

# Public Participation Plan



## Tri-Lakes Metropolitan Planning Organization

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## Acknowledgements

The Tri-Lakes Metropolitan Planning Organization (MPO) would like to thank the following individuals, groups, and agencies for their participation in the Public Participation Plan (PPP) development and the metropolitan transportation planning process in general.

- Policy Board - Please see a list of current voting and ex-officio members in Chapter 1.
- Technical Advisory Committee - Please see a list of current voting and ex-officio members in Chapter 1.
- Members of the general public.
- MPO Staff:
  - Dwayne Pratt, Executive Director, West Central Arkansas Planning and Development District, Inc. (WCAPDD)/Tri-Lakes MPO; and
  - Emmily Tiampati, Study Director, Tri-Lakes MPO.

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## Acronyms and Abbreviations

The following is a list of some of the commonly used metropolitan transportation planning acronyms and abbreviations. An extensive list can be found on the MPO's website. <https://wcapdd.org/tri-lakes-mpo>

3-C	Continuing, Cooperative, and Comprehensive
AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act
ALOP	Annual Listing of Obligated Projects
APER	Annual Performance and Expenditure Report
APHN	Arkansas Primary Highway Network
ARDOT	Arkansas Department of Transportation
BUILD	Better Utilizing Investments to Leverage Development
CAP	Connecting Arkansas Program
CFR	Code of Federal Regulations
E-Crash	Electronic Crash Record System
FAST Act	Fixing America's Surface Transportation
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FTA	Federal Transit Administration
HSIP	Highway Safety Improvement Program
HSIT	Hot Springs Intracity Transit
LPA	Local Public Agency
MAP-21	Moving Ahead for Progress in the 21st Century
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NEPA	National Environmental Policy Act
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
PBPP	Performance Based Planning and Programming
P.E.	Preliminary Engineering (e.g. survey, environmental analysis and design.)
PM	Performance Measures
PPP	Public Participation Plan
ROW	Right of Way
SFY	State Fiscal Year
SHSP	Strategic Highway Safety Plan
STBGP	Surface Transportation Block Grant Program
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TAP	Transportation Alternative Program
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
WCAPDD	West Central Arkansas Planning and Development District

## Definitions

The following are definitions of some of the commonly used metropolitan transportation planning terms.<sup>1 2</sup>

*Administrative Modification* - means a minor revision to a document such as minor changes to project/project phase costs, funding sources of previously included projects, and project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment or a re-demonstration of fiscal constraint.

*Amendment* - means a major revision to a document such as a major change to a project included in an MTP, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a re-demonstration of fiscal constraint.

*Days* - Anytime a number of days are specified in this document, such as a 14-day comment period, a 45-day comment period, etc., this specifically means calendar days and such period would include weekends and holidays.<sup>3</sup>

*Equality* - Distributing costs and benefits in a manner that benefits all people to the same extent. This can refer to equality of opportunity, whereby all people have the same chances, or equality of outcome, whereby all people end up with the same opportunities.<sup>4</sup>

*Equity* - Although Environmental Justice (EJ), Title VI, Non-Discrimination, and Equity are distinct elements, collectively they can contribute to the development of an equitable transportation system. Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation equity is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved. This population group includes individuals in at least one of the following categories: Low Income, Minority, Elderly, Children, Limited English Proficiency, or Persons with Disabilities. It is important to note that transportation equity does not mean equal. An equitable transportation plan considers the circumstances impacting a community's mobility and connectivity needs and this information is used to determine the measures needed to develop an equitable transportation network.<sup>5</sup>

*Financially Constrained or Fiscal Constraint* - means that the MTP, TIP, and STIP includes sufficient financial information for demonstrating that projects in the MTP, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year.

*Metropolitan planning Area (MPA)* - means the geographic area determined by agreement between the MPO for the area and the Governor, in which the metropolitan transportation planning process is carried out.

*Metropolitan Planning Organization (MPO)* - means the policy board of an organization created and designated to carry out the metropolitan transportation planning process.

*Revision* - means a change that occurs between scheduled periodic updates. A major revision is an “amendment” while a minor revision is an “administrative modification.”

*Update* - means making a document current through a comprehensive review. Updates require public review and comment.

<sup>1</sup> 23 CFR §450.104 Definitions.

<sup>2</sup> [https://www.fhwa.dot.gov/planning/census\\_issues/urbanized\\_areas\\_and\\_mpo\\_tma/faq/page01.cfm](https://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/faq/page01.cfm)

<sup>3</sup> 2018 Tri-Lakes MPO Public Participation Plan

<sup>4</sup> [https://ops.fhwa.dot.gov/publications/fhwahop13033/app\\_a.htm](https://ops.fhwa.dot.gov/publications/fhwahop13033/app_a.htm)

<sup>5</sup> [https://www.fhwa.dot.gov/environment/environmental\\_justice/equity/](https://www.fhwa.dot.gov/environment/environmental_justice/equity/)

# Chapter 1: Introduction

## Planning Partners

The Tri-Lakes Metropolitan Planning Organization (MPO) is a regional transportation planning organization that was established in 2003. The MPO serves the Hot Springs Area Transportation Study (HSATS), whose member jurisdictions and planning partners include the following agencies:

- Garland County;
- City of Hot Springs, including Hot Springs Intracity Transit (HSIT);
- Hot Springs Village;
- Town of Fountain Lake;
- City of Mountain Pine;
- Greater Hot Springs Chamber of Commerce;
- Hot Spring County;
- Arkansas Department of Transportation;
- Federal Highway Administration;
- Federal Transit Administration; and
- Hot Springs National Park Service.



Picture 1: U.S. 70/E. Grand Ave Ribbon Cutting (2018) - Credits: MPO Staff.

## Voting Members List

Table 1.1: List of current voting and ex-officio members.

## Metropolitan Planning Area MAP

Figure 1.1: Metropolitan Planning Area (MPA) map.

<b>Policy Board</b> *Quorum (51%) = 6 (must include at least 3 elected officials)*				
<b>Voter</b>	<b>First Name</b>	<b>Last Name</b>	<b>Agency</b>	<b>Title/Office</b>
1	Chris/Mike	Polychron/Lipton	Chamber of Commerce/Metro Partnership	Transportation Committee Chairperson/Member
2	Darryl	Mahoney	Garland County	County Judge
3	Dennis	Thornton	Hot Spring County	County Judge
4	Jack	Fields	Town of Fountain Lake	Mayor
5	Karen	Garcia	City of Hot Springs	Board Director
6	Mark	Headley	Arkansas Department of Transportation (ARDOT)	District 6 Engineer
7	Morgan	Wiles	City of Mountain Pine	Mayor
8	Pat	McCabe	City of Hot Springs	Mayor
9	Ray	Owen	Garland County	Justice of the Peace
10	Sunny	Farmahan	ARDOT	MPO Coordinator
11	Vacant	Vacant	Hot Springs Village	POA Board member

<b>Ex-Officio (No Voting)</b>	<b>First Name</b>	<b>Last Name</b>	<b>Agency</b>	<b>Title/Office</b>
1	Bill	Burrough	City of Hot Springs	City Manager
2	Charles	Smith	City of Hot Springs	Planning Commission
3	Dwayne	Pratt	WCAPDD	Executive Director
4	Gary	Troutman	Chamber of Commerce	President
5	Laura	Miller	Hot Springs National Park	Superintendent
6	Members	Of	State and U.S.	Congress
7	Valera	McDaniel	Federal Highway Administration	Transportation Program Coordinator/Planner
8	Vacant	Vacant	Hot Springs Village	

<b>Technical Advisory Committee (TAC)</b> *Quorum (51%) = 8 (must include not less than four different jurisdictions or organizations)*				
<b>Voter</b>	<b>First Name</b>	<b>Last Name</b>	<b>Agency</b>	<b>Title/Office</b>
1	Anthony	Hunter	Arkansas Department of Transportation (ARDOT)	MPO Coordinator
2	Dennis	Thornton	Hot Spring County	County Judge
3	Denny	McPhate	City of Hot Springs	Public Works Director
4	Gary	Carahan	City of Hot Springs	City Engineer
5	Gary	Troutman	Chamber of Commerce/Metro Partnership	Chamber President
6	Glen	Barentine	City of Hot Springs	Airport Director
7	James	Patton	Hot Springs Village	-
8	Jeffrey	Carr	Garland County	-
9	John	Rogers	Garland County	-
10	Josh	Walker	ARDOT	Resident Engineer
11	Karl	Lowry	Town of Fountain Lake	Alderman
12	Kathy	Sellman	City of Hot Springs	Planning Director
13	Keith	Jones	City of Hot Springs	Resident Advisor - HSIT
14	Morgan	Wiles	City of Mountain Pine	Mayor
15	Ryan	Richardson	Arkansas Midland Railroad	General Manager

<b>Ex-Officio (No Voting)</b>	<b>First Name</b>	<b>Last Name</b>	<b>Agency</b>	<b>Title/Office</b>
1	Laura	Miller	Hot Springs National Park	Superintendent
2	Study Group	Chairpersons	-	-
3	Valera	McDaniel	Federal Highway Administration	Transportation Program Coordinator/Planner

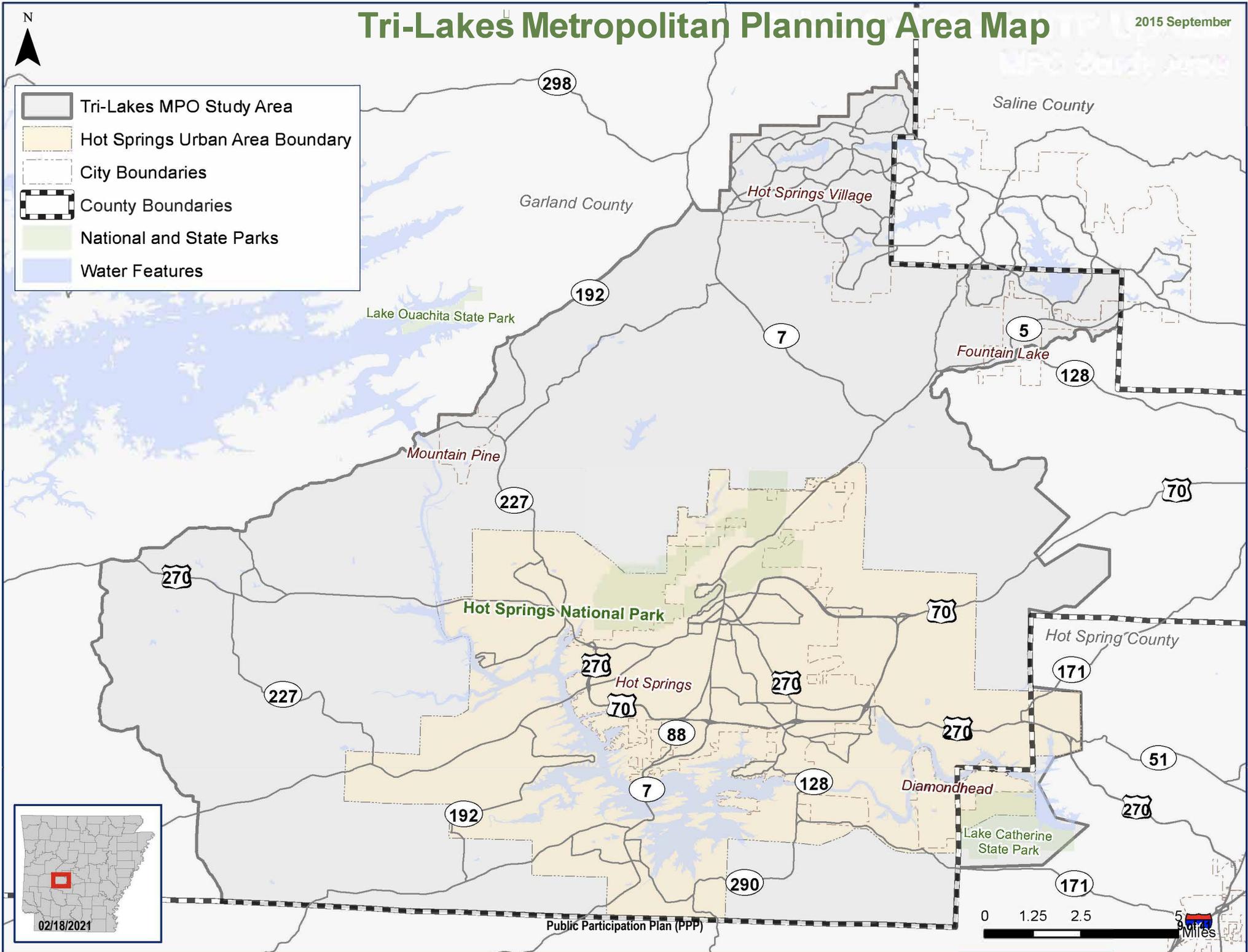
<b>Members of Congress (Ex-Officio/No Voting)</b>				
<b>District</b>	<b>AR House of Representatives</b>	<b>AR Senate</b>	<b>U.S. House of Representatives</b>	<b>U.S. Senate</b>
N/A	-	-	-	John Boozman
N/A	-	-	-	Tom Cotton
4th	-	-	Bruce Westerman	-
13	-	Alan Clark	-	-
14	-	Bill Sample	-	-
24	Bruce Cozart	-	-	-
15	Ken Bragg	-	-	-
26	Laurie Rushing	-	-	-
25	Les Warren	-	-	-
21	Marcus Richmond	-	-	-
18	Richard Womack	-	-	-
22	Richard McGrew	-	-	-

# Tri-Lakes Metropolitan Planning Area Map

2015 September



- Tri-Lakes MPO Study Area
- Hot Springs Urban Area Boundary
- City Boundaries
- County Boundaries
- National and State Parks
- Water Features

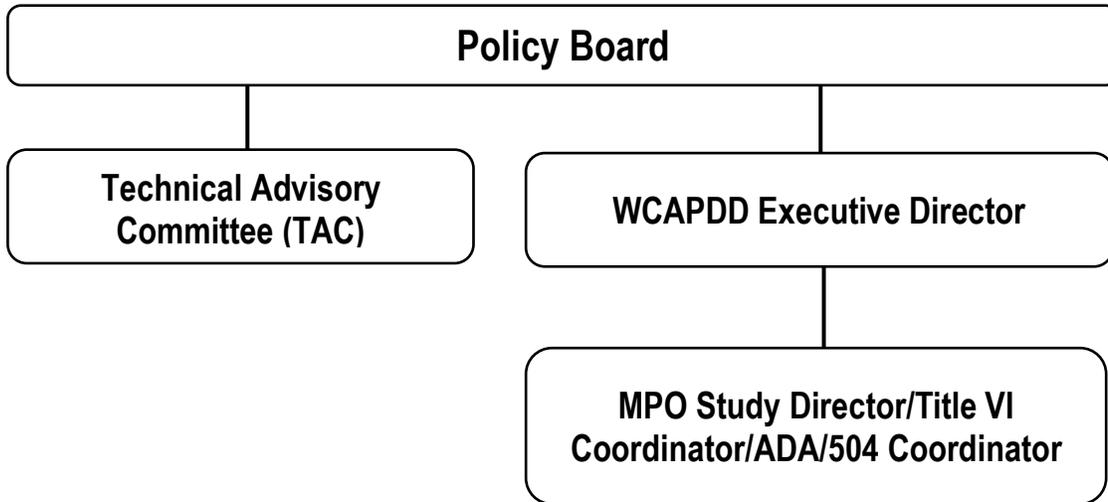


Public Participation Plan (PPP)

0 1.25 2.5

5 Miles

## Organization Chart



## Federal Regulations

Pursuant to federal regulations, Metropolitan Planning Organizations (MPOs) are designated for each urbanized area (over 50,000 people) to carry out a continuing, cooperative, and comprehensive (3-C) performance-based multimodal transportation planning process.<sup>1</sup>

## Planning Factors

The metropolitan transportation planning process shall provide for consideration and implementation of projects, strategies, and services that will address the following planning factors:<sup>2</sup>

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;

<sup>1</sup> 23 CFR §450.300 Purpose.

<sup>2</sup> 23 CFR §450.306 Scope of the metropolitan transportation planning process

- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- (10) Enhance travel and tourism.

## National Goals

It is in the interest of the United States to focus the Federal-Aid Highway Program on the following national goals:<sup>3</sup>

- (1) Safety.-To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- (2) Infrastructure condition.-To maintain the highway infrastructure asset system in a state of good repair.
- (3) Congestion reduction.-To achieve a significant reduction in congestion on the National Highway System.
- (4) System reliability.-To improve the efficiency of the surface transportation system.
- (5) Freight movement and economic vitality.-To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- (6) Environmental sustainability.-To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- (7) Reduced project delivery delays.-To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

## Planning Emphasis Areas

In 2014, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) sent a letter to the Executive Directors of Metropolitan Planning Organizations (MPOs) and the heads of State Departments of Transportation (State DOTs) encouraging them to give priority to the following emphasis areas in their updated UPWPs and statewide planning and research programs: MAP-21 Implementation, Regional Models of Cooperation, and Ladders of Opportunity.<sup>4</sup>

1. **MAP-21 Implementation:** Transition to Performance-Based Planning and Programming (PBPP) - We encourage State DOTs and MPOs to further develop their performance management approach to transportation planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Appropriate UPWP work tasks could include working with local planning partners to identify how to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for the metropolitan area, and reporting actual system performance related to those targets. The MPOs might also explore the option to use scenario planning to develop their metropolitan transportation plan. We encourage you to use the following resources to help develop your approach: Performance Based Planning and Programming Guidebook; Model Long Range Transportation Plans Guidebook and Small Metropolitan Areas: Performance Based Planning.

<sup>3</sup> 23 USC §150 National goals and performance management measures

<sup>4</sup> <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/fy2016-planning-emphasis-area>

2. **Regional Models of Cooperation:** Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination across Transit Agency, MPO and State Boundaries- To improve the effectiveness of transportation decision making, we encourage State DOTs, MPOs, and providers of public transportation to think beyond traditional borders and adopt a coordinated approach to transportation planning. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries. Improved multi-jurisdictional coordination by State DOTs, MPOs, providers of public transportation, and rural planning organizations (RPO) can reduce project delivery times and enhance the efficient use of resources, particularly in urbanized areas that are served by multiple MPOs. The MPOs can revisit their metropolitan area planning agreements to ensure that there are effective processes for cross-jurisdictional communication among State DOTs, MPOs, and providers of public transportation to improve collaboration, policy implementation, technology use, and performance management. State DOTs and MPOs can explore the opportunity to partner with RPOs to conduct transportation planning in non-metropolitan areas. We encourage you to visit FHWA's Regional Models of Cooperation and Every Day Counts Initiative Webpages for more information.
3. **Ladders of Opportunity:** Access to Essential Services- We encourage State DOTs, MPOs, and providers of public transportation, as part of the transportation planning process, to identify transportation connectivity gaps in accessing essential services. Essential services include employment, health care, schools/education, and recreation. Suggested UPWP work tasks include developing and implementing analytical methods to identify gaps in the connectivity of the transportation system and developing infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. Other effective work tasks could include: evaluating the effectiveness of public participation plans for engaging transportation disadvantaged communities in the transportation decision-making process; updating the Section 5310 Coordinated Human Service Public Transportation Plans; assessing the safety and condition of pedestrian and bicycle facilities; and evaluating compliance with Americans with Disabilities Act, particularly around schools, concentrations of disadvantaged populations, social services, medical, and transit facilities.

## Other Federal Regulations

**Fixing America's Surface Transportation Act (FAST Act):** On December 4, 2015, President Obama signed into law Public Law 114-94, FAST Act, which funds surface transportation programs—including, but not limited to, Federal-aid highways, through FFY 2020. The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21.<sup>5</sup>

**Performance-Based Planning and Programming (PBPP):** Following federal transportation laws (MAP-21 and FAST Act), grant recipients are required to transition to performance-driven, outcome-based programs. Performance management is a strategic approach that uses performance data to inform decision-making and outcomes. FTA and FHWA published the final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning on May 27, 2016. The rule establishes new requirements for States and MPOs to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by certain dates. As part of this PBPP approach, recipients of federal highway and transit funds are required to link investment priorities from their Statewide Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) to achieve performance targets. In a series of rulemakings, FHWA and

<sup>5</sup> <https://www.fhwa.dot.gov/fastact/summary.cfm>

FTA are establishing national performance measures in areas such as safety, infrastructure condition, congestion, system reliability, emissions, and freight movement.<sup>6</sup>

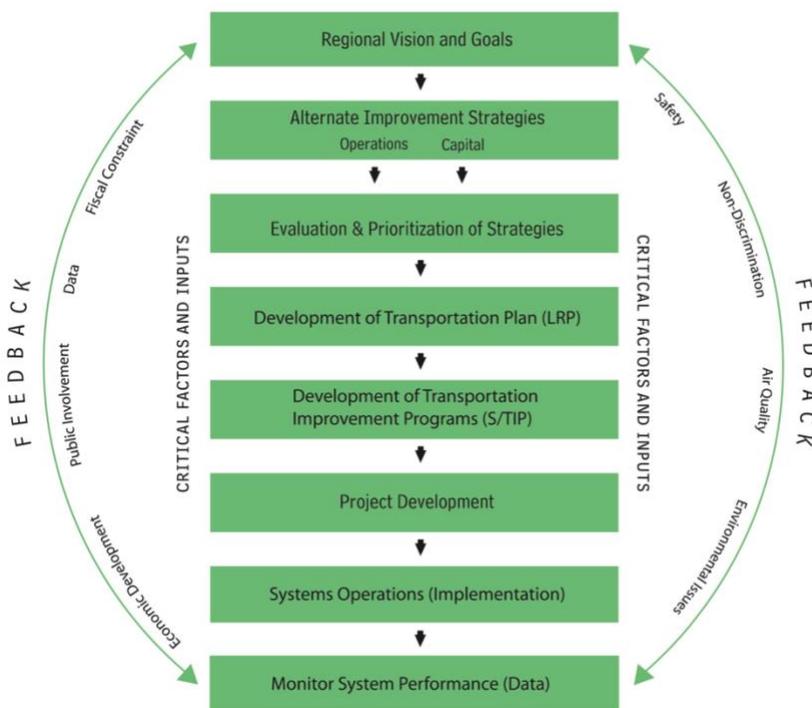
**Civil Rights:** Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 USC 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The use of the word “person” is important as the protections afforded under Title VI apply to anyone, regardless of whether the individual is lawfully present in the United States or a citizen of a State within the United States. In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (sex), Age Discrimination Act of 1975 (age), and Section 504 of the Rehabilitation Act of 1973/Americans With Disabilities Act of 1990 (disability), Civil Rights Restoration Act of 1987, 49 CFR Part 21, 23 CFR Part 200, U.S. DOT Order 1050.2A (Standard Title VI Assurances and Non-Discrimination Provisions), Executive Order (EO) #12898 (Environmental Justice), and EO #13166 (Limited English Proficiency).<sup>7</sup>

### Transportation Planning Process

**3-C Process:** The purposes of the provisions of 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303, as amended, are to set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive (3-C) performance-based multimodal transportation planning process, including the development of a metropolitan transportation plan and a

TIP, that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers) fosters economic growth and development, and takes into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution; and to encourage the continued development and improvement of metropolitan transportation planning processes guided by the planning factors set forth in 23 U.S.C. 134(h) and 49 U.S.C. 5303(h).<sup>8</sup>

**Pedestrian and Bicycle Safety:** Livable communities that support bicycling and walking are a high priority of the U.S. DOT. A livable community is one that provides safe and convenient transportation choices to all citizens, whether it's by walking, bicycling, transit, or driving. Pedestrian and bicyclist safety improvements depend on an integrated approach that involves the 4 E's: Engineering, Enforcement, Education, and Emergency Services.<sup>9</sup>



<sup>6</sup> <https://www.transit.dot.gov/performance-based-planning>

<sup>7</sup> [https://www.fhwa.dot.gov/civilrights/programs/title\\_vi/](https://www.fhwa.dot.gov/civilrights/programs/title_vi/)

<sup>8</sup> 23 CFR §450.300 (a) (b)

<sup>9</sup> [https://safety.fhwa.dot.gov/ped\\_bike/](https://safety.fhwa.dot.gov/ped_bike/)

## Chapter 2: Data Review

### Census Data

Data from the Census Bureau indicate that population numbers have increased modestly between 2010 and 2018 in jurisdictions within our Metropolitan Planning Area (MPA) and in the State in general. However, some jurisdictions have experienced a slight population decline. In regard to age, the largest cohort is between 18 - 64 years old in most areas. However, this trend differs in some areas where the largest cohort is 65 years and over. In regard to race, the largest racial group in our MPA is White, while the largest racial minority group is Black or African American, followed by Hispanic or Latinos. In regard to Limited English Proficiency (LEP) for people over 5 years old, most of the people in our MPA speak English only, with a few Spanish speakers speaking English less than very well. Conversely, most households in our MPA have two or more vehicles, with most of the people driving alone to work compared to utilizing other means of transportation. In regard to income, most of the households have an income of below \$49,999. In regard to poverty by language spoken at home for people 5 years and over in our MPA, most of the people are above poverty and most of these people speak English; while most of those below poverty speak only English.

There are two slightly different versions of the federal poverty measure: poverty thresholds and poverty guidelines. The poverty thresholds are the original version of the federal poverty measure. They are updated each year by the Census Bureau. The thresholds are used mainly for statistical purposes - for instance, preparing estimates of the number of Americans in poverty each year. The poverty guidelines are the other version of the federal poverty measure. They are issued each year in the Federal Register by the Department of Health and Human Services (HHS). The guidelines are a simplification of the poverty thresholds for use for administrative purposes - for instance, determining financial eligibility for certain federal programs. The poverty guidelines are sometimes loosely referred to as the “federal poverty level” (FPL), but that phrase is ambiguous and should be avoided, especially in situations (e.g., legislative or administrative) where precision is important.<sup>1</sup> Notably, the poverty threshold for 2018 by size of family and number of related children under 18 years was \$25,465 for a family of four people.<sup>2</sup>



*Picture 2: Policy Board meeting (2019) - Credits: MPO Staff.*

Table 2.1: 2014 - 2018 America Community Survey (ACS) 5-Year Estimates.

<sup>1</sup> <https://aspe.hhs.gov/poverty-guidelines>

<sup>2</sup> <https://www.census.gov/topics/income-poverty/poverty.html>

**Demographics Overview: 2014 - 2018 American Community Survey (ACS) 5-Year Estimates**

Area	Arkansas	Metropolitan Area	Garland County	City of Hot Springs	Hot Spring County	Hot Springs Village	City of Mountain Pine	Town of Fountain Lake
2010 Census Population	2,915,918	96,024	96,024	35,193	32,923	12,807	770	503
<b>2018 ACS (5-Year): Population</b>	<b>2,990,671</b>	<b>98,296</b>	<b>98,296</b>	<b>36,969</b>	<b>33,520</b>	<b>14,466</b>	<b>767</b>	<b>417</b>
Difference	74,753	2,272	2,272	1,776	597	1,659	-3	-86
Under 18 Years	705,943	20,063	20,063	7,551	7,007	1,161	191	105
18 - 64 Years	1,797,192	55,791	55,791	21,911	20,365	4,561	426	234
65 Year and Over	487,536	22,442	22,442	7,507	6,148	8,744	150	78
White	2,302,874	84,747	84,747	27,584	28,346	14,070	587	399
Black or African American	460,970	8,031	8,031	6,140	4,032	186	143	1
American Indian and Alaska Native	20,037	791	791	301	22	26	1	0
Asian	43,988	523	523	309	141	18	0	0
Native Hawaiian and Other Pacific Islander	7,969	6	6	6	10	0	0	0
Other Race	78,981	1,582	1,582	954	439	23	0	0
Two or More Races	75,852	2,616	2,616	1,405	530	143	36	17
Not Hispanic or Latino	2,771,619	92,862	92,862	33,709	32,372	13,971	753	408
Hispanic or Latino	219,052	5,434	5,434	3,260	1,148	495	14	9

**2018 ACS (5-Year): Means of transportation to work by vehicles available for workers 16 years and over in households (B08141).**

Total	1,265,706	39,110	39,110	13,927	13,016	3,356	254	143
No Vehicle Available	29,862	914	914	758	319	13	0	4
One Vehicle Available	259,093	8,603	8,603	3,492	2,108	605	72	0
Two or More Vehicles Available	976,751	29,593	29,593	9,677	10,589	2,738	182	139
Drove alone by car, truck or van	1,051,617	31,034	31,034	10,522	10,903	2,769	213	135
Carpooled by car, truck or van	132,905	4,911	4,911	1,904	1,643	277	40	5
Public transportation (excluding taxicab)	4,533	194	194	165	28	0	1	0
Walked	18,790	645	645	560	243	12	0	2
Taxicab, motorcycle, bicycle or other means	15,392	506	506	285	37	39	0	0
Worked at home	42,469	1,820	1,820	491	162	259	0	1

**2018 ACS (5-Year): Language spoken at home for the population 5 years and over (C16001).**

Total	2,800,360	93,001	93,001	34,630	31,846	14,170	720	372
Speak only English	2,593,351	87,572	87,572	31,413	30,988	13,788	719	366
Percent	93%	94%	94%	91%	97%	97%	100%	98%
Spanish	149,618	3,869	3,869	2,469	611	217	0	6
Speak English very well	80,755	2,071	2,071	1,162	283	106	0	6
Speak English less than very well	68,863	1,798	1,798	1,307	328	111	0	0
Percent	2%	2%	2%	4%	1%	1%	0%	0%

**2018 ACS (5-Year): Poverty status in the past 12 months by age by language spoken at home for the population 5 years and over (B16009).**

Total	2,716,323	91,302	91,302	33,081	29,716	14,133	720	372
<i>Below poverty</i>	456,982	15,844	15,844	8,120	5,087	921	208	37
Speak only English	407,941	14,422	14,422	7,095	4,775	800	208	37
Speak Spanish	39,422	1,192	1,192	873	256	121	0	0
<i>Above Poverty</i>	2,259,341	75,458	75,458	24,961	24,629	13,212	512	335
Speak only English	2,105,780	71,510	71,510	22,828	24,171	12,951	511	329
Speak Spanish	107,086	2,626	2,626	1,545	287	96	0	6

**2018 ACS (5-Year): Household income in the past 12 months in 2018 inflation-adjusted dollars (B19001).**

Total	1,152,175	39,894	39,894	15,359	12,377	7,041	287	147
\$24,999 and below	312,150	11,298	11,298	5,914	3,710	865	134	46
\$25,000 to \$49,999	308,418	10,922	10,922	4,266	3,481	2,006	87	40
\$50,000 to \$74,999	206,581	7,372	7,372	2,235	2,466	1,651	42	40
\$75,000 to \$99,999	124,254	4,167	4,167	1,376	1,165	1,025	13	16
\$100,000 and above	200,772	6,135	6,135	1,568	1,555	1,494	11	5

## Environmental Justice Data

Title VI is one tool for agencies to use to achieve the principles of environmental justice. Over the years, the U.S. Department of Transportation (DOT) has encouraged a proactive approach to the implementation of environmental justice principles in its programs, policies, and activities. This is reflected in the DOT Order 5610.2(a) on Environmental Justice (EJ) which, consistent with Executive Order 12898, sets forth a process by which DOT and its operating administrations, including FTA, will integrate the goals of environmental justice into their existing operations to ensure that consideration of EJ principles is an integral part of all programs, policies, and activities, from the inception of the planning process through to project completion, operations, and evaluation. FTA has developed policy guidance in the form of a Circular (Circular 4703.1), "Environmental Justice Policy Guidance for Federal Transit Administration Recipients," in order to provide recipients with a distinct framework to assist them as they integrate principles of environmental justice into their public transportation decision-making processes.<sup>3</sup>

EJ Screen is an environmental justice mapping and screening tool from the Environmental Protection Agency (EPA). A block group is an area defined by the Census Bureau that usually has in the range of 600-3,000 people living in it. A Demographic Index is based on the average of two demographic indicators, Percent Low-Income and Percent Minority. EJ Screen uses the following six demographic indicators: <sup>4</sup>

1. *Percent Low-Income*: The percent of a block group's population in households where the household income is less than or equal to twice the federal "poverty level."
2. *Percent Minority*: The percent of individuals in a block group who list their racial status as a race other than white alone and/or list their ethnicity as Hispanic or Latino. That is, all people other than non-Hispanic white-alone individuals. The word "alone" in this case indicates that the person is of a single race, not multiracial.
3. *Less than high school education*: Percent of people age 25 or older in a block group whose education is short of a high school diploma.
4. *Linguistic isolation*: Percent of people in a block group living in linguistically isolated households. A household in which all members age 14 years and over speak a non-English language and also speak English less than "very well" (have difficulty with English) is linguistically isolated.
5. *Individuals under age 5*: Percent of people in a block group under the age of 5.
6. *Individuals over age 64*: Percent of people in a block group over the age of 64.

Percentiles let you compare a community to the rest of the state, EPA region and nation. The national percentile tells you what percent of the US population has an equal or lower value, meaning less potential for exposure/ risk/ proximity to certain facilities, or a lower percent minority. A percentile of 80 means that you scored equal to or better than 80% of people who took the test. In EJSCREEN, if your results indicate that an area is 48% minority and is at the 69th national percentile, this means that 48% of the area's population is minority, and that is an equal or higher % minority than where 69% of the US population lives.<sup>5</sup>

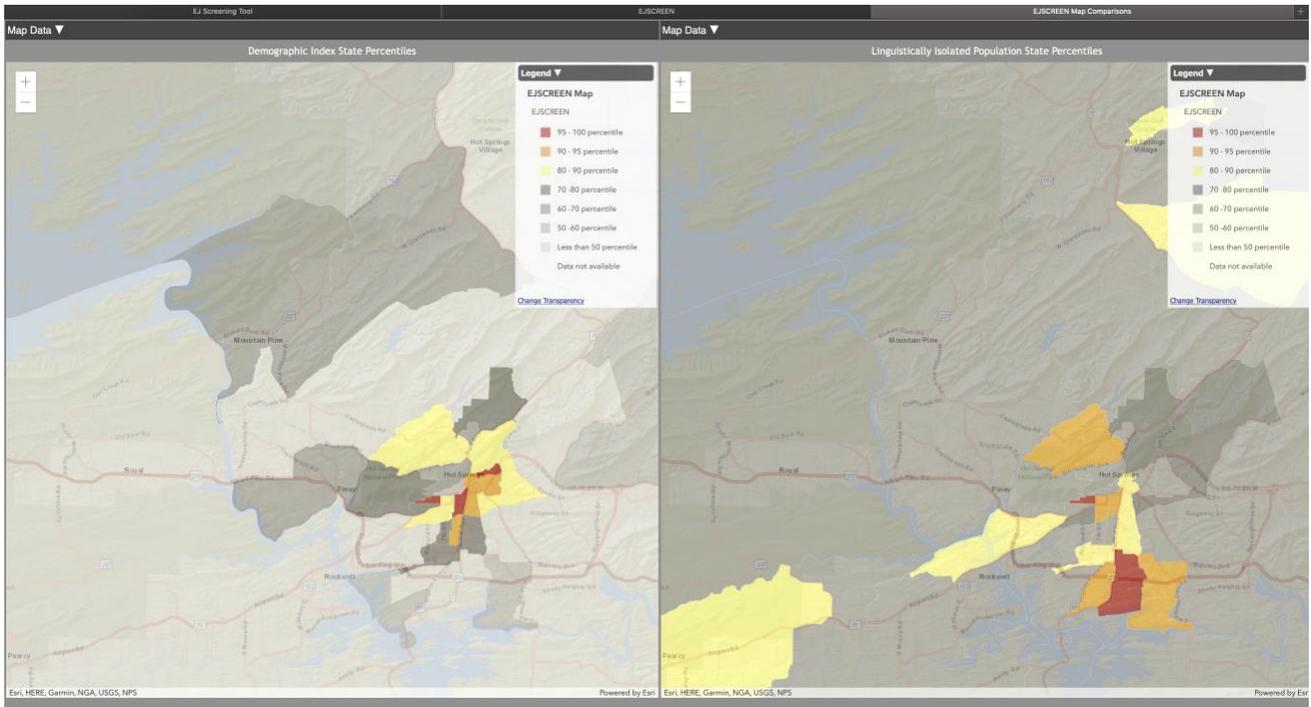
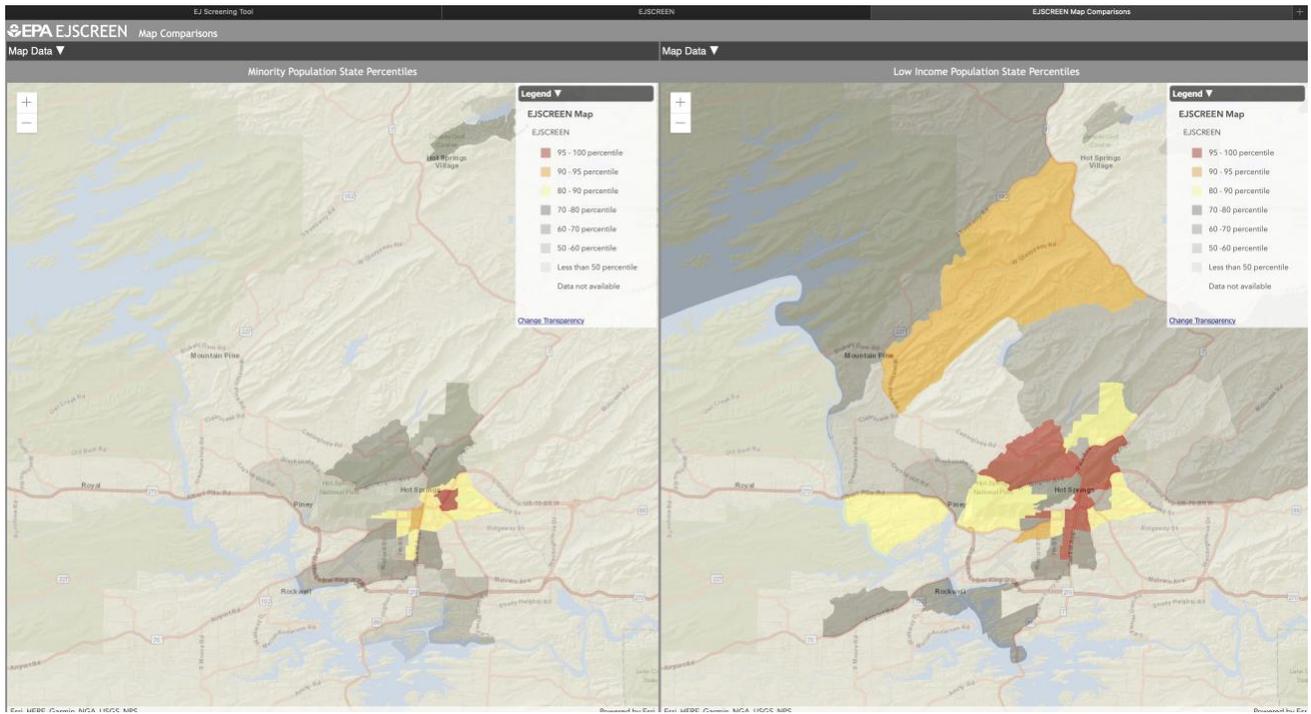
The following maps use the 2019 version of EJSCREEN which uses the 2013-2017 ACS 5-year summary file data.<sup>6</sup>

<sup>3</sup> FTA C 4702.1B, 2012-10-1

<sup>4</sup> <https://www.epa.gov/ejscreen>

<sup>5</sup> <https://www.epa.gov/ejscreen/how-interpret-standard-report-ejscreen>

<sup>6</sup> <https://www.epa.gov/ejscreen/technical-documentation-ejscreen>



## Chapter 3: Goals and Objectives

The goal of the Public Participation Plan of the Tri-Lakes MPO (MPO) is to encourage individuals, stakeholders, and other interested parties to participate in the MPO's metropolitan transportation planning process; through the following objectives.

1. Develop and maintain the MPO's 101 pamphlet, the MPO 101 PowerPoint presentation and other items to inform and educate new MPO members, the public, stakeholders and other interested parties on the MPO's functions, responsibilities and programs.
2. Raise the level of understanding of the metropolitan transportation planning process in the region, by producing plans in a user-friendly format that is easily understood by the general population. For example, utilizing visualization techniques to describe projects, data and other information in the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP) and other documents. This might include tables, graphs, drawings, PowerPoints, maps, pictures, display boards, and other visualization techniques.
3. Consider production of an MPO newsletter on a periodic basis to provide information concerning current and future MPO plans, programs, and other activities, such as when, where and how people can participate in MTP, TIP and UPWP development processes.
4. Request public speaking opportunities or attend community meetings as requested, to provide an overview of the metropolitan transportation planning process; discuss current MPO plans, projects and activities, such as MTP and TIP development activities.
5. Provide the public with adequate and timely opportunities for involvement in the transportation process.
6. Publish meeting notices, public participation opportunities and other information as appropriate, in a general circulation newspaper(s) such as the Hot Springs Sentinel Record, the Hot Springs Village Voice, the MPO's Website, Facebook Page & YouTube Channel, the City of Hot Springs Cable Access channel, and other avenues as appropriate.
7. Consider coordinating public information participation opportunities through the City of Hot Springs Public Information Office and other agencies, as necessary.
8. Utilize community forums, citizen-based focus groups or committees to address issues relative to the MTP.
9. Review plans and programs to determine the appropriate public involvement strategies needed to encourage effective citizen participation and input.
10. To the maximum extent practicable, ensure that public meetings are held at convenient times and at accessible locations for all. These locations might include the Garland County Health Department, Garland County Department of Human Services, Hot Springs Housing Authority, the Garland County Area Agency on Aging, United Way of the Ouachitas, Hot Springs Transit Depot, City of Hot Springs City Hall, Garland County Courthouse, Garland County Library, and other publicly accessible locations.
11. Make an effort to seek and consider the needs of populations that are traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services. For example, select appropriate community outreach locations to collect comments regarding transportation plans and issues effecting different segments of the affected population including the elderly, disabled, minority, low-income, and Limited English Proficient (LEP) persons.

12. When selecting potential locations for community outreach activities, give a high priority to those that are served by alternative transportation, particularly public transportation, such as the Transportation Depot and the Library.
13. Consider placing copies of select MPO documents, meeting announcements, in publicly accessible locations within the MPA, such as City Halls, County Courthouses, public libraries, transit stations, and other areas as needed; in an effort to reach everyone including traditionally under-served population segments.
14. Periodically review and maintain a non-discrimination statement to facilitate compliance with Title VI of the Civil Rights Act. The statement should mention that upon advance notice, English translation will be provided to LEP individuals; and accommodations will be provided for disabled persons upon advance notice.
15. To the maximum extent practicable, make public information (e.g. technical information and meeting notices) available in electronically accessible formats and means; such as the World Wide Web, as appropriate, to afford reasonable public participation opportunities. This might include utilizing the MPO's website, and City(s) and County(s) websites.
16. Maintain contact with stakeholders, the public and other interested parties, throughout the metropolitan transportation planning process, in an attempt to broaden the reach of the MPO in the MPA. For example, maintain an email list, a mailing list and a phone list for distribution of meeting announcements, public comment periods, newsletters, and other public participation opportunities, as appropriate.
17. Identify how interested parties can become involved, including the historically underserved communities. For instance, by providing opportunities for individuals and organizations to be added to the MPO's contact list; identifying and initiating contact with leaders of community groups or organizations (including public transportation providers) that are affected directly or indirectly by MPO plans, programs and activities; and routinely sending press releases and public meeting notices to the United Way Charity offices, the area Catholic Churches as well as area neighborhood associations like the Gateway Neighborhood Association, which oversees activities in our historically black inner-city neighborhood, the Pleasant Street Historic District.
18. Consult with federal, state and local land use management, natural resource, historic, tribal and other agencies, as appropriate, during the metropolitan transportation planning process.
19. Involve the MPO's Technical Advisory Committee (TAC) and the Policy Board to provide technical expertise, policy guidance, and citizen input regarding the development of MPO plans, projects and programs.
20. Participate in local elected officials' meetings to present and discuss information, issues and programs relating to the MPO and its responsibilities. This might include City Board of Directors meetings, and County Quorum Court meetings.

## Chapter 4: Planning Documents

### Annual Listing of Obligated Projects

On an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop an Annual Listing of Obligated Projects (ALOP). The ALOP contains a listing of multi-modal projects for which Federal funds were obligated in the preceding program year, and it's published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.<sup>1</sup> Additional requirements in regard to ALOP development and content are stipulated by Federal regulations.

Specific MPO procedures for adoption and amendment are as follows:

- The ALOP shall be prepared in coordination with ARDOT, HSIT and other planning partners as needed.
- ARDOT and HSIT shall provide projects to the MPO for the ALOP.
- The ALOP shall be prepared by December 31<sup>st</sup>.
- The ALOP shall identify all projects including bicycle, pedestrian, transit and highway projects for which Federal funds were obligated in the preceding program year.
- Announcements of TAC and Policy Board meetings will indicate if the ALOP will be included in the agenda.
- TAC and Policy Board voting is not required.
- A public comment period is not required.
- The final document shall be published on the MPO's website for public access.

### Annual Performance and Expenditure Report

An Annual Performance and Expenditure Report (APER) is simply a progress report of the UPWP. Reports are due 90 days after the end of the reporting period for annual and final reports and no later than 30 days after the end of the reporting period for other reports.<sup>2</sup>

Specific MPO procedures for adoption and amendment are as follows:

- The APER shall be prepared in coordination with ARDOT, HSIT and other planning partners as needed.
- The APER shall be prepared and sent to ARDOT and FHWA/FTA by September 30<sup>th</sup>.
- Announcements of TAC and Policy Board meetings will indicate if the APER will be included in the agenda.
- TAC and Policy Board voting is not required.
- A public comment period is not required.
- The final document shall be published on the MPO's website for public access.

<sup>1</sup> 23 CFR §450.334 Annual listing of obligated projects.

<sup>2</sup> 23 CFR §420.117 What are the program monitoring and reporting requirements?.

## Bicycle and Pedestrian Master Plan

At the State level, bicycle and pedestrian plans establish policies, goals, and actions for State agencies. At the regional level, bicycle and pedestrian planning is usually carried out by MPOs, county governments, or similar regional agencies. Decisions at the local level often have a more direct and immediate impact on bicycling and walking because these two modes are affected to a great extent by localized opportunities and constraints.<sup>3</sup>

The Arkansas Department of Transportation (ARDOT) has multiple resources on bicycle and pedestrian transportation <https://www.arkansashighways.com>. The current MPO's bicycle and pedestrian master plan can be found on our website <https://wcapdd.org/tri-lakes-mpo>. The City of Hot Springs' Parks and Trails Department also has multiple resources on bicycle and pedestrian transportation <https://www.cityhs.net/191/Parks-Trails>.

Specific MPO procedures for adoption and amendment are as follows:

- Announcements of TAC and Policy Board meetings will indicate if bicycle and pedestrian plan development activities are scheduled for consideration.
- After TAC concurrence and Policy Board approval, the draft Bike/Ped plan will be made available for public comments.
- Notice of the public comment period will be made in the local newspaper(s) and other avenues as appropriate.
- Copies of the draft will be available at the MPO's office, MPO's website, Hot Springs Transit Depot, Garland County Library, and other locations as needed.
- The draft document will be available for a 14-day public comment period.
- If significant change to the draft results from public comments, then the revised document may be made available for another 7-day public comment period, at the discretion of the Policy Board.
- A record of comments from the public and the interagency consultation process will be maintained and summarized as an appendix in the final draft. This summary may include a disposition of all comments.
- The final document shall be published on the MPO's website for public access.
- Administrative modifications or minor revisions will not require additional public participation.
- Amendments or substantive revisions will require a 14-day public comment period after Policy Board approval.
- An additional public comment period if needed, will be determined at the discretion of the Policy Board.

## Bylaws

Pursuant to federal regulations, designation or selection of officials or representatives of each MPO shall be determined by the MPO according to the bylaws or enabling statute of the organization. Not later than October 1, 2014, each MPO that serves a designated Transportation Management Area (TMA) shall consist of: local elected officials; officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and appropriate state officials.<sup>4</sup>

In addition, the bylaws outline the responsibilities of the MPO's TAC, Policy Board and staff members; frequency of meetings; quorum parameters, voting framework, and various other guidelines.

<sup>3</sup> <https://www.fhwa.dot.gov/publications/research/safety/pedbike/05085/chap4.cfm>

<sup>4</sup> 23 CFR §450.310 Metropolitan planning organization designation and redesignation.

Specific MPO procedures for adoption and amendment are as follows:

- Announcements of TAC and Policy Board meetings will indicate if a discussion of the bylaws will be included in the agenda.
- After TAC concurrence and Policy Board approval, the final document will be published on the MPO's website for public access.
- A public comment period is not required.

## Metropolitan Transportation Plan

In formulating the Metropolitan Transportation Plan (MTP), the MPO shall include both long-range and short-range strategies/actions for multimodal (walkways, bikeways, highways, waterways, airways, railways, public transportation, etc.) transportation system planning and programming, and various other factors. None the less, federal regulations require the MTP to address a planning horizon of no less than 20 years as of the effective date. In air quality attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO. The MTP is updated at least every 5 years, in attainment areas, to ensure consistency with current and forecasted transportation and land-use conditions.<sup>5</sup> Currently, the Tri-Lakes Metropolitan Planning Area (MPA) is an air quality attainment area.

Also, the regulations require the MPO to publish or otherwise make readily available the MTP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.<sup>6</sup> Additional requirements in regard to MTP development and content are stipulated by Federal regulations.

Specific MPO procedures for adoption and amendment are as follows:

- Announcements of TAC and Policy Board meetings will indicate if MTP development activities are scheduled for consideration.
- As part of the MTP development process, the MPO may create a Focus Group. Special efforts will be made to seek the participation of those who represent traditionally underserved groups such as low-income, minority, disabled and Limited English Proficient (LEP) communities, in an effort to meet the transportation needs and concerns of these groups.
- After TAC concurrence and Policy Board approval, the draft MTP will be made available for public comments.
- Copies of the draft will be available at the MPO's office, MPO's website, Hot Springs Transit Depot, Garland County Library, and other locations as needed.
- MTP public participation outreach activities will include open-houses in locations and times convenient for everyone, including the traditionally underserved groups, such as through neighborhood association meetings.
- Announcement of public open-houses (events) associated with development of the MTP will be made in a general circulation newspaper(s) such as the Sentinel Record and the Hot Springs Village Voice, and other avenues as appropriate.
- Events will be advertised at least 14 days in advance of each event.
- A press release may be sent to the appropriate local newspaper(s) and other media outlets as appropriate, at least one week prior to each public event.

<sup>5</sup> 23 CFR §450.324 Development and content of the metropolitan transportation plan.

<sup>6</sup> 23 CFR §450.316 Interested parties, participation, and consultation.

- Each event will provide an opportunity for public comments on draft MTP documents.
- Free language assistance will be provided to persons of Limited English Proficiency (LEP) upon advance request.
- Accommodation of persons with disabilities will also be provided upon advance request.
- The comment period will remain open for 14 days after each event.
- The draft document will be available for a 21-day public comment period.
- When significant written and oral comments are received on the draft MTP (including the financial plans) as a result of the public participation process or the interagency consultation process, a summary, analysis, and report on the disposition of comments shall be made as part of the final MTP.
- After completion of the public comment period, the TAC and Policy Board will revisit the MTP for final adoption.
- However, if the final MTP differs significantly from the version that was made available for public comments by the MPO and raises new material or issues that interested parties could not reasonably have foreseen from the public involvement efforts; then the MPO shall provide an additional opportunity for public comments.
- The additional public comment period of 14-days will be determined at the discretion of the Policy Board.
- The final document shall be published on the MPO's website for public access.
- The MPO is responsible for submitting the final MTP to ARDOT, FHWA and other planning partners as needed.
- Administrative modifications or minor revisions will not require additional public participation.
- TIP/STIP must be consistent with the MTP. Therefore, any significant changes to the TIP/STIP such as new projects that aren't already reflected in the MTP, must be included in the MTP. Therefore, an amendment to the TIP may require an amendment to the MTP, simultaneously.
- Amendments or substantive revisions will require a 14-day public comment period after Policy Board approval.
- An additional public comment period if needed, will be determined at the discretion of the Policy Board.

## Performance Measures

The Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012, included several provisions including the Transportation Performance Management (TPM) requirements. The Fixing America's Surface Transportation (FAST) Act, signed in 2015, built on the MAP-21 TPM requirements. TPM provisions are organized by six performance management elements: National Goals, Measures, Targets, Plans, Reports, Accountability and Transparency.<sup>7</sup> The national performance management measures are for the Highway Safety Improvement Program (HSIP) or Performance Measure (PM1); for assessing pavement and bridge condition or PM2; for assessing performance of the National Highway System (NHS) and freight movement on the interstate system or PM3; and for assessing the Congestion Mitigation and Air Quality Improvement Program (CMAQ) - on-road mobile source emissions or PM3.<sup>8</sup>

<sup>7</sup> <https://www.fhwa.dot.gov/tpm/>

<sup>8</sup> 23 CFR §490 National Performance Management Measures



## Transportation Performance Management

### Focusing on Performance for Safe, Reliable Journeys

The Federal Highway Administration defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.



Conversely, transit agencies are required to develop a Transit Asset Management (TAM) Plan which must include a performance measures and targets on four categories of capital assets.<sup>9</sup> Besides, certain operators of public transportation systems are required to develop a Public Transportation Agency Safety Plan (PTASP), which must include safety performance measures and targets.<sup>10</sup>

Federal regulations require the metropolitan transportation planning process to comply with Performance-Based Planning and Programming (PBPP) requirements, in support of the national goals and the general purposes described in 49 U.S.C. 5301.<sup>11</sup> At a minimum, the MTP shall include a description of the performance measures and targets used in assessing the performance of the transportation system; and a system performance (progress) report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets.<sup>12</sup> The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets. It shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the MTP, linking investment priorities to those performance targets.<sup>13</sup>

Specific MPO procedures for adoption and amendment are as follows:

- ARDOT and HSIT will lead the respective target setting processes in coordination with the MPO and other planning partners.
- Within 180 days after ARDOT or HSIT establishes their targets, the MPO will then decide whether to agree to plan and program its projects in support of ARDOT's or HSIT's targets; or to develop its own targets in coordination with ARDOT or HSIT, where applicable.
- Announcements of TAC and Policy Board meetings will indicate if performance measures and targets are scheduled for consideration.
- TAC and Policy Board voting is required; but no public comment period is required.

<sup>9</sup> <https://www.transit.dot.gov/PerformanceManagement>

<sup>10</sup> <https://www.transit.dot.gov/PTASP>

<sup>11</sup> 23 CFR §450.306 Scope of the metropolitan transportation planning process.

<sup>12</sup> 23 CFR §450.324 Development and content of the metropolitan transportation plan.

<sup>13</sup> 23 CFR §450.326 Development and content of the transportation improvement program (TIP).

- After TAC concurrence and Policy Board approval, the final document(s) shall be published on the MPO's website for public access.
- The MPO is responsible for ensuring that the MTP and TIP include the performance measures and targets, as needed, including the system performance report.

## Program of Projects

A program of projects (POP) is a list of projects proposed by a designated recipient in cooperation with an MPO to be funded from the urbanized area's Section 5307 apportionment. The POP includes a brief description of the projects, including any sub-allocation among public transportation providers, total project costs, and federal share for each project. The designated recipient or recipients have the responsibility for selecting (programming) all 49 U.S.C. 5307 projects including associated transit improvements. Eligibility for funding under most FTA and FHWA programs also requires the MPO to list projects in the approved TIP and STIP for metropolitan areas or the approved STIP for nonmetropolitan areas. The MPO has the responsibility for placing the projects in the TIP. Although the MPO develops and adopts the TIP, the designated recipient, which may in some cases also be the MPO, is responsible for developing the POP for the Section 5307 funds apportioned to an urbanized area (UZA) for inclusion in the TIP. A recipient must certify that it has complied with the public participation requirements of 49 U.S.C. 5307(b). In a small UZA (population less than 200,000), the TIP may take the place of the POP once it is adopted by the state into the STIP. If the TIP does not contain sufficient detail about the projects, the operators and MPO may develop the POP and present it to the state. Projects included in an FTA grant application must be derived from that part of a metropolitan area's TIP (approved by the MPO, found to be consistent with the metropolitan area's long-range plan by FTA, and approved by the governor) that is within an approved STIP.<sup>14</sup> The City of Hot Springs owns and operates the Hot Springs Intracity Transit (HSIT) bus system.<sup>15</sup> HSIT is the direct recipient of FTA's Urbanized Area Formula Grants (5307) and other transit grants.

Specific MPO procedures for adoption and amendment are as follows:

- HSIT, the 49 U.S.C. 5307 designated recipient, is responsible for developing the POP in coordination with the MPO, ARDOT, FTA and other planning partners as needed.
- To receive a grant under Section 5307, a recipient must meet certain requirements, including providing an opportunity for a *public hearing* to obtain the views of the public on the proposed POP, concerning public participation in development of a POP and must certify to compliance with these requirements. Therefore, HSIT is responsible for ensuring that the POP meets the FTA public participation requirements.
- Notably, the TIP/STIP public participation and approval processes carried out by the MPO can serve to satisfy the requirements for public participation under Section 5307.
- Therefore, HSIT is responsible for notifying the MPO if it intends to carry out a separate POP public participation process or if it intends to meet the POP's public participation requirements through the MPO's TIP public participation process.
- HSIT is responsible for coordinating with the MPO and other planning partners as needed, to make sure the public knows that the recipient is using the public participation process associated with TIP development to satisfy the public hearing requirements of Section 5307(b).

<sup>14</sup> [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FINAL\\_FTA\\_circular9030.1E.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FINAL_FTA_circular9030.1E.pdf)

<sup>15</sup> <https://www.cityhs.net/164/Intracity-Transit>

- HSIT must ensure the TIP document explicitly states that public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the POP requirements of the Section 5307 Program.
- HSIT is responsible for submitting the POP to the MPO, ARDOT, FTA and other planning partners as needed, for incorporation into the MTP, TIP, STIP and other planning documents as needed.
- Announcements of TAC and Policy Board meetings will indicate if POP development activities are scheduled for consideration.
- After TAC concurrence and Policy Board approval, the POP/transit projects shall be incorporated into the MPO's MTP and TIP, as needed.
- The MPO is responsible for meeting the MTP and TIP public participation requirements.
- The final document shall be published on the City's and the MPO's website for public access.

## Public Participation Plan

Pursuant to federal regulations, the MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.<sup>16</sup>

The regulation further stipulates that, the MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

- (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed MTP and the TIP;
- (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
- (iii) Employing visualization techniques to describe MTPs and TIPs;
- (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
- (v) Holding any public meetings at convenient and accessible locations and times;
- (vi) Demonstrating explicit consideration and response to public input received during the development of the MTP and the TIP;
- (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
- (viii) Providing an additional opportunity for public comment, if the final MTP or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
- (ix) Coordinating with the statewide transportation planning public involvement and consultation processes; and

<sup>16</sup> 23 CFR §450.316 Interested parties, participation, and consultation.

- (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

None the less, the regulation stipulates that a minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

Specific MPO procedures for adoption and amendment are as follows:

- Announcements of TAC and Policy Board meetings will indicate if the Public Participation Plan (PPP) development activities are scheduled for consideration.
- After TAC concurrence and Policy Board approval, the draft PPP will be made available for a 45-days public comment period.
- Notice of the public comment period will be made in the local newspaper(s) and other avenues as appropriate.
- Copies of the draft will be available at the MPO's office, MPO's website, Hot Springs Transit Depot, Garland County Library, and other locations as needed.
- Disposition of public comments will be summarized in the PPP.
- If significant changes are made on the draft PPP, an additional public comment period of 14-days will be determined at the discretion of the Policy Board.
- Once the Policy Board adopts the MPO's PPP, it will remain in effect until amended by Policy Board action.
- The final document shall be published on the MPO's website for public access.
- The adopted PPP plan shall be reviewed and updated every two to five years, or as often as needed.
- Administrative modifications or minor revisions will not require additional public participation.
- Amendments or substantive revisions will require a 14-day public comment period after Policy Board approval.
- An additional public comment period, if needed, will be determined at the discretion of the Policy Board.

## Title VI Plan

The purpose of the Title VI program/plan is to implement the Federal Highway Administration (FHWA) Title VI compliance program under Title VI of the Civil Rights Act of 1964 and related civil rights laws and regulations.<sup>17</sup>

As a result of Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations Environmental Justice (1994); and US DOT Order to Address Environmental Justice in Minority

<sup>17</sup> 23 CFR §450.308 Title VI program and related statutes - implementation and review procedures.

Populations and Low-Income Populations, (1997); MPO's must take steps to ensure that environmental justice principles are addressed as part of the planning process to:

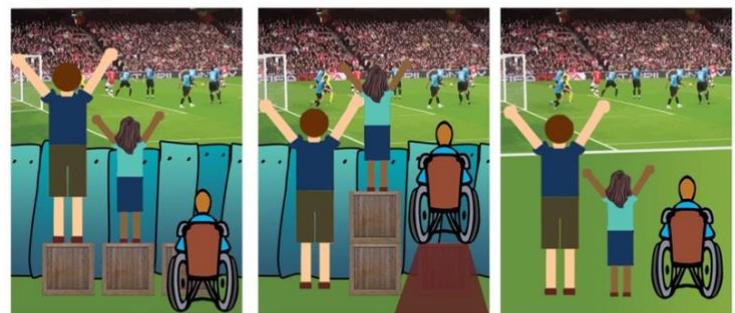
- Avoid, minimize, or mitigate disproportionately high and adverse impacts to human health and environmental effects, including social and economic effects, on minority and low-income populations;
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Direct and primary recipients must submit their Title VI Programs to FTA every three years; or as otherwise directed by FTA. Subrecipients, including MPOs that receive Federal planning money from the State, shall submit Title VI Programs to the State as the primary recipient from whom they receive funding, on a schedule to be determined by the State, in order to assist the State in its compliance efforts.<sup>18</sup>

Specific MPO procedures for adoption and amendment are as follows:

- Announcements of TAC and Policy Board meetings will indicate if the Title VI plan development activities are scheduled for consideration.
- After TAC concurrence and Policy Board approval, the draft will be made available for a 14-day public comment period.
- Notice of the public comment period will be made in the local newspaper(s) and other avenues as appropriate.
- Copies of the draft will be available at the MPO office, MPO website, Hot Springs Transit Depot, Garland County Library, and other locations as needed.
- If significant changes are made on the draft Title VI plan, an additional public comment period of 7-days will be determined at the discretion of the Policy Board.
- The final document shall be published on the MPO's website for public access.
- ARDOT requires all its subrecipients to review and submit an updated Title VI plan every three years. Therefore, the adopted Title VI plan shall be reviewed and updated at least every three years, or more often as needed.
- Administrative modifications or minor revisions will not require additional public participation.
- Amendments or substantive revisions will require a 14-day public comment period after Policy Board approval.
- An additional public comment period, if needed, will be determined at the discretion of the Policy Board.

### Equity vs. Equality



Same Treatment

Equitable Treatment

The systemic barrier has been removed. This is Equality.



[www.canadianequality.ca](http://www.canadianequality.ca)

<sup>18</sup> [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA\\_Title\\_VI\\_FINAL.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Title_VI_FINAL.pdf)

## Transportation Improvement Program

According to federal regulations, the MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a Transportation Improvement Program (TIP) for the MPA, which shall cover a period of no less than 4 years and be updated at least every 4 years. The MPO may update the TIP more frequently, but the cycle for updating the TIP must be compatible with the STIP development and approval process. Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan. Moreover, The MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP. In addition, the MPO shall publish or otherwise make readily available the TIP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web. For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.<sup>19</sup>

When significant written and oral comments are received on the draft MTP and TIP (including the financial plans) as a result of the participation process or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final MTP and TIP.<sup>20</sup> The State shall include each metropolitan TIP without change in the STIP, directly or by reference, after approval of the TIP by the MPO and the Governor (or his designee).<sup>21</sup> Additional requirements in regard to TIP development and content are stipulated by Federal regulations.

Specific MPO procedures for adoption and amendment are as follows:

- TIP development activities will be accomplished primarily through TAC and Policy Board meetings, which are open to the public.
- Announcements of TAC and Policy Board meetings will indicate if TIP development activities are scheduled for consideration.
- Implementing agencies are responsible for bringing proposed TIP projects, amendments, or other information to the MPO staff in advance of regularly scheduled TAC and Policy Board meetings for consideration and approval.
- The overall project review and selection process is monitored and performed by the TAC and the Policy Board.
- If additional funds are available, the TAC and the Policy Board may solicit new candidate projects that are consistent with the MTP.
- Projects that cannot be accomplished with existing resources may be listed as illustrative projects, i.e. as potential future candidates for funding outside of the fiscally constrained TIP projects.
- After TAC concurrence and Policy Board approval, the draft TIP will be made available for a 14-day public comment period.
- Notice of the public comment period will be made in the local newspaper(s) and other avenues as appropriate.
- Copies of the draft will be available at the MPO office, MPO website, Hot Springs Transit Depot, Garland County Library, and other locations as needed.
- When significant written and oral comments are received on the draft TIP (including the financial plans) as a result of the public participation process or the interagency consultation process a summary, analysis, and report on the disposition of comments shall be made as part of the final TIP.

<sup>19</sup> 23 CFR §450.326 Development and content of the transportation improvement program (TIP).

<sup>20</sup> 23 CFR §450.316 (a) (2) Interested parties, participation, and consultation.

<sup>21</sup> 23 CFR §450.218 Development and content of the statewide transportation improvement program (STIP).

- After completion of the public comment period, the TAC and the Policy Board will revisit the TIP for final adoption.
- However, if the final TIP differs significantly from the version that was made available for public comments by the MPO and raises new material or issues that interested parties could not reasonably have foreseen from the public involvement efforts; then the MPO shall provide an additional opportunity for public comments.
- The additional public comment period of 7-days will be determined at the discretion of the Policy Board.
- The final document shall be published on the MPO's website for public access.
- The MPO is responsible for submitting the TIP to ARDOT for incorporation into the State Transportation Improvement Program (STIP).
- Changes to the existing TIP projects (including scope, schedule, cost revisions or addition of new projects) require the review of the TAC and approval of the Policy Board. Refer to the MPO's TIP revision procedures table for more information.
- Administrative modifications or minor revisions will not require additional public participation.
- Amendments or substantive revisions will require a 14-day public comment period after Policy Board approval.
- TIP/STIP must be consistent with the MTP. Therefore, any significant changes to the TIP/STIP such as new projects that aren't already reflected in the MTP, must be included in the MTP. Therefore, an amendment to the TIP may require an amendment to the MTP, simultaneously.

## Unified Planning Work Program

A unified planning work program (UPWP) identifies work proposed for the next one or two years, to be performed by the MPO in coordination with its planning partners.<sup>22</sup>

Specific MPO procedures for adoption and amendment are as follows:

- Public participation associated with the UPWP will be accomplished primarily through meetings of the TAC and the Policy Board, which are open to the public.
- Announcements of TAC and Policy Board meetings will indicate if the UPWP development activities are scheduled for consideration.
- After TAC concurrence and Policy Board approval, the draft UPWP will be made available for a 14-day public comment period.
- Notice of the public comment period will be made in the local newspaper(s) and other avenues as needed.
- Copies of the draft will be available at the MPO office, MPO website, Hot Springs Transit Depot, Garland County Library, and other locations as needed.

<sup>22</sup> 23 CFR §450.308 Funding for transportation planning and unified planning work programs.

- When significant written and oral comments are received on the draft UPWP as a result of the public participation process or the interagency consultation process a summary, analysis, and report on the disposition of comments shall be made as part of the final UPWP.
- After completion of the public comment period, the TAC and the Policy Board will revisit the UPWP for final adoption.
- If significant changes are made on the draft UPWP, an additional public comment period of 7-days will be determined at the discretion of the Policy Board.
- In accordance with ARDOT’s MPO manual, the MPO shall submit a draft copy of the UPWP to ARDOT and FHWA for review by mid-April. Electronic submissions are acceptable.
- According to ARDOT, the UPWP must be adopted by the Policy Board by May 31<sup>st</sup> of each year.
- ARDOT also requires the MPO to provide a final (electronic) version of the UPWP to ARDOT and FHWA by June 1<sup>st</sup>, in order to allow for thirty days of review and approval by FHWA/FTA by July 1<sup>st</sup>.
- The final document shall be published on the MPO’s website for public access.
- ARDOT will send a letter authorizing funds, renewing grant agreement, and requesting signature of Annual FTA Certification and Assurances to MPOs in August.
- Administrative modifications or minor revisions will not require additional public participation.
- Amendments or substantive revisions will require a 7-day public comment period, at the discretion of the Policy Board.
- An additional public comment period, if needed, will be determined at the discretion of the Policy Board.



*Picture 3: Technical Advisory Committee Meeting (2019) - Credits: MPO Staff.*

Table 4.1: TIP Revision Procedures.

Table 4.2: Key Planning Documents Schedule.

**Tri-Lakes Metropolitan Planning Organization (MPO)**

TIP Revision Procedures		Technical Advisory Committee (TAC) Action	Policy Board Action	Public Comments Period	Notes
<b>Additions or Deletions:</b>	New illustrative project(s) or changes to project(s) that are included only for illustrative purposes.	Recommend	Approve	No	
	Deletion of a project(s).	Recommend	Approve	Yes	
	Addition of a project(s).	Recommend	Approve	Yes	
	Addition or deletion of a minor item (non-project)	Inform	Inform	No	
<b>Scope:</b>	Major change in design concept or design scope. (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects)	Recommend	Approve	Yes	
	Project splits that do not change overall scope.	Recommend	Approve	No	
	Revision of length or termini that do not impact scope of project.	Recommend	Approve	No	
	Revisions that impact the scope of project.	Recommend	Approve	Yes	
<b>Funding:</b>	Major change in project cost.	Recommend	Approve	Yes	
	Minor changes to project/project phase costs.	Recommend	Approve	No	
	Minor changes to funding sources of previously included projects.	Recommend	Approve	No	
	Change from federal to non-federal.	Recommend	Approve	No	
	Change from non-federal to federal.	Recommend	Approve	No	
	Increase or decrease < 20% (FTA Only).	Recommend	Approve	No	
	Increase or decrease > 20% (FTA Only).	Recommend	Approve	Yes	
<b>Schedule:</b>	Major changes to project/project phase initiation dates.	Recommend	Approve	Yes	
	Minor changes to project/project phase initiation dates.	Recommend	Approve	No	
	Other schedule changes.	Recommend	Approve	No	
<b>Performance Measures</b>	New performance measures and targets.	Recommend	Approve	No	
	Updated performance measures and targets.	Recommend	Approve	No	
<b>Other Administrative Changes:</b>	Obvious data entry errors.	Inform	Inform	No	
	Change in project lead agency.	Inform	Inform	No	
<p><i>Note: At the discretion of the Policy Board, the MPO may avail the TIP for public comments at anytime, even if it is not required by the Public Participation Plan or the TIP revision procedures.</i></p>					

Tri-Lakes MPO: Overview Of Key Planning Documents Schedule								
Document			Lead Agency	Approved by	Planning Horizon	Update Cycle	Public Comments Period	Notes
1	ALOP	Annual Listing of Obligated Projects	ARDOT	-	One Federal Fiscal Year (FFY) (October - September)	Annually	Not required.	Due annually, no later than 90 calendar days following the end of the program year. TAC & Policy Board voting not required.
2	APER	Annual Performance and Expenditure Report	MPO	-	One State Fiscal Year (SFY) (July - June)	Annually	Not required.	Due annually, 90 days after the end of the reporting period. TAC & Policy Board voting not required.
3	Bylaws	-	MPO	MPO	-	As often as needed.	Not required.	TAC & Policy Board voting required.
4	MTP	Metropolitan Transportation Plan	MPO	MPO	At least 20 years. FFY's.	Every five years or as often as needed.	21 days.	TAC & Policy Board voting required.
5	PPP	Public Participation Plan	MPO	MPO	-	Every two to five years or as often as needed.	45 days.	TAC & Policy Board voting required.
6	Title VI Plan	-	MPO	MPO	-	Every three years or as often as needed.	14 days.	TAC & Policy Board voting required.
7	TIP	Transportation Improvement Program	MPO	MPO	Four FFY's	Every four years or as often as needed.	14 days.	TAC & Policy Board voting required.
8	PM 1	Safety Performance Measures & Targets	ARDOT	ARDOT/MPO	One year	Annually	Not required.	TAC & Policy Board voting required.
9	PM 2	Pavement and Bridge Performance Measures & Targets	ARDOT	ARDOT/MPO	Four years	Every four years or as often as needed.	Not required.	TAC & Policy Board voting required.
10	PM 3	System Performance, Freight Movement and CMAQ Performance Measures & Targets	ARDOT	ARDOT/MPO	Four years	Every four years or as often as needed.	Not required.	TAC & Policy Board voting required.
11	PTASP PM	Public Transportation Agency Safety Plan Performance Measures and Targets	HSIT	HSIT/MPO	One year	Annually	Not required.	TAC & Policy Board voting required.
12	TAM PM	Transit Asset Management Plan Performance Measures & Targets	HSIT	HSIT/MPO	One year	Annually	Not required.	TAC & Policy Board voting required.
13	UPWP	Unified Planning Work Program	MPO	MPO/ARDOT/FHWA	One to two years. SFY's.	Annually or as often as needed.	14 days.	TAC & Policy Board voting required.

*FYI - The development of these and other documents requires coordination between the MPO, HSIT, LPA, ARDOT, FHWA, FTA and other planning partners, as needed.*

*Refer to other planning resources for more information.*

## Chapter 5: Public Participation Tools

The following are some of the tools utilized by the MPO to involve the public in the metropolitan transportation planning process.

### Calendar

On its website, the MPO maintains a calendar highlighting the Technical Advisory Committee (TAC), Policy Board and other meeting dates in a given calendar year.

### Contact List

The MPO maintains a contact list of TAC members, Policy Board members, stakeholders, and other interested parties. The list facilitates outreach efforts during the metropolitan transportation planning process, including major events such as during TIP and MTP updates.

Anyone wishing to be included in the MPO's contact list should notify the MPO.

### Focus Groups

A focus group is a small-group discussion guided by a facilitator. It is used to learn about opinions on a designated topic, and to guide future action.<sup>1</sup> Focus groups may be used to assist with developing various plans such as the MTP. Members may be selected by the TAC and the Policy Board. Efforts should be made to ensure that all geographic areas are represented and meetings are held at convenient times and locations to encourage attendance. In addition, special efforts should be made to involve the traditionally underserved, including minority, low income, elderly and disabled residents.

### Media

**Newspapers:** The MPO public publishes participation opportunities in general circulation newspapers such as the Hot Springs Sentinel Record, the Arkansas Democrat Gazette and the Hot Springs Village Voice.

**Newsletter:** The MPO may develop a newsletter on a periodic basis to keep stakeholders and the general public up-to-date with the MPO's planning and programming activities.

Other local media resources may include: City of Hot Springs Government Access Cable TV Channel, KVRE Radio, KLAZ/KXOW Radio, TRAVELHOST Magazine, The Spring Magazine, HSTV-15, , KZNG/US 97 Radio, and etc.

### Meetings

All Technical Advisory Committee (TAC) and Policy Board meetings are open to the public. Unless otherwise mentioned, all MPO meetings are held at 10:00 am, at the West Central Arkansas Planning and Development District

<sup>1</sup> <https://ctb.ku.edu/en/table-of-contents/assessment/assessing-community-needs-and-resources/conduct-focus-groups/main>

(WCAPDD) Offices on 1000 Central Ave, Hot Springs, AR 71901. The public is encouraged to attend all MPO meetings, which include an opportunity for public comments. Meeting information is disseminated in various ways including the website, emails, Facebook, and the Sentinel Record and Hot Springs Village newspapers. Meeting notices are disseminated in a timely manner to give the public adequate opportunity to participate.

Free language assistance is available upon request in advance. A translator as well as provisions for anyone needing special accommodations due to a language barrier or disability will be accommodated upon advance notice to the MPO.

### **Technical Advisory Committee (TAC)**

The TAC consists of representatives from public and private sector agencies who are subject matter experts of various transportation related fields including land-use planning, multi-modal transportation planning & engineering, economic development, and etc. The role of the TAC is to provide technical assistance to the MPO and to provide recommendations to the Policy Board. For example, the TAC assists in the development of various plans and programs including but not limited to the PPP, TIP and the MTP. Typically, TAC meetings are held before the Policy Board meetings.

### **Policy Board**

The Policy Board is comprised of local elected officials, state officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation, and other groups/agencies. The Policy Board is the decision making body of the MPO; therefore, it makes all final decisions including approving/adopting all plans and programs, such as the PPP, TIP and the MTP. Typically, Policy Board meetings are held after the TAC meetings.

### **Other Opportunities**

The *City of Hot Springs* and *Hot Springs Intracity Transit (HSIT)* also have established procedures for public participation on proposed transportation projects and service changes. Interested citizens are given the opportunity to provide input at public hearings advertised in the local newspaper. Meeting announcements are also distributed to all local news media and interested organizations, particularly those providing services to the elderly, disabled and minority residents.

The *Greater Hot Springs Chamber of Commerce Transportation Committee* was set up in its present form in 1978. The purpose of the committee is to create a forum for which all entities involved in the promotion and development of transportation issues can discuss the advantages and disadvantages of the various transportation options and reach a consensus on community needs. Transportation Committee meetings also afford more opportunities for public participation in discussion of area transportation issues.

Other public outreach tools may include but are not limited to: business cards, souvenirs, churches, public-private partnerships (e.g. billboard space donations, utility bill stuffers) and etc.

## Outreach

Public outreach opportunities may be initiated/requested by the MPO, other agencies or the public. Outreach opportunities may include public open houses, public speaking engagements, public forums, workshops, and etc. These opportunities provide the MPO with additional opportunities to garner input from the public on various transportation related topics. These appearances also provide opportunities for interested members of the public to be placed on the MPO mailing list. During the MTP development process, MPO staff conducts public outreach at select locations throughout the planning area. In addition, the MPO works with neighborhood associations in the Hot Springs area to promote participation at the community level.



Picture 4: Public Presentation at the Park Avenue Community Association (PACA) (2018) - Credits: MPO Staff & PACA.

**MPO 101 Pamphlet:** The pamphlet basically gives an overview of the Tri-Lakes MPO in particular, and the metropolitan transportation planning process in general. The pamphlet is also available on our website.

## Social Media

The MPO posts various information on its social media platforms.

In 2018, the MPO opened a Facebook page <https://www.facebook.com/Tri-Lakes-MPO>

In 2020, the MPO opened a YouTube channel <https://www.youtube.com/channel/UCA9ZK263UEIQ3jdUX3OI6WQ>

## Surveys

The MPO has a demographic survey which basically provides a glimpse of the socio-economic characteristics of the people participating in our metropolitan transportation planning process. The voluntary and anonymous survey which is available in both English and Spanish, is posted on our website and it's also available at all MPO meetings.

In addition, the MPO developed a voluntary and anonymous survey on Survey Monkey in 2019. The survey is available in both English <https://www.surveymonkey.com/r/N577KCB> and Spanish <https://www.surveymonkey.com/r/TJL9B2D>. This survey differs slightly from the former in that, the latter not only contains demographic questions, but it also gathers the public's thoughts on the strengths and opportunities for

improvement on our multi-modal transportation system. Although the survey was opened as part of the 2045 MTP development process, the survey remains open indefinitely to provide a continuous public participation process.

## Virtual Public Engagement

The MPO may utilize virtual public engagement methods in lieu of face-face meetings, as needed, in the metropolitan transportation planning process. For example, during the Coronavirus pandemic, the MPO hosted its TAC and Policy Board meetings on Zoom.

## Visual Techniques

**MPO 101 Presentation:** Like the pamphlet, the MPO 101 PowerPoint Presentation also provides an overview of the Tri-Lakes MPO in particular, and the metropolitan transportation planning process in general.

The MPO utilizes other visual techniques such as maps, graphs, and tables which are posted on our website as part of our MTP, TIP and other documents.

## Website

The MPO's website <https://wcapdd.org/tri-lakes-mpo> contains various information pertaining to MPO meetings, planning documents, performance measures, MPO 101 pamphlet, and other topics.

## Chapter 6: Public Comments

The following is a summary of comments received from the public or the interagency consultation process, during the 2018 update.

### 1. Specify days as either calendar or work days.

As defined in the definitions section, anytime a number of days are specified in this document, such as a 14-day comment period, a 45-day comment period, etc., this specifically means calendar days and such a period would include weekends and holidays.

### 2. Will a Spanish translator be expected at the meetings?

The MPO makes an effort to invite a Spanish speaking individual to its meetings. As mentioned in the non-discrimination statement, a translator as well as provisions for anyone needing special accommodations due to a language barrier or disability will be accommodated upon advance notice.

### 3. Churches might be an option in the Public Outreach Toolbox.

The MPO continues to make an effort to reach out to local churches. In addition, documents and notices can be posted at any church that makes a request.

### 4. MPO public distribution could include current types of media for communications; i.e., Facebook.

In regard to social media, the MPO now has a Facebook page called "Tri Lakes MPO"  
<https://www.facebook.com/pages/category/Government-Organization/Tri-Lakes-MPO-386514295170598/>

We also now have a YouTube channel called "Tri Lakes MPO"  
<https://www.youtube.com/channel/UCA9ZK263UEIQ3jdUX3OI6WQ>

The following is a summary of comments received from the public or the interagency consultation process, during the 2021 update.

### 1. How does the 5-Year ACS estimates compare to the Census data?

The Census Bureau's American Community Survey (ACS) is often used either when the decennial Census is unavailable, or when you want to get more current information than the decennial Census. 1-Year ACS estimates are best used when currency is more important than precision and when analyzing large populations. Conversely, 5-Year estimates are best used when precision is more important than currency, when analyzing very small populations, when examining tracts and other smaller geographies or when 1-Year estimates are not available.

Table 2.1 compares the 2010 Census' total population estimates with the 2018 5-Year ACS estimates, thereby indicating a slight population increase using Garland County as an example. However, given that we're already in the year 2020, a decennial census year, it is arguably futile to compare other data categories with 2010 Census data because it is almost obsolete or irrelevant by now. Arguably, the best data to look at would be the 2018 5-Year ACS data which is the most current data at this point in time. When the Census Bureau publishes the 2020 Census data in the near future, then we should be able to update our table and compare the 2020 Census data with the 2019 5-Year ACS data when it becomes available also.

**2. Are there included recommendations for public transportation and related hours, routes, etc., for people without vehicles within and outside the County and City Limits?**

In our metropolitan planning area, the Hot Springs Intracity (HSIT) is the largest urban transit provider. Therefore, in the 2045 Metropolitan Transportation Plan (MTP), we've included several objectives related to transit (HSIT) such as increasing the number of HSIT buses, routes, hours, service area and other improvements for local commuters and tourists. However, such significant improvements require access to adequate financial resources. For more transit related inquiries, please contact HSIT.

## Revision History

Tri-Lakes MPO: Public Participation Plan			
Revision History	Dates	Resolution	Notes
Adopted	2004 - April 16th	2004-15	Original document.
Updated	2007 - May 24th	2007-06	Major revision.
Updated	2018 - May 24th	2018-01	Major revision.
Modified	2020 - May 21st	2020-02	Minor revision. Added virtual public involvement option.
Updated	2021 - Feb 18th	2021-01	Major revision.

**Resolution 2021-01**

**Public Participation Plan (PPP) Modifications**

WHEREAS, the Policy Board is the decision making body of the Tri-Lakes MPO, which is the designated Metropolitan Planning Organization (MPO) for the Hot Springs Area Transportation Study (HSATS); and

WHEREAS, Title 23 CFR Section 450.316 and Section 134 require each MPO to develop public participation plan that defines a process for providing individuals, stakeholders, representatives of multiple modes of transportation, and other interested parties, with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, the MPO staff has revised the public participation plan in order to highlight changes in advertisement periods, locations, and timeframes for certain pertinent documents; and

WHEREAS, this revision includes updates to tables which better display the necessary requirements for advertising, public comments, and which committees must review and approve the documents which the MPO is federally required to compile and update as needed; and

NOW THEREFORE, BE IT RESOLVED THAT, on this 18<sup>th</sup> day of February 2021, the Policy Board of the Tri-Lakes MPO hereby approves the above-mentioned Public Participation Plan modification(s).

Approve:

Ray Owen

Policy Board Chairman

*Sign & Date Below:*



18 FEB. 2021

*Attest:*

Derrick Harris

MPO Study Director

*Sign & Date Below:*

*Derrick Harris*  
02/18/2021