local business and government leaders just a decade after the end of World War II and with a new world facing profound changes laid out in front of them. They believed that by working together and planning for our future, our region could be competitive in that new world. Sixty years of service to our member governments and the citizens of central Arkansas have resulted from their foresight.

In compiling the historical record of Metroplan's work for the past six decades, it was striking how much the organization has accomplished or helped our local elected officials accomplish in that time. And while it was nice to bask in the reflection of work well done, time waits for no one, and a future every bit as challenging lies before us in this time. Our world will change fundamentally over the next six decades – from climate change adaptation to massively disruptive technologies to changes to the very nature of work.

Self-driving cars, trucks and buses will transform the nature of transportation and the shape and form of our cities. Robotics and Big Data will transform work. Nanotechnology and 3D printing will change the nature of health care and manufacturing. It will be a time of great change, of great risk, and of great opportunity. Now is the time to reinvest in vision, imagination and cooperative action to plan for that changing future. To do, in other words, what Metroplan has always done best.



Jim McKenzie
Executive Director



Mayor Randy Holland
City of Mayflower
Metroplan President



Jim McKenzie
Executive Director

60TH ANNIVERSARY

Sixty Years of Planning Central Arkansas

1955

Metroplan was created in 1955 by local political and civic leaders, acting out of necessity and inspired by the principle that the metropolitan area was one community and that the problems and solutions of each entity were shared by all.

On March 3, 2015, Metroplan celebrated its sixtieth year as the regional planning agency for Central Arkansas. Originally named the MAPC (Metropolitan Area Planning Commission of Pulaski County), the organization was housed in the basement of the Pulaski County Courthouse. It served a population of about 220,000. By 2015, Metroplan encompassed a four-county region with a population around 705,000, or a population more than 3.2 times as large. In its earliest incarnation, the organization did transportation planning, industrial recruitment, housing plans, urban renewal and park design. Both Burns Park in North Little Rock and Pinnacle Mountain State Park in western Pulaski County were developed with Metroplan's assistance.

Metroplan began on its current path in the early 1990s, developing the Metro 2020 Plan that served as a framework for a regional transportation planning vision that has continued (with updates and revisions) to the present day. During the year 2015, Metroplan completed its *Imagine Central Arkansas* (ICA) plan, which looks ahead to the year 2040. The organization's primary thrust over the past twenty-five years has been transportation planning. Metroplan also provides planning assistance to its local government members with land use, streets, trails, parks, and utility infrastructure. Metroplan plays a key role in planning the long-range future of regional water supplies, assisting organizations like MAWA (Mid-Arkansas Water Alliance) and Central Arkansas Water as they strive to reserve water supplies out to the mid-21st century and beyond.



U.S. Congressman French Hill addressing the Metroplan Board at its 60th Anniversary luncheon. Past Metroplan Board Presidents were honored guests at the luncheon.

60TH ANNIVERSARY

Metroplan's expertise with transportation modeling, GIS, demographic and economic analysis, and local planning needs make it a key player in regional decision-making. Some of the organization's functions are well-publicized; others—while not secret—frequently go unseen. Planning is not, however, about recognition. It is about providing the region's cities, counties, businesses and people with the tools and information they need to make thoughtful, well-informed decisions about the future. Metroplan's past efforts helped build the region we have today, and its present and future efforts will lay the groundwork for prosperity, sustainability, and good living in years to come.



Above and at right: Board members and staff from past and present gathered to celebrate on July 1, 2015.



2015

Metroplan's members now include twenty-seven cities, five counties, Rock Region Metro and AHTD.



Executive Director Jim McKenzie addresses the well-attended event.

1970

Metroplan was originally named the Metropolitan Area Planning Commission (MAPC). In 1970 MAPC was reorganized as a council of local governments and the name changed to Metroplan.

1974

Governor Dale Bumpers designated Metroplan the Metropolitan Planning Organization (MPO) for Central Arkansas.

AWARDS

Jack Evans Award Goes to a Trail Blazer

The Jack Evans Regional Leadership Award was established in 1993 to honor the late Mayor Jack Evans of Sherwood. The award is granted for outstanding public service that advances sound planning in Central Arkansas.

2000

The Association of Metropolitan Planning Organizations awarded Metroplan with a national award for Outstanding Leadership in Metropolitan Planning.

The 2015 Jack Evans Regional Leadership Award was presented to Rob Stephens, an avid biker, hiker, and outdoorsman, for guiding the Arkansas River Trail's continuing success. He is a master trainer for the National Leave No Trace Foundation, and current Arkansas River Trail Task Force (ART) chairman. A model of volunteerism, Rob spends countless hours planning and advocating for the trail. He established the Arkansas River Trail Foundation, a 501(c)3 non-profit corporation in 2015.

Pioneered through a joint effort between Pulaski County and the cities of Little Rock and North Little Rock, the trail nonetheless lacked a brand and a long term plan. Mr. Stephens saw an opportunity to create a task force to connect stakeholders and capitalize on the trail as an underutilized resource. The ART Task Force first



Jim McKenzie presented the Jack Evans Regional Leadership Award to Rob Stephens, Chairman of the Arkansas River Trail Foundation.



Arkansas River Trail Task Force members Jon Light, John Barton, Rob Stephens, Barbara Richard, and Lynn Warren discuss signage locations.

convened in 2010, bringing together local leaders and interested stakeholders to enhance the trail.

Under Rob's leadership, the name "Arkansas River Trail" became official, complete with a trademark, professionally designed logo, tourist brochures, and an interactive website. Wayfinding signs and emergency response medallions have been placed on the trail for ease of use. A master plan ensures the trail's growth in Pulaski County and beyond. In May 2012, eleven jurisdictions signed a Memorandum of Understanding for coordinating trail efforts. Mr. Stephens continues his leadership by pursuing funding for additional signage, seeking a vendor to produce and sell marketing

materials, and guiding development of a new segment, the "Southeast Trail."

AWARDS

And the Award Goes to...

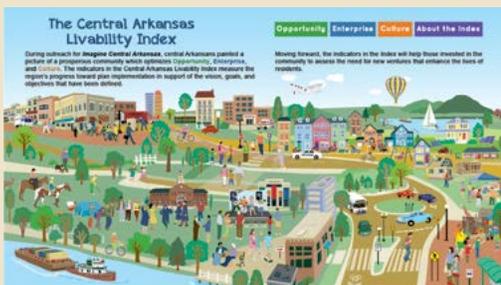
Metroplan had a banner 60th anniversary year in 2015. The organization collected five awards from three different associations.

Bronze Quill Awards

The International Association of Broadcast Communicators (IABC), Arkansas Chapter, held its Bronze Quill Awards ceremony March 12, 2015. Metroplan received a Merit Award in the Government Communication Program category for *Imagine Central Arkansas: Blueprint for a Sustainable Region*. Metroplan and The Design Group received honors for their efforts: an Award of Excellence in the Audio/Visual category for the *Faces of Central Arkansas* video.

American Planning Association Awards

The American Planning Association (APA), a collection of certified planning professionals, presented Metroplan with two Awards of Excellence at its Quad-State Conference in Kansas City. *Imagine Central Arkansas* scored in two categories, "Comprehensive Plan Development" and "Achievement in Technology" for the ICA:



The [Central Arkansas Livability Index](#) website won an Award of Excellence from the American Planning Association.



Metroplan's long-range planning efforts were acknowledged with awards from the APA and the IABC.

Blueprint for a Sustainable Region and the Central Arkansas Livability Index Website respectively. Staff members Susan Dollar and Daniel Holland were on hand to receive the awards from APA Arkansas Chapter President, Danielle Shasteen.

American Advertising Awards

Entering into new territory for the organization, Metroplan and the Design Group submitted to the American Advertising Awards (formerly known as the ADDYS) and received a bronze level award in the Audio/Visual category for *Imagine Central Arkansas'* capstone video. The awards are the Advertising Federation's (ADFED) premier honors, and recognize excellence in creative design, advertising, and promotional campaigns across all media channels. The 2015 competition drew approximately 400 entries from Arkansas agencies and organizations.



IABC Judges raved about the *Faces of Central Arkansas* video exclaiming that "the (video) sample is high quality," garnering it an Award of Excellence.



Left: Daniel Holland and Susan Dollar accepting awards at the APA conference in Kansas City. Right photo: The Design Group's Stephanie Jackson, along with Casey Covington and Lynn Bell accept a Bronze Quill Award from an IABC student representative.

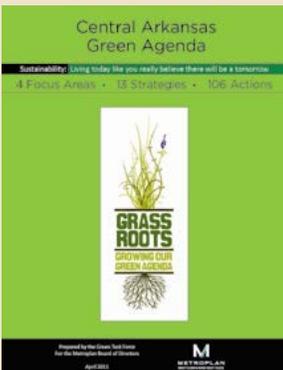
ENVIRONMENT

1978

Metroplan was designated the lead agency for air quality planning in Central Arkansas.

2011

The Metroplan Board adopted the Central Arkansas Green Agenda.



Ozone Standards

The Environmental Protection Agency (EPA) revised its air quality standards for ozone (O₃) in October. Under the new regulation, an area must maintain ozone at an average of 70 parts per billion (ppb) or lower over a period of three years, down from 75 ppb in previous cycles. O₃ is largely a summertime pollutant, formed from precursor pollutants — volatile organic compounds (VOCs) and nitrogen oxides (NO_x). Ozone can cause lung and respiratory problems.

By October 1, 2016, states must report which areas comply with the new standard (areas said to be “in attainment”) and which do not comply (declared “nonattainment”). An ozone nonattainment area requires new or different controls on air pollution sources, from cars and trucks to manufacturing and industrial facilities, including consumer products such as aerosols, fuels, solvents, and paints. Extra controls are potentially costly to the region as leaders will have to spend time and resources coming into compliance. Fortunately, Central Arkansas will be graded by its three year average which held at 66 ppb.

Air Quality Standards Tighter



Clean Power Plan

In August, the EPA announced the Clean Power Plan, an attempt to reduce carbon pollution from power plants by 32 percent of 2005 levels in 2030. As a result, sulfur dioxide and nitrogen oxide emissions, known to cause soot and smog, will be reduced 90 percent and 72 percent compared to 2005 levels respectively. The transition to cleaner energy sources will help protect citizens

from harmful air pollution that cause asthma attacks, hospitalization, even premature death.

The plan provides carbon pollution standards for existing, reconstructed, modified, and new power plants. The state will prepare a plan for its power plants based on EPA’s findings.



ENVIRONMENT

All Good at Last 'Ditch' Effort

"Ditch the Keys," the region's annual campaign to raise awareness for Ozone Action Days, continued its success in May as 120 registered on ditchthekeys.com for a week of alternative transportation activities in Little Rock and North Little Rock. Conway also dedicated the month to alternative transportation, and sponsored several biking events such as the "Tour De Toad" bicycle race.



Rock Region Metro was an active participant during Ditch the Keys week. On Ride the Bus to Work/School Day, radio DJ Pool Boy aired his show from a bus and a trolley. The show interviewed riders and local high-profile guests about alternative transportation. The event received a big boost when Rock Region Metro announced free bus rides on that day.



The Capital Hotel generously provided breakfast to participants on Bike to Work Day.

In addition to Bike or Bus to Work/School, the week's events encouraged Arkansans to walk, carpool and telecommute for better health and a healthier environment.

Over 1,800 users browsed the event's website and several unregistered participants showed up for bike and bus to work days. T.V. and radio ads reached several thousand in the metro area. Social Media played a large role in connecting the community. The Facebook page garnered multiple "likes" and participants were encouraged to share pictures of their adventures using the hashtag #ditchthekeys on twitter.



Left: Little Rock City Director Kathy Webb and Metroplan Executive Director Jim McKenzie on Bike to Work Day. Right: bicyclists arrive for the well-attended press conference at the Old Statehouse.



A series of humorous videos helped publicize the week's events.



The MOVE Central Arkansas plan is the result of more than a year's work of strategic planning and public outreach. The project goal was to develop a vision for Rock Region METRO that addresses service improvements and supports central Arkansas' economic development and efforts to provide a dynamic, desirable place to live, work and play. Move Central Arkansas focuses on three key areas: service expansion and improvements, comprehensive and consistent branding and exploring additional funding opportunities.

Rock Region Metro: A New Day and New Ways

You may have seen the fresh new green-blue-and-white logo on local buses. In August 2015 the Central Arkansas Transit Authority (CATA) announced a new name, Rock Region Metro. This is part of a re-branding effort to improve transit in Central Arkansas. Several changes include:

- Fifteen new buses that run on compressed natural gas (CNG), a cleaner and less expensive fuel
- New bus signs that show route numbers;
- A customized texting system to help users follow stop locations, taking some of the uncertainty out of transit travel;
- Rock Region Metro has added 35 new shelters across its service area;
- All buses now offer free WiFi.

With the help of increased funding voted by the Metroplan Board, Rock Region Metro aims to convert its entire bus fleet to CNG by 2025. The agency is also exploring new funding possibilities to expand local bus service, possibly including Bus Rapid Transit (BRT). A growing region needs an efficient, innovative and flexible transit system, one that is well integrated with pedestrian and bike travel. Rock Region Metro aims to meet that need.



Rock Region Executive Director Jarod Varner speaking at the press conference.



Rock Region unveiled the new logo and CNG buses at a press conference on August 11, 2015.

BIKE/PEDESTRIAN

TAP for Trails

During 2015 Metroplan worked with its member communities adding mileage and quality to regional trails, sidewalks, and other amenities. Much of the funding came through the federal government's TAP, as well as Safe Routes to Schools (SRTS) and Recreational Trails Programs (RTP).

In December of 2015, the Arkansas State Highway and Transportation Department announced the award of more than \$4.5 million in Transportation Alternatives Program (TAP) funding to projects within Central Arkansas. The ten biggest awards were:

Project	Sponsor	Award Amount
Old River Bridge	Saline County	\$500,000
Shorter College streetscape / pedestrian walks	Shorter College	\$432,472
Dave Ward Pedestrian Overpass	Conway	\$400,000
Healthy Alternative Transportation	Shannon Hills	\$397,664
Solar Powered Bus Shelters	Rock Region Metro	\$360,000
Riverfront Drive Project	Little Rock	\$325,000
AR River Trail - Pinnacle Valley Rd.	Pulaski County	\$282,236
Levy Trail Phase III	North Little Rock	\$271,696
Ward Safe Routes to School Phase III	Ward	\$220,000
Boswell Road sidewalk	Bryant	\$172,000

Nine other projects rounded out the list, in Benton, North Little Rock, Shannon Hills, Sherwood, Jacksonville, Maumelle and Holland. Communities match the federal funds with 20 percent local money. Bit by bit, it is getting easier in Central Arkansas to use the bus, ride a bike, move in a wheelchair, or get around on foot.

Applications for another \$2 Million in TAP funds allocated by Metroplan are being accepted, with the selections to take place in early 2016. Previous projects that used Metroplan's Transportation Alternative Program funds include the

Shilcutt Bayou Bridge on the Arkansas River Trail, Little Rock Bike Connector between Gill Street and Dillard's Headquarters (ongoing), and the Magness Creek School pedestrian bridge and sidewalk in Cabot.



The new Magness Creek School pedestrian bridge allows about 100 schoolchildren to safely walk to school from their neighborhood in Cabot.

2006

The Big Dam Bridge opened.

2011

Two Rivers Park Bridge opened.

2012

Arkansas River Trail Memorandum of Understanding was signed by eleven entities.

BIKE/PED

1971

Metroplan partnered with the Arkansas Chapter of the American Institute of Architects to create a park/open space design for the banks of the Arkansas River in Little Rock, which later became Riverfront Park.

Southeast Trail



The 13-mile bicycle trail is an addition to the Arkansas River Trail System and its 88-mile Grand Loop, bringing the system's total miles of trails and bike routes to well over 100. The trail offers flat terrain, low vehicular traffic, and diverse landscapes of farmland, industry and the Arkansas River.

Partners and supporters of the project include:

- Dassault Falcon Jet
- Little Rock Port Authority
- Pulaski County
- City of Little Rock
- The U.S. Army Corps of Engineers
- Little Rock Parks and Recreation
- Clinton Presidential Center
- Arkansas River Trail Task Force
- Metroplan

Metroplan staff and the Arkansas River Trail Task Force worked with multiple agencies to create the Southeast Trail. This newly designated bike route extends east and south from the Clinton Presidential Park to the David D. Terry Lock and Dam and Dam Site 6 West Park.

Southwest Trail



The Old River Bridge in Saline County.
Photo credit: Facebook.com/southwest-trail

Saline County received \$500,000 in TAP funding toward the rehabilitation of the Old River Bridge, a key component of the development of the Southwest Trail. The Southwest Trail will be a bicycle/pedestrian trail, running from the Arkansas



Looking west along the trail near the community of Castle Valley.
Photo credit: Facebook.com/southwest-trail

River Trail in Little Rock to Hot Springs National Park along an abandoned railway and connecting 8 communities in Pulaski, Saline and Garland counties.

PLANNING

Jump Starts Starting to Roll

Communities Adopt Jump Start

Year 2015 ushered in a wave of changes for the seven Jump Start urban/suburban redevelopment projects begun under *Imagine Central Arkansas*. Each community adopted Implementation and Action Plans to guide revitalization. Cities will use these plans to engage residents and developers, to identify the needs, wants, and available resources within the community.

Six of the seven areas have adopted new zoning codes as well. The codes mirror traditional urban development patterns, where quality community design is emphasized rather than separation of land uses. Designated public space, pedestrian priority, and pedestrian friendly streetscapes are strategically placed between services, entertainment, and residences. This provides new opportunities for neighbors to live and interact in their communities.

Events and Activities

Bryant Held a “Pop Up” event in October which simulated (with hay bales) a walkable Reynolds Road. The event displayed local businesses and an impromptu art gallery. Similar events, like National Night Out and Park Hill Patio, in North Little Rock’s Levy and Park Hill districts witnessed over 3,000 participants. In Conway, clean-up began on an old downtown scrapyard assisted by federal brownfield grants. The City has ambitions to use the space as a park to anchor future development.

Jump Start projects are entering the engineering phase. In 2015, Bryant began drafting plans for Reynolds Road improvements. Other communities will contract with Metroplan to select an engineer.

“Support” Group Created

Jump Start is a massive project that requires cooperation between city departments, state agencies, Metroplan, and engaged members of the public. In 2015, the Jump Start Collaborative was formed to bring project coordinators and associated staff together to exchange ideas, discuss their projects’ successes and setbacks, and develop a dataset to measure each area’s performance.

Essentially, the collaborative serves as a support group as projects move forward and new ones come online. In the future, this group will bring expertise to other communities that wish to embark on similar efforts. By showing how redevelopment can benefit business, government, and ordinary citizens, the Jump Start communities are poised to turn the starter key in areas beyond the first seven projects.

RPAC-ICAP Wrap Up *Imagine Central Arkansas*

The Regional Planning Advisory Council (RPAC) and the Imagine Central Arkansas Partners (ICAP) consortium agreement officially completed January 31st, 2015 with a “farewell” meeting in March. With only a few minor tweaks left, the *Imagine Central Arkansas* planning process was well on its way to being complete. ICAP members expressed interest to continue with future planning efforts, and Metroplan is brainstorming ways to retain these assets.



ROADWAYS

1996

REGIONAL ARTERIAL NETWORK

Metroplan staff began working with the Board and citizens' committees on developing a Strategic Regional Arterial Network (RAN). The RAN was formally approved in 2000. The RAN plan emphasizes the use of arterial streets as a safe, convenient and quick alternative to freeways as they reach six-lane capacity.

I-30 Project Presents Opportunities and Challenges

The widening and improvement of a 6.25-mile stretch of Interstate 30 in Little Rock and North Little Rock is the largest single project ever undertaken by the Arkansas State Highway and Transportation Department (AHTD). It introduces two new concepts in planning and constructing major infrastructure within the state:

- The Planning and Environmental Linkages process (PEL), which was completed during 2015.
- Design-build-finance (as opposed to the traditional design-bid-build process).

This complex corridor is intersected by six freeways and several arterial streets. Traffic flow impacts all other freeway segments in the region, many of which extend outward across the state. The project will also have major impacts on the Little Rock-North Little Rock community, including access to major corridors within the region, pedestrian and bike flows, and cultural and economic linkages along and across widened freeway routes. It will have far-reaching impacts on continuing redevelopment of downtown sections of Little Rock and North Little Rock.



To date, the project has involved the most active and comprehensive public outreach effort ever engaged in by AHTD, with numerous public meetings, presentations to local governments, civic organizations and online outreach.¹ The dialogue will extend into 2016.

Project challenges:

- The impact of a major freeway expansion, with altered or reduced access points, on central business districts and neighborhoods in Little Rock and North Little Rock.
- The impact such a major expansion will have on downstream freeway links, and implications for the financially constrained regional freeway plan.
- How the project meshes with *Imagine Central Arkansas*.

All parties are continuing to work for a successful project as we move into 2016.



¹Visit ConnectingArkansasProgram.com for more information and an opportunity to be heard.

ROADWAYS

FAST Act

In December, the Fixing America's Surface Transportation Act, or "FAST Act," was signed into law. The act ensures that long-term Federal funding for surface transportation will be available, allowing states and local governments to move forward with critical transportation projects, like new highways and transit lines. The FAST Act largely maintains current program structures and funding shares between highways and transit, and

increases funding by 11 percent over five years. Changes and reforms to Federal transportation programs will streamline the approval process, providing new safety tools, and advancing critical freight projects. The bill is not a blank check for unlimited expansion, but it does alleviate some of today's transportation funding uncertainties.

Governor's Highway Plan

During the 2015 session of the Arkansas General Assembly, Governor Hutchinson promised to appoint a Governor's Working Group on Highway funding. He did so shortly after the end of the session and that group worked diligently to provide the Governor with a menu of options for raising highway revenue. At the end of 2015 he made his selection.



Shortly after adoption of the FAST Act, the governor unveiled his plan for funding Arkansas' highways. Using a mix of surplus money, rainy day funds, sales tax on vehicles, and redirected diesel fuel tax, the state could generate as much as \$339 million over the next five years without any tax or fee increases. In all, the plan would make the state eligible for \$200 million in federal matching funds.

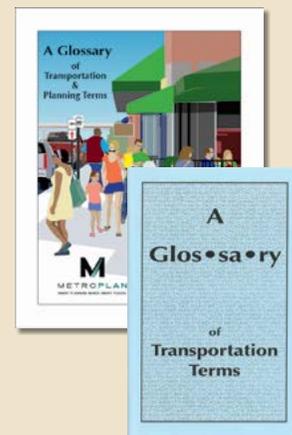
Plan Highlights

- \$40 million from surplus and rainy day funds for 2016
 - \$4 million from diesel tax collection,
 - \$2.7 million to AHTD
 - \$1.3 million split among cities and counties
 - \$5.4 million sales tax revenue previously devoted to Central Services.
- 25 percent of the annual unallocated surplus money
 - \$69.5 million special revenue from vehicle sales tax over 5 years

1993

GLOSSARY OF TRANSPORTATION AND PLANNING TERMS

Metroplan staff developed its first version of this document, which helps Metroplan committees, Board members and the general public understand transportation planning terms and jargon. Today an updated third version is available at metroplan.org.



ROADWAYS

1994

Accurate Projections

As part of METRO 2020, Metroplan forecast that the four-county Central Arkansas region would gain nearly 180,000 people, reaching a population of 693,000 by the year 2015. Actual population in 2015: about 705,000. The forecast, made 21 years earlier, was low by just 1.7 percent.

Railgrade Separations

During development of Metro 2020, residents in all parts of the region raised significant concern regarding at-grade railroad crossings. Their concerns included safety, noise impacts and delay for school buses, emergency vehicles and motorists due to the high frequency of trains per day. Metro 2020 targeted \$26 million of future federal funds for up to twelve rail grade separations.

In 1996, the Metroplan Board of Directors directed the Technical Coordinating Committee (TCC) to review and prioritize regional rail grade separations. Using quantifiable evaluation factors



(delay, accessibility, connective, geographic distribution, and safety) and preliminary engineering studies, twelve rail grade separations were recommended to the Metroplan Board.

In 1997 the Metroplan Board committed to funding for the following 12 Rail Grade Separations by 2020 (requesting AHTD to fund 4 of the projects). **To date seven of the rail grade separations have been completed at a cost of \$42 million, with an additional 3 separations scheduled in the TIP at a cost of \$43 Million.**

Rail Grade	Location	Current Status
East Main Street	Jacksonville	Completed
Baseline Road (SH 338)	Little Rock	Completed
South Loop	Little Rock	Completed
Hwy 89 Extension	Mayflower	Scheduled for 2016
North Cabot Railroad Overpass (SH 38)	Cabot	Completed
Salem Road	Conway	Completed
Edison Avenue (SH 35/183)	Benton	Completed
McCain Blvd	North Little Rock	Scheduled for 2016
Maumelle Blvd (SH 100)	Maumelle	Completed
Geyer Springs	Little Rock	Scheduled for 2016
JP Wright Loop	Jacksonville	Considered for 2016-2020 TIP
Springer/Confederate Blvd (SH 365)*	Little Rock	Cancelled

*During *Imagine Central Arkansas* AHTD and the City of Little Rock requested removal of the Springer /Confederate Blvd project due to construction disruptions and changing train traffic patterns, which reduced the need for the grade separation.

FACT FINDING

Chattanooga: Metroplan Board Visits the Other “River City”

The Metroplan Board visited Chattanooga in November, 2015, for fact-finding, insight and inspiration. Chattanooga resembles the Little Rock region topographically, with mountains, a river and a newly-acquired reputation for urban reinvention. Its population size is similar, too— just a bit smaller than Central Arkansas. Once known as a drab city, Chattanooga has redeveloped its downtown with the help of pedestrian access over the Tennessee River and reinvestment in the core area. Metroplan Board members kept busy, across two days of walking

tours, presentations and informal gatherings. Former Chattanooga Mayor Ron Littlefield gave a compelling keynote speech. Chattanooga leaders were candid not only about their successes, but also occasional disappointments on the road to renewal. Central Arkansas visitors were impressed by the community's vitality, cleanliness, and innovative approach to transit and parking. The trip gave Metroplan Board members a chance to compare notes with Chattanooga community leaders (and each other) in the kind of informal exchange that inspires fresh outlooks and new ideas.



Chattanooga bicycle transit system bike station, operated by CARTA.



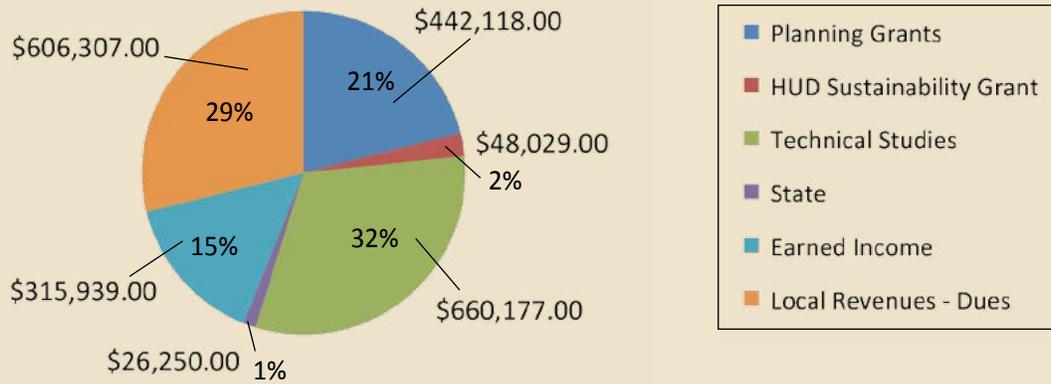
Left photo: Mayors Tab Townsell, Mark Stodola and Joe Smith ride the Lookout Mountain Incline Railroad, a revenue generating subsidiary of CARTA.

Captions: Chattanooga Area Regional Transit Authority (CARTA) and city planning staff brief the Board. Bottom left photo: Mayor Jill Dabbs and Mayor Virginia Young. Photos this page courtesy of Jim Billings, City of North Little Rock.

BUDGET

Metroplan 2015 Revenue and Expenditures

Revenue



Expenses



Total Revenue	\$2,098,820.00
Total Expenses	\$1,966,875.00
Revenue over Expenses	\$131,945.00

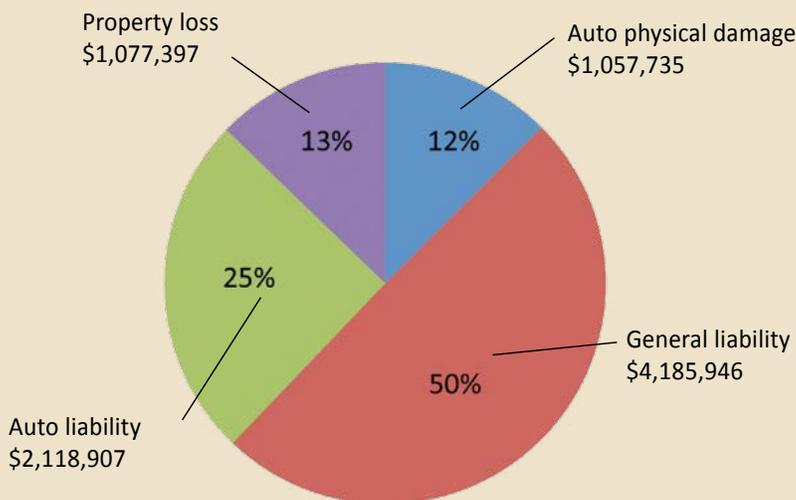
BUDGET

CARMA 2015 Revenue and Expenditures

The Central Arkansas Risk Management Association continues providing affordable coverage to its members. From October 2011 through September 2015, CARMA members incurred almost \$8.5 million in claims. Despite the costs of providing coverage to its members, CARMA continues to run a net surplus, which helps to cover the costs of future claims development.

CARMA offers its members more coverage and fewer exclusions than commercial insurance or other self-insurance programs. And, as always, members are not just customers – they are members of the CARMA Board of Directors.

Claims Paid, by Category
October 1, 2011–September 30, 2015



Current CARMA Members

- Central Arkansas Resource Conservation and Development Council
- Central Arkansas Risk Management Association
- City of Shannon Hills
- El Paso Fire Department
- Metroplan
- Mid-Arkansas Water Alliance (MAWA)
- Pulaski County
- Pulaski County Bridge Public Facilities Board
- Pulaski County Solid Waste Management District
- Pulaski County Special School District
- Rock Region Metro
- Saline County Regional Solid Waste Management District

BOARD

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City of Mayflower

SECRETARY

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City of Ward

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City of Bauxite

Mayor Mike Watson
City of Maumelle

Judge Jim Baker
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Mayor David Mattingly
City of Benton

Mayor Jonathon Hawkins
City of Mount Vernon

Judge Kemp Nall
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City of Cabot

Mayor Joe Smith
City of North Little Rock

Judge Doug Erwin
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City of Shannon Hills

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Pulaski County

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Mayor Joe Wise
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Rock Region Metro

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Hot Springs Village

Mayor Terry Don Robinson
City of Wooster

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All photos are by Metroplan staff except where noted.

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