

Tri-Lakes Metropolitan Planning Organization (MPO)

Policy Board

Agenda

May 21st, 2026, at 10:00 am

Action Items:

- 1. Call To Order**
- 2. Introductions/Quorum**
- 3. Minutes**
 - Action - Approve minutes of the February 18th, 2026, Policy Board meeting.
- 4. Unified Planning Work Program (UPWP) - SFY 2027**
 - Action - Approve the July 1st, 2026 - June 30th, 2027 (SFY 2027) UPWP.
- 5. AOU and Bylaws Revisions**
 - Action - Approve the revised Agreement of Understanding (AOU) and Bylaws administrative modifications.

Informational Items:

- 1. Transportation Improvement Program (TIP) FFY 2025 - 2028**
 - Administrative Modification #3 - Add FFY 2024 HSIT 01 and HSIT 02 funds to FFY 2026 TIP/STIP; per CHS request.
- 2. West Central Arkansas Planning & Development District (WCAPDD) SFY 2025 Audit Report**
- 3. Safe Streets For All (SS4A) FFY 2026 Notice of Funding Opportunity**
- 4. Arkansas Department of Transportation (ARDOT) Announcements**
- 5. Federal Agencies Announcements**
- 6. Other Agencies Announcements**
- 7. Public Comments**
- 8. Next Policy Board Meeting**
 - August 20th, 2026, at 10:00 am

Adjournment:

	Name	Agency	Title	MPO Role
1	Bruce Caverly	Hot Springs Village	Board Director	Policy Board Voting Member
2	Darryl Mahoney	Garland County	County Judge	Policy Board Voting Member
3	Dennis Thornton	Hot Spring County	County Judge	Policy Board Voting Member
4	Hunter Lake	Arkansas Department of Transportation	Engineer, District 6	Policy Board Voting Member
5	Jack Fields	Town of Fountain Lake	Mayor	Policy Board Voting Member
6	Jeremy Brown	Garland County	Justice of the Peace	* <i>Policy Board Vice-Chairperson</i>
7	Karen Garcia	City of Hot Springs	Director, District 5	Policy Board Voting Member
8	Malinda Henson	City of Mountain Pine	Mayor	Policy Board Voting Member
9	Mike Lipton	Hot Springs Metro Partnership	Transportation Committee Chair	* <i>Policy Board Chairperson</i>
10	Pat McCabe	City of Hot Springs	Mayor	Policy Board Voting Member
11	Sunny Farmahan	Arkansas Department of Transportation	Local Support Section Head	Policy Board Voting Member



Policy Board Meeting
February 18, 2026 @ 9:30 AM
MINUTES

A. ROLL CALL

Mr. Dwayne Pratt, Executive Director of West Central Arkansas Planning and Development District, called the meeting to order by officially confirming everyone present at the meeting. The following Policy Board members were present: **(Quorum = 51% = 6 committee members; must include at least three (3) elected officials)**

- 1) Mike Lipton – Hot Springs Metro Partnership – Chair
- 2) Jeremy Brown – Garland County – Vice Chair
- 3) Darryl Mahoney – Garland County - Judge
- 4) Karen Garcia – City of Hot Springs – Board Member
- 5) Pat McCabe – City of Hot Springs – Mayor
- 6) Bruce Caverly – Hot Springs Village

Additionally, the following guests or non-voting members were present:

- a) Keith Goff – ARDOT
- b) Keith Jones – City of Hot Springs - Intracity Transit Director
- c) Anthony Hunter – ARDOT
- d) Bill Burrough – City of Hot Springs – City Manager
- e) Dwayne Pratt – WCAPDD – Executive Director
- f) Loren Morphew – WCAPDD – Interim MPO Study Director

B. ACTION ITEMS

- 1) **Minutes – September 25, 2025** – The committee was presented with the previous meeting minutes. Karen Garcia made a motion to approve the minutes as presented. The motion was seconded by Jeremy Brown. The item passed unanimously.
- 2) **Safety Performance Measures Adoption** – Mr. Pratt informed the board that it was time to review and adopt ARDOT’s statewide Safety Target

Comprehensive Transportation Planning
<i>Garland County – Hot Spring County – City of Hot Springs – City of Mountain Pine – Town of Fountain Lake – Hot Springs Village</i>
1000 Central Avenue – Hot Springs National Park, Arkansas 71901
Telephone: (501) 525-7577 – https://wcapdd.org/tri-lakes-mpo

Performance Measures for calendar year (CY) 2026. Anthony Hunter from ARDOT highlighted the difference in the Safety Targets from CY 2025, noting the only change in one category: Number of Non-Motorized Fatalities and Serious Injuries. Jeremy Brown made a motion to approve the resolution adopting ARDOT’s CY 2026 Safety Target Performance Measures. The motion was seconded by Pat McCabe. The item passed unanimously.

C. MPO REPORTS/ANNOUNCEMENTS

Bylaws Review and Compliance Framework

The Policy Board engaged in extensive discussion regarding organizational governance and compliance standards. The Board reviewed existing provisions related to Freedom of Information Act (FOIA) compliance and financial accountability currently codified in the organization's bylaws. Discussion centered on strengthening these provisions to ensure transparent operations and adherence to all applicable federal, state, and local requirements.

Organizational Structure Considerations

Mr. Pratt presented considerations regarding organizational structure, including potential modification of the MPO Study Director position title to "MPO Coordinator," while maintaining existing duties and responsibilities. The Board acknowledged this input for further consideration as part of the broader bylaws revision process.

Bylaws Revision - Financial and Audit Provisions

Jeremy Brown identified the need for enhanced clarity in bylaws sections governing financial management and audit procedures. Discussion emphasized the importance of comprehensive, unambiguous language to ensure proper fiscal oversight and compliance with applicable regulations.

Arkansas Department of Transportation (ARDOT) Technical Assistance

ARDOT staff offered to facilitate communication and information sharing with other Metropolitan Planning Organizations throughout Arkansas regarding their respective bylaws and governance structures. The Board expressed appreciation for this technical assistance offer and indicated interest in reviewing comparable MPO governance documents as part of the revision process.

Independent Legal Counsel

Following discussion of the scope and complexity of necessary bylaws revisions, Pat McCabe made a motion to retain independent legal counsel to provide guidance on bylaws updates prior to the hiring of a new MPO Study Director. The motion was seconded by Bruce Caverly and **passed unanimously**. This action will ensure that revised governance documents are legally sound and compliant with all applicable federal metropolitan planning requirements.

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Executive Session Allowability

Mr. Caverly noted that we should ensure that Executive Sessions to address MPO personnel matters, including but not limited to termination procedures and other human resource concerns be incorporated into the revised bylaws.

MPO Study Director Recruitment Update

The Board received an update on the ongoing recruitment process for a permanent MPO Study Director from Mr. Pratt. The position has been advertised locally, statewide, and nationally, with multiple resumes received to date. The Board Chair will participate in candidate interviews and bring recommendations forward to the full Policy Board for consideration.

D. ARDOT REPORTS/ANNOUNCEMENTS

No additional reports or announcements were made.

E. COMMITTEE MEMBER REPORTS/ANNOUNCEMENTS

No additional reports or announcements were made.

F. PUBLIC COMMENTS

No additional reports or announcements were made.

G. ADJOURN

The meeting was adjourned at approximately 10:35am.

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Tri-Lakes Metropolitan Planning Organization

Unified Planning Work Program (UPWP)



State Fiscal Year 2027: July 1st, 2026 - June 30th, 2027

Adopted: May 21st, 2026

Preparation and publication of this document was financed in part by funds provided by the United States Department of Transportation's Federal Highway and Federal Transit Administrations. The provision of Federal financial assistance should not be construed as denoting U.S. Government approval of plans, policies, programs or projects contained herein.

DRAFT

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Non-Discrimination Statement

The Tri-Lakes Metropolitan Planning Organization (MPO) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the MPO does not discriminate on the basis of race, sex, color, age, national origin, religion, disability, Limited English Proficiency (LEP), or low-income status in the admission, access to and treatment in the MPO's programs and activities, as well as the MPO's hiring or employment practices.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audio tape and Braille, upon request. Free language assistance will be provided to persons of LEP upon request. Complaints of alleged discrimination and inquiries regarding the MPO's nondiscrimination policies should be directed to:

Emmily Tiampati
MPO and ADA/504/Title VI Coordinator
Tri-Lakes Metropolitan Planning Organization
P.O. Box 6409
Hot Springs, AR 71902
501-525-7577, Voice/TTY 711
etiampati@wcapdd.org

La Organización de Planificación Metropolitana de Tri-Lakes (MPO) cumple con todas las disposiciones de derechos civiles de los estatutos federales y las autoridades relacionadas que prohíben la discriminación en programas y actividades que reciben asistencia financiera federal. Por lo tanto, la MPO no discrimina por motivos de raza, sexo, color, edad, origen nacional, religión, discapacidad, dominio limitado del inglés (LEP) o estado de bajos ingresos en la admisión, acceso y tratamiento en los programas de la MPO y actividades, así como las prácticas de contratación o empleo de la MPO.

Este aviso está disponible del Coordinador de ADA/504/Título VI en letra grande, en cinta de audio y Braille, a pedido. Se proporcionará asistencia lingüística gratuita a las personas de LEP que lo soliciten. Las quejas de supuesta discriminación y las consultas sobre las políticas de no discriminación de la MPO deben dirigirse a:

Emmily Tiampati
Coordinadora de MPO y ADA / 504 / Título VI
Organización de Planificación Metropolitana de Tri-Lakes
P.O. Box 6409
Hot Springs, AR 71902
501-525-7577, Voz / TTY 711
etiampati@wcapdd.org

Acronyms

The following are some of the most commonly used acronyms and abbreviations, in the metropolitan transportation planning process. Visit the MPO's website for an extensive list.

3-C	Continuing, Cooperative, and Comprehensive
ADA	Americans With Disabilities Act
ALOP	Annual Listing of Obligated Projects
APER	Annual Performance and Expenditure Report
ARDOT	Arkansas Department of Transportation
CFR	Code of Federal Regulations
CHS	City of Hot Springs
FFY	Federal Fiscal Year (October 1 - September 30)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information Systems
HSATS	Hot Springs Area Transportation Study
HSIT	Hot Springs Intracity Transit
HSV	Hot Springs Village
LPA	Local Public Agency
L RTP	Long Range Transportation Plan
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
PM	Performance Measures
PPP	Public Participation Plan
PTASP	Public Transportation Agency Safety Plan
SFY	State Fiscal Year, July 1 - June 30
SHSP	Strategic Highway Safety Plan
SS4A	Safe Streets and Roads For All
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TIP	Transportation Improvement Program
TMPO	Tri-Lakes Metropolitan Planning Organization
UPWP	Unified Planning Work Program
WCAPDD	West Central Arkansas Planning & Development District

Introduction

Federal policy requires that a Metropolitan Planning Organization (MPO) shall be designated for each urbanized area with a population of more than 50,000 individuals; to carry out a continuing, cooperative, and comprehensive (3-C) performance-based multimodal transportation planning process.¹ The Tri-Lakes MPO (TLMPO) was designated in the year 2003.² Further, federal policy encourages the metropolitan transportation planning and programming process to be guided by the following national goals³ and planning factors.⁴

National Goals

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 Factors

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;

¹ 23 USC §134 (d) and 23 CFR § 450.300 (a)

² <https://www.planning.dot.gov/mpo/>

³ 23 USC §150 (b)

⁴ 23 USC §134 (h) and 23 CFR § 450.300 (b)

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;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Performance Based Planning and Programming

Performance-based planning and programming (PBPP) is a system-level, data-driven process to identify strategies and investments.⁵ Per Federal regulations, the metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision making; to support the national goals described in [23 U.S.C. 150\(b\)](#) and the general purposes described in [49 U.S.C. 5301\(c\)](#).⁶

Each MPO shall establish the performance targets not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.⁷ More info can be found in the FHWA Transportation Performance Management (TPM)⁸ website and the FTA Performance Management website.⁹

An MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under [49 U.S.C. chapter 53](#) by providers of public transportation, required as part of a performance-based program including:¹⁰

⁵ https://ops.fhwa.dot.gov/plan4ops/performance_based.htm

⁶ 23 CFR § 450.306 (d) (1)

⁷ 23 CFR § 450.306 (d) (3)

⁸ <https://www.fhwa.dot.gov/tpm/>

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

¹⁰ 23 CFR § 450.306 (d) (4)

- I. The State asset management plan for the NHS, as defined in [23 U.S.C. 119\(e\)](#) and the Transit Asset Management Plan, as discussed in [49 U.S.C. 5326](#);
- II. Applicable portions of the HSIP, including the SHSP, as specified in [23 U.S.C. 148](#);
- III. The Public Transportation Agency Safety Plan in [49 U.S.C. 5329\(d\)](#);
- IV. Other safety and security planning and review processes, plans, and programs, as appropriate;
- V. The Congestion Mitigation and Air Quality Improvement Program performance plan in [23 U.S.C. 149\(l\)](#), as applicable;
- VI. Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);
- VII. The congestion management process, as defined in [23 CFR 450.322](#), if applicable; and
- VIII. Other State transportation plans and transportation processes required as part of a performance-based program.

Planning Emphasis Areas

In December of 2021, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly emphasized the use of the following updated Planning Emphasis Areas (PEA's) by Federal Land Management Agencies, State Departments of Transportation, Metropolitan Planning Organizations, and Public Transportation Agencies in regard to tasks associated with the Statewide Planning and Research Programs and Unified Planning Work Programs, as summarized below.¹¹

1. Tackling the Climate Crisis - Transition to a Clean Energy, Resilient Future

Appropriate UPWP tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's Sustainable Transportation or FTA's Transit and Sustainability Webpages for more information.

2. Equity and Justice⁴⁰ in Transportation Planning

Encourage the use of strategies that: (a) Improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (b) Plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (c) Reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (d) Offer reduced public transportation fares as appropriate; (e) Target demand-response service towards communities with higher concentrations of older adults and those with poor access to

¹¹ <https://ci.lubbock.tx.us/storage/images/UD6yQz3SG5FXk1YZnUX46EBbDcR50Af2lvG308r3.pdf>

essential services; and (f) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

3. Complete Streets

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.

4. Public Involvement

State DOT's, MPO's and public transportation providers are encouraged to conduct early, effective, continuous, meaningful, convenient, affordable, accessible, and transparent public involvement process; which includes virtual public involvement (VPI).

5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

MPOs and State DOTs are encouraged to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. DOD facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security.

6. Federal Land Management Agency (FLMA) Coordination

MPOs and State DOTs are encouraged to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan (MTP) and the Transportation Improvement Program (TIP).

7. Planning and Environment Linkages (PEL)

PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process

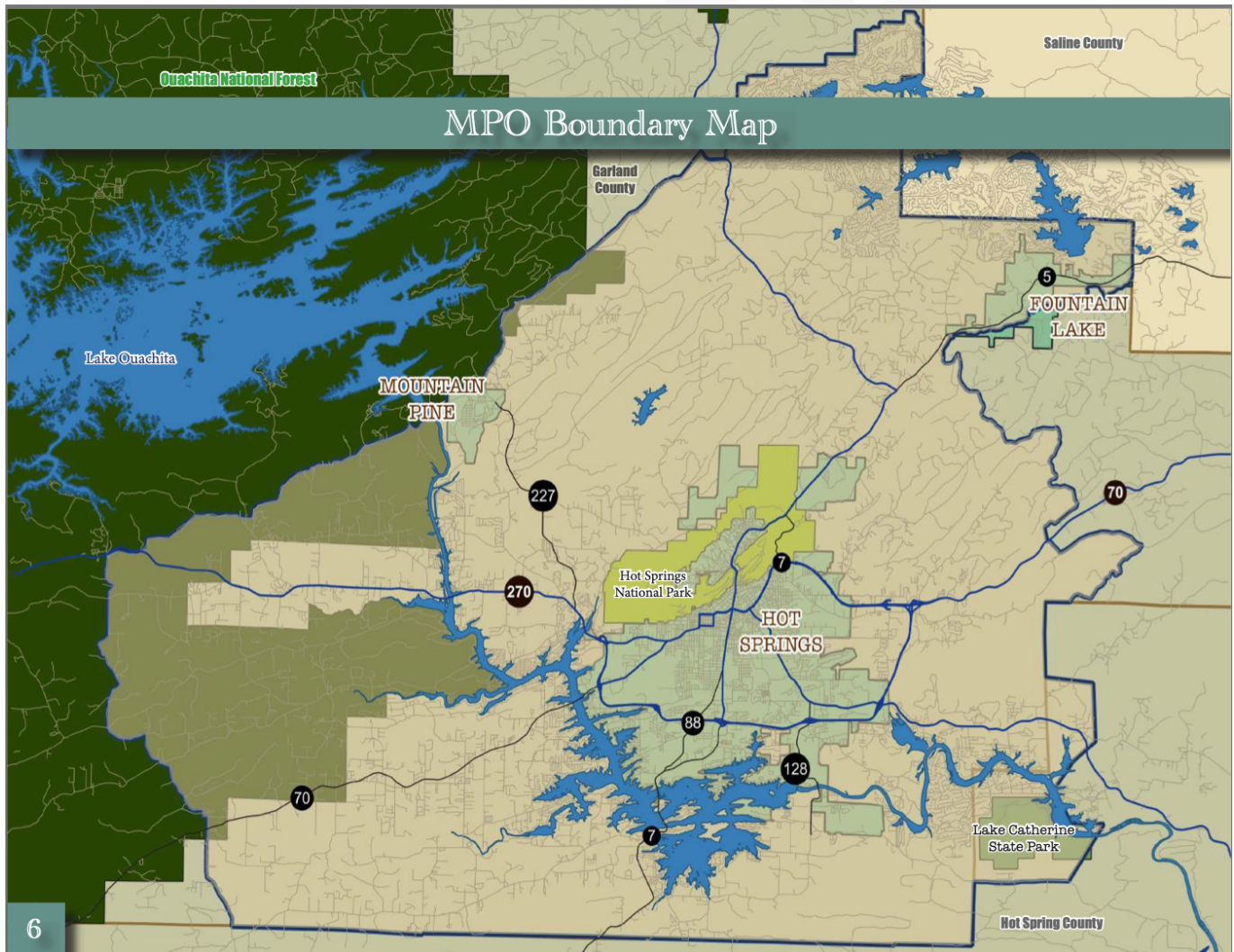
8. Data in Transportation Planning

State DOT's, MPO's and providers of public transportation are encouraged to incorporate data sharing and analytics principles in the transportation planning process; including but not limited to freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety.

Metropolitan Planning Area

A 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. A Metropolitan Planning Organization (MPO) means the policy board of an organization created and designated to carry out the metropolitan transportation planning process.¹²

Below is a map of the Tri-Lakes MPO (TLMPO) MPA.



PLANNING PARTNERS

The Hot Springs Area Transportation Study (HSATS) planning partners include members of the public and various agencies, including but not limited to the following:

¹² 23 CFR § 450.104

Garland County

Town of Fountain Lake

Hot Springs National Park Service

Hot Spring County

City of Mountain Pine

Federal Transit Administration

City of Hot Springs

Hot Springs Intracity Transit

Federal Highway Administration

Hot Springs Village

Hot Springs Metro Partnership

City of Malvern

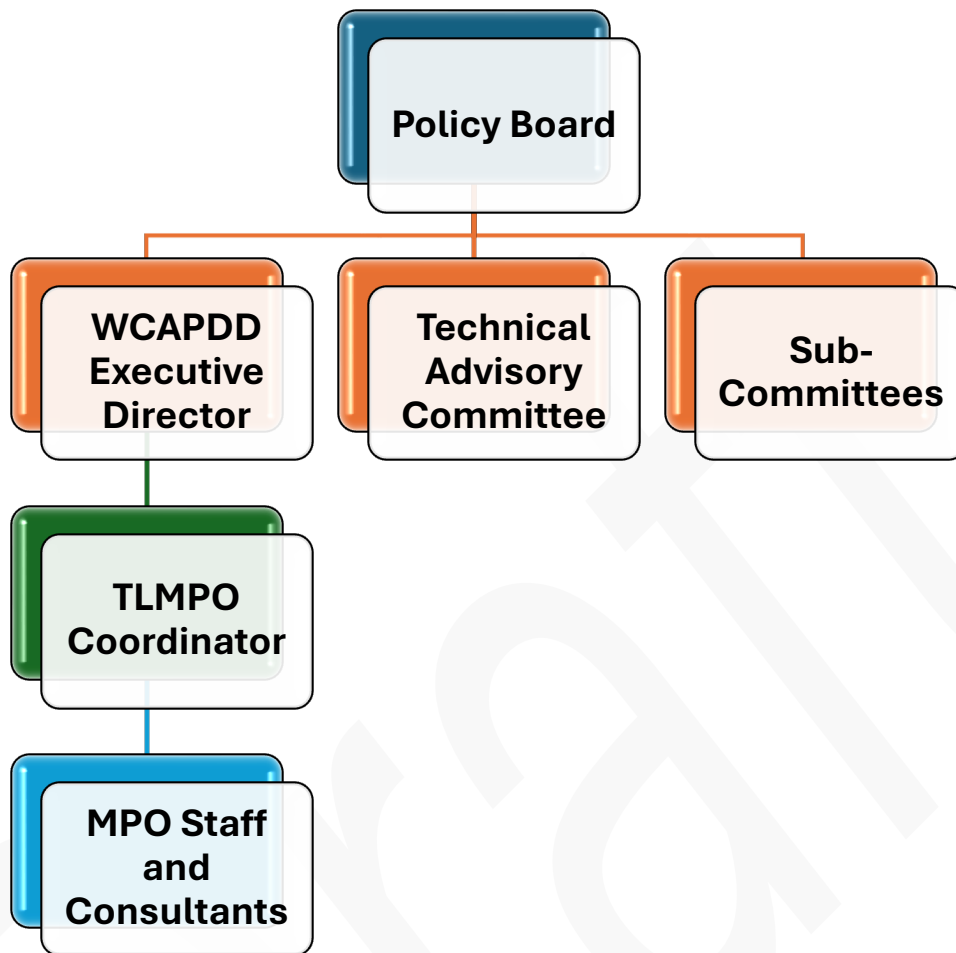
Arkansas Department of Transportation



GARLAND COUNTY
A R K A N S A S



ORGANIZATIONAL STRUCTURE



POLICY BOARD MEMBERS

	Name	Agency	Title	MPO Role
1	Bruce Caverly	Hot Spring Village	Board Director	Policy Board Voting Member
2	Darryl Mahoney	Garland County	County Judge	Policy Board Voting Member
3	Dennis Thornton	Hot Spring County	County Judge	Policy Board Voting Member
4	Hunter Lake	Arkansas Department of Transportation	Engineer, District 6	Policy Board Voting Member

5	Jack Fields	Town of Fountain Lake	Mayor	Policy Board Voting Member
6	Jeremy Brown	Garland County	Justice of the Peace	<i>Policy Board Vice-Chairperson</i>
7	Karen Garcia	City of Hot Springs	Director, District 5	Policy Board Voting Member
8	Malinda Henson	City of Mountain Pine	Mayor	Policy Board Voting Member
9	Mike Lipton	Hot Springs Metro Partnership	Transportation Committee Chair	<i>Policy Board Chairperson</i>
10	Pat McCabe	City of Hot Springs	Mayor	Policy Board Voting Member
11	Sunny Farmahan	Arkansas Department of Transportation	Local Support Section Head	Policy Board Voting Member

TECHNICAL ADVISORY COMMITTEE (TAC) MEMBERS

	Name	Agency	Title	MPO Role
1	Anthony Hunter	Arkansas Department of Transportation	Transportation Planner	TAC Voting Member
2	Chris Polychron	Chamber of Commerce	Member	TAC Voting Member
3	Dennis Thornton	Hot Spring County	County Judge	TAC Voting Member
4	Donald Rowlett	City of Hot Springs	Airport Director	TAC Voting Member
5	Gary Carnahan	City of Hot Springs	City Engineer	TAC Voting Member
6	Gary Troutman	Hot Springs Metro Partnership	CEO	TAC Voting Member
7	James Patton	Hot Springs Village	Board Member	TAC Voting Member
8	Jefferey Carr	Garland County	Resident of Garland County	TAC Voting Member
9	Jesse Konstanzer	Arkansas Department of Transportation	Resident Engineer	TAC Voting Member
10	John Rogers	Garland County	Resident of Garland County	TAC Voting Member
11	Karl Lowry	Town of Fountain Lake	Alderman	TAC Voting Member

12	Kathy Sellman	City of Hot Springs	Planning Director	TAC Voting Member
13	Keith Jones	Hot Springs Intracity Transit	Resident Advisor	TAC Voting Member
14	Ron Sievwright	City of Hot Springs	Public Works Director	TAC Voting Member
15	Ryan Richardson	Arkansas Midland Railroad (Genesee & Wyoming)	General Manager	TAC Voting Member

Unified Planning Work Program

Federal UPWP Guidance

A Unified Planning Work Program (UPWP) means a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.¹³

An MPO shall document metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 in a unified planning work program (UPWP) or simplified statement of work in accordance with the provisions of this section and 23 CFR part 420.¹⁴ Except as provided in [paragraph \(d\)](#) of this section, each MPO, in cooperation with the State(s) and public transportation operator(s), shall develop a UPWP that includes a discussion of the planning priorities facing the MPA. The UPWP shall identify work proposed for the next 1- or 2-year period by major activity and task (including activities that address the planning factors in [§ 450.306\(b\)](#)), in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds.¹⁵

Proposed use of FHWA planning and research funds must be documented by the State DOTs and subrecipients in a work program, or other document that describes the work to be accomplished, that is acceptable to the FHWA Division Administrator.¹⁶ A work program(s) for transportation planning activities must include a description of work to be accomplished and cost estimates by activity or task. In addition, each work program must include a summary that shows: Federal share by type of fund; Matching rate by type of fund; State and/or local matching share; and Other State or local funds.¹⁷ In areas not designated as TMAs, a simplified statement of work that describes who will perform the work and the work that will be accomplished using Federal funds may be used

¹³ 23 CFR § 450.104

¹⁴ 23 CFR § 450.308 (b)

¹⁵ 23 CFR § 450.308 (c)

¹⁶ 23 CFR § 420.111 (a)

¹⁷ 23 CFR § 420.111 (b)(1)

in lieu of a work program. If a simplified statement of work is used, it may be submitted separately or as part of the Statewide planning work program.¹⁸

In accordance with [49 CFR 18.40](#), the State DOT shall monitor all activities performed by its staff or by subrecipients with FHWA planning and research funds to assure that the work is being managed and performed satisfactorily and that time schedules are being met.¹⁹

Further, a UPWP should include a discussion of previous work, and the following Activity Line Items (ALI)²⁰

2026 SFY UPWP Accomplishments

The SFY 2026 (July 1, 2025 – June 30, 2026) UPWP accomplishments included, but were not limited to the following:

- Published SFY 2025 Annual Performance and Expenditure Report (APER).
- Drafted, publicized, adopted, and implemented the SFY 2026 UPWP.
- Drafted, publicized, and adopted the SFY 2027 UPWP.
- Reviewed, updated, and adopted the revised Bylaws.
- Drafted and disseminated documents for TAC and Policy Board meetings.
- Reviewed and updated the 2045 Metropolitan Transportation Plan (MTP) as needed.
- Drafted, publicized, and adopted the 2050 MTP.
- Revised the FFY 2025-2028 TIP as needed.
- Published the FFY 2025 Annual Listing of Obligated Projects (ALOP).
- Coordinated with HSIT, Local Public Agencies (LPA's), ARDOT, and other planning partners on various transportation related projects and activities.
- Shared various Federal, State, and other grant opportunities with LPA's.
- Updated the MPO's website with various information.
- Attended and participated in various transportation related professional development meetings, webinars, workshops, and other similar activities.

¹⁸ 23 CFR § 420.111 (c)

¹⁹ 23 CFR § 420.117 (a)

²⁰ FTA Circular 8100.1D <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/program-guidance-metropolitan-planning-and-state-planning-a-0>

2027 SFY UPWP Activity Line Items

1. PROGRAM SUPPORT AND ADMINISTRATION

Activities under this ALI include basic overhead, program support, and general administrative costs. Examples include direct program support, administration, interagency coordination, citizen participation, public information, local assistance, and UPWP development.

Program Support and Administration			
ALI	Anticipated Deliverables	Anticipated Completion Schedule	Lead Agency
1	UPWP SFY 2027 implementation	July 1, 2026 - June 30, 2027	MPO and Planning Partners
2	APER SFY 2026 publication	July 2026 - September 2026	MPO and Planning Partners
3	UPWP SFY 2028 drafting, publicizing, and adoption	March 2027 - May 2027	MPO and Planning Partners
4	Bylaws implementation and revision as needed	Continuous	MPO and Planning Partners
5	Public Participation Plan implementation and revision as needed	Continuous	MPO and Planning Partners
6	Community engagement	Continuous	MPO and Planning Partners
7	Interagency coordination	Continuous	MPO and Planning Partners
8	Other applicable program support and administration activities	Continuous	MPO and Planning Partners

2. LONG-RANGE TRANSPORTATION PLANNING (LRTP) - METROPOLITAN & STATEWIDE

This ALI pertains to long-range transportation system planning and analysis activities. Examples include long-range travel forecasting and modeling, including appropriate data base development and maintenance for transportation in the entire metropolitan area or State; system analysis; sketch planning; system plan development; reappraisal or revision; and all long-range Transportation System Management (TSM) activities. This ALI also includes project level long-range planning activities such as corridor and subarea studies, cost effectiveness studies, feasibility and location studies, and the preparation of related draft environmental impact studies.

Long-Range Transportation Planning			
ALI	Anticipated Deliverables	Anticipated Completion Schedule	Lead Agency
1	2050 MTP review, implementation, and revision as needed	Continuous	MPO and Planning Partners
2	Participate in LPA and Statewide long-range transportation planning activities, as needed	Continuous	Planning Partners
3	Other applicable long-range transportation planning activities	Continuous	MPO and Planning Partners

3. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

This ALI only includes activities specifically emphasizing TIP development and monitoring.

Transportation Improvement Program			
ALI	Anticipated Deliverables	Anticipated Completion Schedule	Lead Agency
1	FFY 2025 - 2028 TIP review, implementation, and revision as needed	Continuous	MPO and Planning Partners
2	ALOP FFY 2026 publication	October 2026 - December 2026	MPO and Planning Partners
3	FFY 2027-2030 TIP/STIP development, adoption, and revisions	Continuous	MPO and Planning Partners
4	Other applicable transportation improvement program activities	Continuous	MPO and Planning Partners

4. SHORT-RANGE TRANSPORTATION PLANNING (SRTP)

This ALI includes activities emphasizing short-range transportation system or project planning and analysis proposed in the next three to five years; such as public transit related activities, and multi-modal performance-based planning and programming activities.

Short Range Transportation Planning			
ALI	Anticipated Deliverables	Anticipated Completion Schedule	Lead Agency
1	Coordinate with HSIT and ARDOT in performance-based planning and programming activities, as needed	Continuous	MPO and Planning Partners
2	Review demographic, traffic volumes, crash, and other transportation related data and mapping, as needed	Continuous	MPO and Planning Partners
3	Assist with dissemination, and application of various transportation related grants and opportunities, as needed	Continuous	MPO and Planning Partners
4	Other applicable short-range planning activities	Continuous	MPO and Planning Partners

5. GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING

Include only the costs of activities specifically emphasizing regional policy and system planning for non-transportation functional areas, plus the development and maintenance of related data collection and analysis systems, demographic analysis and non-transportation modeling, and forecasting activity. Examples include land use, housing, human services, environmental and natural resources, recreation and open space, public facilities, and utilities.

General Development and Comprehensive Planning			
ALI	Anticipated Deliverables	Anticipated Completion Schedule	Lead Agency
1	Participate in transportation related activities such as land-use, housing, environmental, and similar planning activities	Continuous	Planning Partners & Interested Parties
2	Other relevant activities not applicable to the other ALI's above	Continuous	MPO and Planning Partners

Financial Summary

Financial Summary - SFY 2027 UPWP					
Activity Line Items		ALI %	Federal Share (FHWA/FTA) 80%	Local Match 20%	Total
1	Program Support and Administration	30%	\$43,681.50	\$10,920.30	\$54,601.80
2	Long-Range Transportation Planning	20%	\$29,121.00	\$7,280.20	\$36,401.20
3	Transportation Improvement Program	20%	\$29,121.00	\$7,280.20	\$36,401.20
4	Short Range Transportation Planning	20%	\$29,121.00	\$7,280.20	\$36,401.20
5	General Development and Comprehensive Planning	10%	\$14,560.50	\$3,640.10	\$18,200.60
Total		100%	\$145,605.00	\$36,401.00	\$182,006.00

Public Comments

* Place holder *

Resolution

Resolution 2026-02

UPWP SFY 2027: July 1, 2026 - June 30, 2027

WHEREAS, the Tri-Lakes MPO is the designated Metropolitan Planning Organization (MPO) for the Hot Springs Area Transportation Study (HSATS); and

WHEREAS, according to 23 CFR §450.308(a): Funding for transportation planning and unified planning work programs, funds provided under 23 U.S.C. 104(d), 49 U.S.C. 5305(d), and 49 U.S.C. 5307, are available to MPOs to accomplish activities described in this subpart; and

WHEREAS, 23 CFR §450.308(b) requires that an MPO shall document metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 in a Unified Planning Work Program (UPWP) or simplified statement of work in accordance with the provisions of this section and 23 CFR part 420; and

WHEREAS, per 23 CFR §450.308 (c), each MPO, in cooperation with the State(s) and public transportation operator(s), shall develop a UPWP that includes a discussion of the planning priorities facing the MPA. The UPWP shall identify work proposed for the next 1- or 2-year period by major activity and task (including activities that address the planning factors in §450.306(b)), in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds; and

WHEREAS, per 23 CFR §450.308 (f), administrative requirements for UPWPs are contained in 23 CFR part 420 and FTA Circular C8100, as amended (Program Guidance for Metropolitan Planning and State Planning and Research Program Grants); and

WHEREAS, this TLMPO UPWP documents the activities to be performed by the MPO and its planning partners in the 2027 State Fiscal Year (SFY) from July 1, 2026 to June 30, 2027; and

NOW THEREFORE, BE IT RESOLVED THAT, on this 21st day of May 2026, the Policy Board of the Tri-Lakes MPO hereby adopts the SFY 2027 UPWP.

Approve:

Attest:

Mr. Mike Lipton
TLMPO Policy Board Chairman

Ms. Emmily Tiampati
MPO Coordinator

Date: _____

Date: _____

TRI-LAKES METROPOLITAN PLANNING ORGANIZATION

AGREEMENT OF UNDERSTANDING

AMONG

Tri-Lakes Metropolitan Planning Organization (TLMPO), formerly the Hot Springs Area Metropolitan Planning Organization, and West Central Arkansas Planning and Development District, Inc., (WCAPDD);

RELATIVE TO

The responsibilities and functions of the participating parties in the maintenance of a continuing, comprehensive, and cooperative transportation planning process under the direction of the TLMPO Policy Board, which is the forum for transportation policy decision-making for the TLMPO Metropolitan Planning Area, the area expected to be developed/urbanized within the next twenty (20) years, in cooperation with the State of Arkansas.

WHEREAS, it is the desire of the participating agencies that there be a continuing, comprehensive, and cooperative transportation planning process pursuant to Titles 23 and 49, United States Code and Federal policies, which is responsive to the needs of the Hot Springs Urbanized Area, the areas within the TLMPO's adopted planning boundary identified by the TLMPO to have need of a planning organization, and to changes in that area; and

WHEREAS, the objectives of this AGREEMENT OF UNDERSTANDING are to: (1) formalize the current cooperative efforts between the TLMPO Policy Board and WCAPDD for the production and execution of the Unified Planning Work Program (UPWP), the Metropolitan Transportation Plan (MTP), also known as the Long Range Transportation Plan, the Transportation Improvement Program (TIP), and the ongoing transportation planning process in general; as well as (2) comply with the requirements of the current Federal Transportation Act, all successors of this Act and subsequent regulations, and all other applicable laws and regulations; and

WHEREAS, it is understood that this agreement does not transfer any constitutional or legislative authority possessed by the participating entities and agencies; and

NOW, THEREFORE, it is agreed that the TLMPO member jurisdictions and agencies shall be jointly responsible for the operation of the continuing, comprehensive, and cooperative transportation planning process pursuant to the U.S. Department of Transportation regulations and policies and in accordance with the United States Code. The TLMPO Policy Board shall provide policy guidance through regular meetings to conduct the transportation planning process and shall annually approve the Unified Planning Work Program (UPWP), and documents necessary for certification of the transportation process. TLMPO membership shall be comprised of the representatives of

the following entities: the City of Hot Springs, the City of Mountain Pine, Town of Fountain Lake, Hot Springs Village Property Owners Association, Garland County, Hot Spring County, Hot Springs Metro Partnership, WCAPDD, and the Arkansas Department of Transportation (ARDOT) and other local governments that may be included in the future metropolitan planning boundary. Voting status of members shall be as specified in the TLMPO Bylaws.

All member entities of the TLMPO shall have the option of membership on the TLMPO Policy Board. The organization, composition responsibilities and functions of the Technical Advisory Committee and other committees as appropriate shall be specified in the Bylaws of the TLMPO. The Garland County and Hot Spring County representatives shall represent the unincorporated areas and incorporated towns (less than 500 population), as agreed upon, of their respective counties within the Study Area and may represent the incorporated towns or cities with population between 500 and 1,000 at the request of the elected executives of such entities.

IT IS FURTHER AGREED, that the principal offices of the TLMPO shall be the same as the principal office of WCAPDD. The registered agent of the TLMPO shall be the Executive Director of WCAPDD or his/her successor.

IT IS FURTHER AGREED, that management of the TLMPO shall be under the general direction of the WCAPDD Executive Director who shall employ an, MPO Coordinator. The WCAPDD Executive Director shall hire, supervise, discipline, and terminate the MPO Coordinator in accordance with applicable law and the WCAPDD's personnel policies. The MPO Coordinator and staff shall be responsible for overall day-to-day management and administration of TLMPO affairs. The MPO Coordinator and staff shall be employees of WCAPDD, and all employment/tax reports shall be filed under WCAPDD Tax Identification Number 71-0398872.

IT IS FURTHER AGREED, that the TLMPO shall share an integrated financial system with WCAPDD. All financial data shall be audited jointly, and an audit report shall be issued each year containing the composite financial information. The annual IRS Form 990 information return shall include all of the financials, as audited. WCAPDD, on behalf of TLMPO, may accept, receive, and expend funds and utilize services from the Federal Government or its agencies, from departments, agencies, and instrumentalities of State or local government or from civic sources, trusts, foundations or similar organizations and contract with respect thereto, and provide such information and reports as may be necessary to secure such financial assistance. The MPO Coordinator shall maintain records of all such applications and expenditures.

IT IS FURTHER AGREED, that the approved Metropolitan Transportation Plan (MTP), also known as the Long Range Transportation Plan, will contain appropriate development standards for all types of major transportation facilities and all building permits, right-of-way acquisitions, utility locations, and easements affecting the Plan will be in accordance with the applicable development standards required by the Plan unless a participating local government grants a variance.

IT IS FURTHER AGREED, that before any significant proposed changes in the participating agencies' or member jurisdictions' major street or other transportation plans are made, the changes will be submitted to the TLMPO Policy Board for review and comment. The TLMPO Policy Board shall reciprocate by submitting proposed changes in the approved Unified Planning Work Program (UPWP), the Metropolitan Transportation Plan (MTP), also known as the Long Range Transportation Plan, and the Transportation Improvement Program (TIP), to each agency for review and comment.

IT IS FURTHER AGREED, that this Agreement and the bylaws can be modified by mutual agreement among the participants and that any action to substantially change the scope of the planning process or boundary of the planning area shall be subject to the approval of the TLMPO Policy Board.

IN WITNESS THEREOF, we, the parties hereto, having been duly authorized to sign the Agreement on behalf of the cooperating participating governments and agencies, officially execute this Agreement this **21st** day of **May 2026**.

RELATIVE TO

**Tri-Lakes Metropolitan Planning
Organization**

Date:

By: _____
Mr. Mike Lipton
Policy Board Chairman

**West Central Arkansas Planning
and Development District, Inc.**

Date:

By: _____
Mr. Dwayne Pratt
Executive Director



**TRI-LAKES
METROPOLITAN PLANNING
ORGANIZATION**

(Formerly Hot Springs Area Metropolitan Planning
Organization)

**BYLAWS &
OPERATING PROCEDURES**

Adopted February 24, 2003

Modified: May 21, 2026

City of Hot Springs, Arkansas
City of Mountain Pine, Arkansas
Town of Fountain Lake
Hot Springs Village, Arkansas
Garland County, Arkansas
Hot Spring County, Arkansas
Hot Springs Metro Partnership
Arkansas Department of Transportation

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Tri-Lakes MPO Articles of Organization

WHEREAS, the “Scope of the Metropolitan Transportation Planning Process” requires that Metropolitan Planning Organizations (MPO’s), in cooperation with the State, and public transportation operators shall develop transportation plans and programs for metropolitan areas; and

WHEREAS, in the Hot Springs Urbanized Area (UZA), the transportation study process has been established by an AGREEMENT OF UNDERSTANDING dated February 24, 2003, between local governments and the State of Arkansas for the purpose of developing a suitable transportation planning process; and

WHEREAS, the main function of this Policy Board shall be to establish policies and procedures to perform the 3-C (continuing, comprehensive, and cooperative) multi-modal, performance-based planning process, as authorized in 23 CFR 450.306 “Scope of the Metropolitan Transportation Planning Process”, which makes the Tri-Lakes Metropolitan Planning Area eligible to receive Federal and State funding; and

WHEREAS, participation by local elected officials, officials of public agencies that administer or operate modes of transportation in the metropolitan area, including representation by providers of public transportation; appropriate state officials; members of the public; and other interested parties are required in order for the MPO to fulfill its responsibilities for transportation planning and programming; and

NOW, THEREFORE, the members of the Policy Board do hereby agree and so hereby associate themselves together for the purpose aforesaid, and in consideration of the mutual promises hereby made, do agree as follows:

Article I. Organization and Management

I-1 Organization Name

The name of this organization shall be the Tri-Lakes Metropolitan Planning Organization (TLMPO).

I-2 Location of the TLMPO

The principal offices of the TLMPO shall be the same as the principal offices of the West Central Arkansas Planning and Development District, Inc. (WCAPDD). The registered agent shall be the Executive Director of the WCAPDD or his or her successor.

I-3 Organizational Structure

The TLMPO shall be comprised of a Policy Board, which shall be assisted in the accomplishment of its duties and responsibilities by a Technical Advisory Committee, MPO Coordinator (formerly the “Study Director”), and any staff, and other study groups and committees as may be appointed by the Policy Board.

The Policy Board is the governing body of the TLMPO and is responsible for providing policy guidance for the Hot Springs Area Transportation Study (HSATS). The Technical Advisory Committee is responsible for providing technical support to the Policy Board and for the HSATS. The Policy Board may create other study groups, committees, and subcommittees as may be necessary or desirable to ensure adequate proactive participation in the transportation planning process, including participation by the general public and various interest groups. The MPO Coordinator and staff shall be responsible for overall management and administration of TLMPO affairs as outlined hereinafter. As used throughout these bylaws, the term “MPO Coordinator” shall be the person employed by the WCAPDD, subject to the consultation of the Policy Board as the MPO Coordinator or such other person as may be designated by the Policy Board to serve in the capacity of MPO Coordinator.

I-4 Management

Overall management of the TLMPO shall be under the general direction of the WCAPDD Executive Director, and the day-to-day work shall be done by the MPO Coordinator. The WCAPDD Executive Director shall have the authority to hire, supervise, and determine the compensation of employees. All employment/tax/reports are filed under TIN 71-0398872. The WCAPDD Executive Director will consult with the designated Policy Board representative during the MPO Coordinator hiring process. The WCAPDD Executive Director shall have the authority to discipline or terminate employees in accordance with applicable law and the WCAPDD’s personnel policies. All employees serve at the will of the WCAPDD, and their employment may be terminated at any time, with or without cause, subject to applicable law.

Provided, however, that the Policy Board may, by resolution thereof, contract with a third party or designate a lead agency from among its membership to conduct business on behalf of the organization and thereby serve in the capacity of the MPO Coordinator. Management of the organization shall include, but not be limited to, proper accounting of all funds received and expended in accordance with Generally Accepted Accounting Principles (GAAP) governed by the Governmental Accounting Standard Board (GASB) and such general administrative functions as may be required by the Policy Board, Technical Advisory Committee, Arkansas Department of Transportation, or the U.S. Department of Transportation.

I-5 Financial Provisions

The TLMPO shall share a common integrated financial system with WCAPDD.

1. All financial data shall be audited jointly, and an audit report shall be issued each year containing the composite information.
2. The annual information return IRS Form 990 shall include all of the financials, as audited.

Authority To Receive Grants

WCAPDD, on behalf of TLMPO, may accept, receive, and expend funds and utilize services from the Federal Government or its agencies, from departments, agencies, and instrumentalities of state or local government or from civic sources, trusts, foundations or similar organizations and contract with respect thereto, and provide such information and reports as may be necessary to secure such financial assistance. The MPO Coordinator shall maintain records of all such applications and expenditures.

Expenditures and Disbursements

The WCAPDD Finance Manager or such person authorized to sign checks for the WCAPDD (as fiscal agent of the TLMPO) shall sign all checks or demands for money and notes of the TLMPO.

Article II Policy Board Bylaws and Operational Procedures

II-1 Membership

The Policy Board shall be composed of representatives from the participating governmental jurisdictions and organizations as enumerated hereinafter.

II-1.1 Voting members

The following persons or their proxies or designees shall serve as voting members of the Policy Board and as the official governing body:

- Arkansas Department of Transportation (2) - Two positions named by the District 6 Engineer and the Local Programs Division Engineer.

- Garland County (2) - Two positions, including the County Judge and a Quorum Court member selected by the Quorum Court. These officials represent Garland County in general and towns or cities within the study area with a population of less than 1,000, unless the town or city requests in writing to be a voting member of the Policy Board. The County will not be afforded additional votes for this representation. If the County Judge serves as representative, those cities or towns are removed from the enumerated members of the Policy Board for purposes of a quorum.
- City of Hot Springs (2) -Two positions, including the Mayor and a Board member appointed by the Board of Directors. These officials shall represent the City in general plus Hot Springs Intracity Transit (IT) and the Hot Springs Memorial Airport. (IT and the Memorial Airport are departments of the City of Hot Springs.)
- Hot Spring County (1) - One position to be the County Judge.
- Hot Springs Village Property Owners Association (1) - One elected member of the POA Board to be appointed by the POA Board.
- City of Mountain Pine (1) - One position to be the Mayor (optional, County Judge will represent unless the town requests membership).
- Town of Fountain Lake (1) - One position to be the Mayor (optional, County Judge will represent unless the town requests membership).
- Hot Springs Metro Partnership (1) - One position to be the Transportation Committee chairperson or his/her designee.

II-1.2 Ex-Officio Members (Non-Voting)

The following persons shall serve as ex-officio members of the Policy Board and as such shall be entitled to participate in the discussion of business before the Policy Board but may not vote.

- City of Hot Springs City Manager;
- Superintendent of Hot Springs National Park;
- Greater Hot Springs Chamber of Commerce President;
- HSV Member of the Governmental Affairs Committee appointed by the Chairman of the Committee;

- City of Hot Springs Planning Commission Chairperson;
- All State legislators or United States Congressmen whose districts include the study area and who desire to serve in an ex-officio capacity;
- Executive Director of WCAPDD; and
- U.S. Department of Transportation Representatives

II-1.3 Additional Members

Following each decennial census, the Mayor from each new city of the first or second class with a population of 1,000 or more within the TLMPO planning area will be added to the Policy Board. The mayor from each new city with a population of less than 1,000 will be added upon written request to the MPO Coordinator by the city. If the new city has a population of less than 1,000, and no request is received, the County Judge will represent the city.

II-1.4 Appointment of A Designee

If a Policy Board member chooses to appoint a designee, by written request to the MPO Coordinator, that designee will become the voting member of the Policy Board and be afforded the full responsibilities and privileges of membership on the Policy Board.

II-2 Policy Board Responsibilities

The Policy Board is the governing body for the TLMPO, and it is responsible for providing policy guidance for the Hot Springs Area Transportation Study (HSATS) as required by the Code of Federal Regulations, Title 23, Part 450, Subpart C, Metropolitan Transportation Planning and Programming. In this regard, the Policy Board shall have the following responsibilities:

- Provide policy for the MPO and the transportation planning process;
- Ensure that existing and future expenditures for transportation projects and programs are based on a comprehensive, cooperative, and continuing (3C) planning process;
- Review and approve changes to the Bylaws;

- Review and adopt changes in the continuing planning process at appropriate intervals, and review and adopt the Metropolitan Transportation Plan (MTP) as needed;
- Review and approve the Unified Planning Work Program (UPWP) and its revisions;
- Review and adopt the Transportation Improvement Program (TIP) and its revisions, including project priorities and any changes in the priority schedule;
- Periodically review the Metropolitan Planning Area boundary, in coordination with the State, and public transportation operators, in accordance with Federal regulations;
- Review the Annual Performance and Expenditure Report of the past year's activities;
- Review and adopt changes to the Public Participation Plan as needed;
- Before July 1 each year, review and adopt an annual operating budget including the provision of membership dues;
- Adopt such policies and procedures as necessary to provide for the proper management and administration of the TLMPO;
- Consider the recommendations from the Technical Advisory Committee, including those relative to certification and re-certification action for the study;
- Meet at intervals necessary to perform its function and provide for public input to planning activities to comply with 23 CFR 450 and in compliance with the MPO's adopted Public Participation Plan;
- Serve as liaison representatives between various agencies in the study area to obtain optimum cooperation of all governmental agencies in implementing the various elements of the multimodal transportation planning process;
- Designate a Technical Advisory Committee or task forces necessary to carry out the planning process; and
- Provide for the proper management and administration of the TLMPO affairs.

II-3 Policy Board Meetings

II-3.1 Frequency of Meetings

The Policy Board shall meet at least semiannually or as often as needed to facilitate the implementation of the metropolitan transportation planning process.

II-3.2 Methods of Calling Meetings

Meetings of the Policy Board may be called in any of the following ways:

- The Chairperson may call a meeting;
- A majority of the voting members as a group may call a meeting by written request to the Chairperson, or
- MPO Coordinator may call a meeting.

The MPO Coordinator, or a person serving in the capacity of the MPO Coordinator, shall be notified of all meetings in a timely manner.

II-3.3 Meeting Notices

The MPO Coordinator shall be responsible for notification of meetings in accordance with the Arkansas Freedom of Information Act (FOIA).

II-3.4 Quorum

Fifty-one percent (51%) of the voting members of the Policy Board, including at least three (3) elected officials, shall constitute a quorum of the Policy Board. Should a quorum not be present in person or by phone via a conference call or electronically via Skype, Zoom, Teams, or other visual real-time medium for any duly called meeting, the Policy Board may hear reports and discuss agenda items but may not vote or otherwise approve, deny or modify any agenda items.

II-3.5 Attendance

Membership on the Policy Board is based on public trust by virtue of the office or position held by individual members. As a result, voting members owe a duty to the citizens they represent and serve to attend a minimum of one-half (50%) of all duly

called Policy Board meetings within each calendar year. If a member fails to attend the minimum number of meetings, the MPO Coordinator shall notify the Chairperson. The Chairperson shall take whatever action is deemed appropriate (e.g., phone call, memorandum, request appointment of designee, etc.). Should the Chairperson be deficient in attendance, the Vice-Chairperson shall act as the Chairperson for purposes of attendance requirement enforcement.

II-3.6 Proxies

In the case of an absence, an alternate may represent an official member of the Policy Board and shall have one (1) vote. The form of such proxy shall be submitted by the Policy Board member to the MPO Coordinator electronically via email. The proxy holder shall be counted in the quorum. A Policy Board member may serve as proxy for one other Policy Board member. The proxy shall stand as a voting member for the purpose of establishing a quorum. No MPO staff member may serve as a proxy for a Policy Board member.

II-3.7.1 Voting

The following guidelines shall govern voting by the Policy Board:

Each voting Policy Board member, proxy, or designee shall have one (1) vote.

- A majority vote of the quorum, at a duly called meeting, shall be sufficient to authorize an action to be taken on behalf of the Policy Board unless a greater number is required by these bylaws;
- Each member may designate a representative to serve at Policy Board meetings in the member's absence. Designees will have the voting rights and privileges of membership when serving in the absence of a Policy Board member. Written notice designating the representative must be presented to the MPO Coordinator electronically via email, prior to the first meeting at which the designee will serve;
- Voting on all issues shall be open and announced either by roll call of the members or by voice vote;
- Each member shall either vote aye, nay, or abstain;
- No MPO staff member may serve as proxy or designee for a Policy Board member; and

- If attending remotely, the public must be able to hear the member, understand that it is a vote by that member, and know the member's identity when that member is voting.

II-3.7.2 Remote Participation in Meetings Permitted

One or more members of the Policy Board, or any committee designated by the Policy Board, may participate in a meeting of such Policy Board or committee by means of conference telephone, video conference, video broadcast, or similar communications equipment by means of which all persons participating in the meeting can simultaneously hear each other, and participation in a meeting pursuant to this section shall constitute presence in person at such meeting. If a member or their proxy is attending remotely, they must verify their identity. Such presence shall count towards the establishment of a quorum. If a member of a governing body attends a public meeting remotely, the remote portion of the public meeting that is recorded shall be recorded in the format in which it is conducted. If remote means are used at the meeting, the Policy Board shall ensure that Arkansas residents have reasonable access to attend the meeting, including through remote means.

II-3.8 Executive Sessions

The Policy Board may hold executive sessions for the purposes as permitted under the Arkansas Freedom of Information Act (FOIA) and for no other purposes, these include (1) considering the employment, appointment, promotion, demotion, disciplining, or resignation of a public officer or employee and (2) discussing how the TLMPO will respond to a cybersecurity attack or breach. Executive sessions shall not be opened to the public. Any action taken as a result of an executive session shall be ratified in an open public session.

II-3.9 Meeting Facilities

The MPO Coordinator shall be responsible for securing a meeting place. The Policy Board's meeting place shall be accessible to the general public including persons with disabilities.

II-3.10 Meeting Minutes

The MPO Coordinator shall cause to be produced minutes of all Policy Board meetings.

II-4 Officers

Officers of the Policy Board shall include a Chairperson and Vice-Chairperson. Officers shall be voting members of the Policy Board. The Chairperson and Vice-Chairperson will be from different jurisdictions.

II-5 Officer Duties

II-5.1 Chairperson

The Chairperson of the Policy Board shall have the following duties and responsibilities:

- Preside at all meetings of the Policy Board;
- Be an ex-officio member of any subcommittees formed within the Policy Board;
- Vote on all matters before the Policy Board and vote last in the order of voting;
- Authenticate, by signature, all minutes of Policy Board meetings and resolutions, Bylaws or actions approved by the Policy Board; and
- Notify members when not in conformance with minimum attendance standards and take appropriate action.

II-5.2 Vice-Chairperson

The Vice-Chairperson of the Policy Board shall have the following duties and responsibilities:

- Perform all duties of the Chairperson in the absence of, or in case of the inability of the Chairperson to act; and
- Notify the Chairperson should the Chairperson not be in conformance with minimum attendance standards, and take appropriate action.

II-5.3 Presiding officer

In the event the Chairperson and Vice-Chairperson are both absent from a meeting with a quorum present, the attending members shall elect a presiding officer to conduct the meeting until the conclusion of the meeting or until the Chairperson or Vice-

Chairperson arrives. The Chairperson or Vice-Chairperson shall sign all actions taken in their absence at their earliest convenience.

II-6 Officer Elections

The Policy Board shall elect a Chairperson and Vice-Chairperson from among its voting members. The Officers shall be chosen by a majority of the voting members present at any meeting in odd-numbered years.

II-6.1 Term of Office

Officers shall serve two (2) year terms. Officers shall continue in office until such time as new officers are duly elected and seated. An officer may serve no more than two (2) consecutive terms in any one office. A Policy Board member may not continue to serve on the Policy Board if that officer becomes ineligible for membership on the Policy Board by virtue of the expiration of their term of office as an elected official.

II-6.2 Time of Election

Officer elections will be held at any meeting in odd numbered years and shall take office on January 1st of even numbered years. Officers shall be elected and shall serve until December 31st of the next odd-numbered year.

II-6.3 Special Elections

In the event that the Chairperson is unable to serve, or otherwise becomes ineligible to hold office, the Vice-Chairperson shall assume the office of the Chairperson and call a special election at the next regular Policy Board meeting to fill the office of Vice-Chairperson for the remaining portion of the two (2) year term. Should the Vice-Chairperson be unable to serve, or otherwise becomes ineligible to hold office, the Chairperson shall call a special election at the next meeting to fill the office of Vice Chairperson for the remaining portion of the two (2) year term. If both the Chairperson and the Vice-Chairperson are unable to serve, or otherwise become ineligible to hold office, the MPO Coordinator , or person acting in the capacity of the MPO Coordinator , shall call a special election at the next duly called meeting to fill these vacancies for the remaining portion of the two (2) year terms.

II-7 Other Study Groups, Committees, and Subcommittees

The Policy Board shall establish other study groups, committees and/or sub-committees of the Policy Board as may be necessary or desired for special purposes or to ensure adequate pro-active public participation in the transportation planning process. When such study groups or committees are formed, the Policy Board shall provide guidance as to the membership, purpose and duration of said study groups or committees and provide for the manner of appointment of members thereof. Sub-committees of the Policy Board shall be appointed by the Chairperson. The MPO Coordinator may recommend to the Policy Board the establishment of sub-committees, their composition, and purpose.

II-8 Membership Dues

The Policy Board shall, by resolution, establish a dues structure and methodology payable by the Policy Board voting member organizations. The dues, together with all other revenue sources, shall be such amount as necessary to provide for the financial needs of the TLMPO as represented by the duly adopted annual budget. The dues methodology may be revised by a two-thirds affirmative vote of the Policy Board membership present and voting at any regular, special or annual meeting of the members.

II-9 Fiscal Year

The fiscal year for the Policy Board and TLMPO shall be from July 1 through June 30 of the following year.

Article III. Technical Advisory Committee

III-1 Membership

The Technical Advisory Committee (TAC) shall provide planning assistance and technical advice to the Policy Board. This group should consist of members involved in activities related to multimodal transportation planning in their respective organizations. Participation by local elected officials, technical staff and members of the public, and other interested parties is required in order for the TLMPO to fulfill its responsibilities for transportation planning and programming. The membership will be as follows:

III-1.1 Voting Members

The following persons shall serve as voting members of the Technical Advisory Committee:

City of Hot Springs (3)

Three staff members or citizens appointed by the City Manager

Arkansas Department of Transportation (2)

Two positions named by the District 6 Engineer and the Local Programs Division Engineer

Garland County (2)

Two staff members or citizens appointed by the County Judge

Hot Spring County (1)

One staff member or citizen appointed by the County Judge

City of Mountain Pine (1) (unless represented by the County)

One staff member or citizen to be appointed by the Mayor

Town of Fountain Lake (1) (unless represented by the County)

One staff member or citizen to be appointed by the Mayor

Hot Springs Village (1)

One staff member or citizen appointed by the POA Board

Hot Springs Metro Partnership (1) Committee designee

Chamber of Commerce (1)

Railroad Representative (1)

General Manager or his/her designee

Hot Springs Transit Director (1)

Hot Springs Airport Director (1)

III-1.2 Ex-Officio Members (Non-Voting)

The following persons shall serve as ex-officio members of the Technical Advisory Committee and as such shall be entitled to participate in discussion of business before the Committee but may not vote.

Federal Highway Administration (1): One staff member to be appointed by FHWA.

Federal Transit Administration (1): One staff member to be appointed by FTA.

National Park Service of Hot Springs (1): Superintendent or his/her designee.

Study Group Chairpersons: The Chairperson of any special study groups shall serve on the Technical Advisory Committee in an ex-officio capacity.

III-1.3 Additional Members

Following each decennial census, a representative from each new city of the first or second class with a population of 1,000 or more within the TLMPO planning area will be added to the Technical Advisory Committee. If the new city has a population of less than 1,000, and no request for representation on the Technical Advisory Committee is received, the County representatives will represent the city.

III-2 Committee Responsibilities

The Technical Advisory Committee shall have the following responsibilities:

- Provide technical assistance to the MPO Coordinator in developing, reviewing, and updating metropolitan transportation planning documents, and recommending their adoption to the Policy Board.
- Advise the Policy Board on technical and policy matters with accompanying recommendations and supporting rationale.
- Assist the MPO coordinator in conducting a complete review and, if necessary, revision of all elements of the MTP per federal regulations.
- Review studies related to transportation within the study area and make recommendations to the Policy Board and other agencies.
- Meet at intervals necessary to perform its functions.
- Review the limits of the Study Area and make recommendations to the Policy Board for adoption of revisions as necessary, per federal regulations.

III-3 Committee Meetings

III-3.1 Frequency of Meetings

- The Technical Advisory Committee shall meet at least semiannually or as often as needed to facilitate the implementation of the metropolitan planning process.
- Meetings may be called by either the MPO Coordinator, or person acting in the capacity of MPO Coordinator, or any five members as a group may call a meeting by a written request to the MPO Coordinator.
- Technical Advisory Committee meetings shall be coordinated with Policy Board meetings in such a manner as to provide timely preparation of agenda items for the Policy Board.

III-3.2 Responsibility of Meeting Agenda and Notices

The MPO Coordinator shall be responsible for establishing the meeting agenda, setting the date and time for the meetings and arranging for a meeting location. The MPO Coordinator shall be responsible for notifying every member of the Technical Advisory Committee of the date, time, place and agenda items of the meeting no later than one (1) week prior to any scheduled meeting. Members desiring items to be included on a meeting agenda shall notify the MPO Coordinator no later than ten (10) days prior to the next scheduled meeting. The MPO Coordinator shall provide adequate public notice in advance of each meeting.

III-3.3 Meeting Facilities

It will be the responsibility of the MPO Coordinator to arrange a meeting place. All Technical Advisory Committee meetings shall be held in public facilities open to and accessible by the general public, including persons with disabilities.

III-3.4 Quorum

Fifty-one percent (51%) of the voting members of the Technical Advisory Committee shall constitute a quorum of the Committee for the conduct of business. Provided, however, that the quorum must include representation from not less than four (4) different jurisdictions or organizations. Should a quorum not be present for any duly called meeting, the Committee may hear reports and discuss agenda items but may not vote or otherwise approve, deny or modify any agenda items.

III-4 Voting, Officers, and Terms of Office

III-4.1.1 Voting

The following guidelines shall govern voting by the Technical Advisory Committee:

- Each voting member shall have one (1) vote. Ex officio members shall not have a vote;
- A majority vote of the quorum at any duly called Technical Advisory Committee meeting shall be sufficient to authorize any action to be taken on behalf of the committee;
- Voting on all issues shall be by voice vote or a show of hands;
- Results of voting shall be reported as totals only, to include total votes for, against and abstaining;
- Each member may designate a proxy to serve at any Technical Advisory Committee meeting in the member's absence. Proxies will have the voting rights and privileges of membership when serving in the absence of a Technical Advisory Committee member. Written notice designating the proxy must be presented to the MPO Coordinator prior to the Technical Advisory Committee meeting; and
- No MPO staff member may serve as proxy for any Technical Advisory Committee member.

III-4.1.2 Remote Participation in Meetings Permitted

Members of the Technical Advisory Committee, or any committee designated by the Committee, may participate in a meeting of such Committee or designated committee by means of conference telephone, video conference, video broadcast, or similar communications equipment by means of which all persons participating in the meeting can simultaneously hear each other, and participation in a meeting pursuant to this section shall constitute presence in person at such meeting. If a member or their proxy is attending remotely, they must verify their identity. Such presence shall count towards the establishment of a quorum. If a member attends a public meeting remotely, the remote portion of the public meeting that is recorded shall be recorded in the format in which it is conducted. If remote means are used at the meeting, the Technical Advisory Committee shall ensure that Arkansas residents have reasonable access to attend the meeting, including through remote means.

III-4.2 Officers

No officers shall be elected from the membership of this committee. The MPO Coordinator or his/her designee shall serve as the Chairperson of the Technical Advisory Committee, and shall perform the necessary administration duties, including preparation of committee minutes and correspondence of committee actions to the Policy Board.

III-4.3 Terms of office

All members of the Technical Advisory Committee shall serve at the pleasure of the official authorized to appoint them.

III-4.4 Attendance

Membership on the Technical Advisory Committee and active participation in committee work are vital to the accomplishment of TLMPO objectives. In this regard, it is important that members attend as many meetings as possible; hence, members must attend a minimum of one-half (50%) of all duly called committee meetings within each calendar year. If a member fails to attend the minimum number of meetings, the MPO Coordinator shall notify the official responsible for appointing the member and request a replacement or renewed commitment to attendance.

III-4.5 Duties of the Chairperson

- The Chairperson shall preside at all meetings of the Technical Advisory Committee but shall not be entitled to vote.
- The Chairperson shall represent the Technical Advisory Committee at hearings, conferences, and other events as required or designate another Technical Advisory Committee member or MPO Coordinator to represent the Chairperson.

Article IV. MPO Coordinator and Staff

The MPO Coordinator shall:

- Implement recommendations from the Policy Board and provide appropriate reports regarding TLMPO activity;

- Coordinate the duties of all TLMPO staff as identified in the UPWP. Maintain the necessary staff to continually execute the transportation planning process;
- Assure compliance with the Federal and State Transportation Planning Regulations by providing reports and certifications to the sponsoring organizations;
- Develop and revise, with cooperation of ARDOT and other participants in MPO activities, the MTP, UPWP, TIP and other reports or documents as required by state or Federal law for the Hot Springs Metropolitan Area and obtain their approval;
- Provide information necessary to prepare expenditure claims for submission to ARDOT for reimbursement of expenditures;
- Prepare an Annual Performance and Expenditure Report on behalf of the Policy Board;
- Assist in the preparation of applications for Statewide Transportation Enhancement Programs, Recreational Trails Grants, and other appropriate programs;
- Provide support for the Policy Board and the Technical Advisory Committee;
- Attests by signature all resolutions, by-laws amendments, minutes or actions approved by the Policy Board and minutes or other actions by the Technical Advisory Committee;
- Monitor Technical Advisory Committee members' participation in meetings, workshops, etc., to ensure adequate involvement in committee activities;
- Serve as or designate a Chairperson of the Technical Advisory Committee;
- Prepare and present to the Policy Board the TLMPO Annual Operating Budget in conjunction with the WCAPDD Finance Manager;
- Identify and prioritize transportation needs for the study area;
- Publish the Annual Listing of Obligated Projects; and
- Ensure that all program documents and publications are available on the MPO website.

Article V. Bylaws Revision

These Bylaws may be amended by a two-thirds affirmative vote of the Policy Board membership present and voting at any regular or special meeting of the members, provided that official notice of the proposed amendment is included in the notice of the meeting.

Revised:

2008, July 17

2013, July 11

2017, August 24

2017, October 26

2018, July 20

2019, May 23

2020, May 21

2026, May 21

Bylaws Modifications

Approved July 20, 2018.

II-3 POLICY BOARD MEETINGS

II-3.1 Frequency of meetings

Previous language, Bylaws: The Policy Board shall meet as necessary to perform its functions, no less than quarterly. A meeting shall be held in the month of May for the adoption of the annual budget as presented in the UPWP for the next operating year. A meeting shall also be held in August for presentation of the Annual Performance & Expenditure Report (APER).

New language, Bylaws: The Policy Board shall meet at least semi-annually or as often as needed to facilitate the implementation of the metropolitan transportation planning process.

Previous language, Bylaws: Technical Advisory Committee meetings shall be held as necessary in order for the committee to perform its functions, at least quarterly.

New language, Bylaws: The Technical Advisory Committee shall meet at least semi-annually or as often as needed to facilitate the implementation of the metropolitan transportation planning process.

Approved May 23, 2019.

II-6 Officer Elections: The Policy Board shall elect a Chairperson and Vice-Chairperson from among its voting members. The Officers shall be chosen by a majority of the voting members present at any meeting at any meeting in odd numbered years.

II-6.2 Time of election: Officer elections will be held at any meeting in odd numbered years and shall take office on January 1st of even numbered years. Officers shall be elected and shall serve until December 31st of the next odd numbered year.

III-1.1 Voting Members: Replace “Genesee & Wyoming Railroad” with “Railroad Representative.”

III-1.1 Voting Members: Remove National Park Service as a TAC voting member, per Laura Miller’s (Superintendent) request.

III-1.2 Ex-Officio members (non-voting): Add National Park Service of Hot Springs Superintendent or his/her designee as an ex-officio non-voting member.

Approved May 21, 2020.

ARTICLE II. POLICY BOARD BYLAWS AND OPERATIONAL PROCEDURES

II-1.1 Voting members.

- Hot Springs Metro Partnership (1) - One position to be the Metro Partnership chairperson or his/her designee.

ARTICLE III. TECHNICAL ADVISORY COMMITTEE

III-1.1 Voting members.

- Hot Springs Metro Partnership (1) - One position to be the Metro Partnership chairperson or his/her designee.
-

Tri-Lakes Metropolitan Planning Organization

Bylaws and Agreement of Understanding Revision (May 21, 2026)

Executive Summary

Updates to the Bylaws

- Revising the name of the Study Director to Metropolitan Planning Organization Coordinator (“MPO Coordinator”). *See* I-3.
- Revising the MPO Coordinator’s management structure West Central Arkansas Planning and Development District (WCAPDD) so that MPO Coordinator is an employee of WCAPDD. *See* I-3 and I-4.
 - This includes the day-to-day general direction; authority to hire, supervise, and determine compensation; and discipline or terminate.
 - The WCAPDD executive Director will consult a Policy Board representative during the hiring process.
 - Clarify the role of the MPO Coordinator by allowing them to call a meeting of the Policy Board. *See* II-3.2.
- Revised financial information to align with the Agreement of Understanding, such as a correct tax identification number. *See* I-4.

- Update the Freedom of Information Act language to include specifics about it, remote voting, executive sessions, and record keeping at meetings. See II-3.3, II-3.7.2, II-3.8.
- Provide clarity enhancements throughout the document from consistently using TLMPO, aligning the numbering, renaming the Technical Committee to the Technical Advisory Committee, replacing ARDOT's Transportation Planning & Policy Division Engineer with Local Programs Division Engineer, and other similar edits.

Updates to the TLMPO Agreement of Understanding

- The WCAPDD will hire, supervise, discipline, terminate, and manage the MPO Coordinator.
- Correct updated names such as Arkansas Department of Transportation from Arkansas State Highway and Transportation Department and others.

Resolution 2026 - 03

Bylaws Revision - Administrative Modifications

WHEREAS, the Tri-Lakes Metropolitan Planning Organization (TLMPO) is the designated Metropolitan Planning Organization (MPO) for the Hot Springs Area Transportation Study (HSATS); and

WHEREAS, the Policy Board is the TLMPO's decision-making body, which is governed by the MPO Bylaws; and

WHEREAS, the current bylaws need changes to comply with Arkansas' Freedom of Information Act (FOIA) and its changes. They also need changes to reflect the employee status of the Study Director, and a title change to MPO Coordinator. There are other grammatical changes such as aligning names with the TLMPO Agreement of Understanding; and

WHEREAS, the TLMPO staff recommends that the bylaws should be modified to conform with Arkansas' Freedom of Information Act; and

WHEREAS, the TLMPO staff recommends that the bylaws should be modified to change the Study Director title to MPO Coordinator and reflect that they are employed by West Central Arkansas Planning and Development District (WCAPDD); and

WHEREAS, the TLMPO staff proposes modifying the bylaws to correct grammatical changes and align with the TLMPO Agreement of Understanding; and

NOW THEREFORE, BE IT RESOLVED THAT, on this **21st** day of **May 2026**, the Policy Board of the TLMPO hereby approves the above-mentioned bylaws modifications as reflected on the attached redlined and clean versions of the bylaws.

Approve:

Attest:

Mr. Mike Lipton
TLMPO Policy Board Chairman

Mr. Dwayne Pratt
WCAPDD Executive Director

Date:_____

Date:_____

April 7th, 2026

Ms. Latina Sisco
Public Transportation Section Head
Arkansas Department of Transportation
10324 Interstate 30
Little Rock, AR 72209

Re: FFY 2025 – 2028 TIP – HSIT Administrative Modification #3

Dear Ms. Sisco,

My name is Emmily Tiampati, and I'm the new MPO Coordinator for the Tri-Lakes Metropolitan Planning Organization (TLMPO). I've recently received a request from the City of Hot Springs to revise the TIP as follows.

Add FFY 2024 HSIT 01 and HSIT 02 funds to FFY 2026 TIP/STIP.

HSIT 01 - Operating Assistance

\$1,486,772	Total	FY24
\$743,386	Federal	5307
\$743,386	Local	

HSIT 02 - Capital Preventive Maintenance

\$387,500	Total	FY24
\$310,000	Federal	5307
\$77,500	Local	

Upon consultation with ARDOT, the MPO has processed this request as an administrative modification; thereby not requiring public review, Policy Board approval, and resolution to accompany this revision request.

If I can be of any assistance, please let me know.

Sincerely,

Emmily Tiampati



Tri-Lakes Metropolitan Planning Organization (MPO) Coordinator
West-Central Arkansas Planning & Development District (WCAPDD)
1000 Central Ave
Hot Springs, AR 71913
Phone: 501-525-7577 x 1010
www.wcapdd.org

**WEST CENTRAL ARKANSAS
PLANNING AND DEVELOPMENT DISTRICT, INC.**

**Independent Auditor's Report
and Financial Statements and
Supplementary Information**

June 30, 2025

WEST CENTRAL ARKANSAS PLANNING AND DEVELOPMENT DISTRICT, INC.
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ellis+moore

CERTIFIED PUBLIC ACCOUNTANTS

Independent Auditor's Report

To the Board of Directors and Management
West Central Arkansas Planning and Development District, Inc.

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of West Central Arkansas Planning and Development District, Inc. ("District") which comprise the statement of financial position as of June 30, 2025, and the related statements of activities, functional expenses, and cash flows for the years then ended, and the related notes to the financial statements.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the District as of June 30, 2025, and the changes in its net assets and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America ("GAAP").

Basis for Opinion

We conducted our audits in accordance with auditing standards generally accepted in the United States of America ("GAAS") and the standards applicable to financial audits contained in Government Auditing Standards ("GAS") issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the District and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the District's ability to continue as a going concern for one year after the date that the financial statements are available to be issued.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and GAS will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards GAAS and GAS, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the District's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The accompanying supplementary information as listed in the table of contents including the schedule of expenditures of federal awards, as required by Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, is presented for purposes of additional analysis and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial

statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects in relation to the financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with GAS, we have also issued our report dated March 30, 2026, on our consideration of the District's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with GAS in considering the District's internal control over financial reporting and compliance.

The image shows a handwritten signature in cursive script that reads "Ellis & Moore, PLLC". The signature is written in black ink and is positioned above the typed name and address.

Hot Springs, Arkansas
March 30, 2026

WEST CENTRAL ARKANSAS PLANNING AND DEVELOPMENT DISTRICT, INC.
PROGRAM STATUS REPORT
Tri-Lakes Metropolitan Planning Organization Grant
For the Year Ended June 30, 2025

	2025
Revenue	
Federal	\$ 132,157
State and local matching funds	33,039
Total revenue	165,196
 Expenditures	
Program support and administration	60,188
General development and compliance planning	34,234
Long range planning	57,124
Short range planning	13,644
Total expenditures	165,190
Excess (deficit) revenue over expenditures	\$ 6

See independent auditor's report on supplementary information.

Safe Streets and Roads for All (SS4A) - Notice of Funding Opportunity

- Eligible Applicants - MPO's, Cities/Towns, Counties, etc.
- Eligible Project Types - Develop a comprehensive safety action plan (Action Plan);
- Conduct supplemental safety planning to enhance an Action Plan;
- Carry out demonstration activities to inform the development of, or an update to, an Action Plan;
- Perform planning, design, and development activities for projects and strategies identified in an Action Plan;
- Implement projects and strategies identified in an Action Plan that address roadway safety problems.
- The Federal share of an SS4A grant may not exceed 80 percent of total eligible SS4A project costs. Recipients are required to contribute a local matching share of no less than 20 percent of total eligible project costs. Matching funds may include funding from the applicant or other eligible non-Federal sources.
- Deadlines - Pre-application eligibility review requests must be submitted for Implementation Grants by 5:00 PM (EDT) on April 24, 2026; Technical questions must be submitted by 5:00 PM (EDT) on April 24, 2026; Planning and Demonstration Grant and Implementation Grant applications must be submitted by 5:00 PM (EDT) on May 26, 2026.
- Implementation Grant Application
Link: https://usg.valideval.com/teams/usdot_ss4a_2026_implementation/signup
- Planning and Demonstration Grant Application
Link: https://usg.valideval.com/teams/usdot_ss4a_2026_planning_demo/signup
- SS4A website: <https://www.transportation.gov/grants/SS4A>

The purpose of this Notice of Funding Opportunity is to solicit applications for Safe Streets and Roads for All (SS4A) grants.

Funds for the fiscal year (FY) 2026 SS4A grant program are to be awarded on a competitive basis to support planning, infrastructural, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators.

You can also view the [FY26 SS4A NOFO on Grants.gov](#).

**ARDOT PROJECT STATUS AND SCHEDULE
RESIDENT ENGINEER No. 64**

DATE: May 5, 2026

JOB NUMBER	JOB NAME	ROUTE	SECTION	CONTRACTOR	CONTRACT AMOUNT	CHANGE ORDER AMOUNT	% TIME USED	% COMP	Contract Time	EST. COMP. DATE	MONEY REMAINING	CONTRACTOR'S SCHEDULED ACTIVITIES
012538	Dist 6 & 7 Pavement Friction Impvts. (HFS) (S)	Var.	Var.	Louis-Company	\$818,487.13	\$108,650.22	14.6%	13.6%	240	7/30/2026	\$801,046.67	High friction surface treatment
061439	Hwy. 7 - Deepark Rd. (Safety Impvts.) (S)	5	6	James A. Rogers	\$11,997,120.55	\$453,453.44	80.6%	83.6%	454	8/27/2026	\$2,041,894.13	Bridge approach slabs, polymer deck overlay
061920	District 6 Pavement Friction Impvts. (UTBWC) (S)	I-430, 7 & 70	Var.	Redstone	\$1,779,733.03	\$0.00	21.3%	0.0%	268	11/25/2026	\$1,779,733.03	Awaiting preconstruction conference. Work currently expected to start in August
061855	Hwy. 5 Erosion Repair (Garland Co.) (S)	5	5	Grant Garret Excavating, Inc.	\$1,252,084.31	\$473,081.27	105.5%	93.9%	275	10/15/2025	\$105,235.10	Job substantial completed. Seeding, added work
TOTAL MONEY:					\$15,847,425.02	\$1,035,184.93					\$4,727,908.94	
Future Work												
061737	Quachita River - Fleetwood Dr. (Widening) (S)											
061748	Mill Creek Str. & Apprs. (S)											
C26005	Gulpha Creek Str. & Apprs. (Hot Springs) (S)											
CB2601	Stokes Creek Str. & Apprs. (Hot Springs) (S)											
BR2606	East Branch Gulpha Creek Str. & Apprs. (S)											
061796	Malvern - Lake Catherine (S)											
061794	Hwy 290 - Hwy. 270B (Hot Springs) (S)											
061798	Hwy 70 - Hwy. 7 (Hot Springs) (S)											
061790	Hwys. 67 & 283 Impvts. (S)											
061922	Hwy. 7 & 70B Ped. Impvts. (Garland Co.) (S)											
061867	Hwy. 7 - Hwy. 171 (S)											
061878	Crescent Ave - Hollywood Ave. (Hot Springs) (S)											
061879	Hwy. 270 - Hwy. 70B (Hot Springs) (S)											
A60063	Hwy. 7 Impvts (Hot Springs) (S)											
A60058	I-30 - Grant Co. Line (S)											
Letting Date												
November 2026												
June 2026												
Aug-26												
2026												
2027												
2027												
2027												
2027												
Nov-26												
2027												
2027												
2027												
Jun-26												
May-26												

Tri-Lakes Metropolitan Planning Organization (TMPO)

2026 Calendar

January						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
29	30	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	1
2	3	4	5	6	7	8

February						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
26	27	28	29	30	31	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	1
2	3	4	5	6	7	8

March						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
23	24	25	26	27	28	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	1	2	3	4	5

April						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
30	31	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	1	2	3
4	5	6	7	8	9	10

May						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
27	28	29	30	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
1	2	3	4	5	6	7

June						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	1	2	3	4	5
6	7	8	9	10	11	12

July						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
29	30	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31	1	2
3	4	5	6	7	8	9

August						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
27	28	29	30	31	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31	1	2	3	4	5	6

September						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
31	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	1	2	3	4
5	6	7	8	9	10	11

October						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
28	29	30	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	1
2	3	4	5	6	7	8

November						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
26	27	28	29	30	31	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	1	2	3	4	5	6

December						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
30	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	1	2	3
4	5	6	7	8	9	10

	Holiday
	TAC
	Policy Board

WCAPDD Holiday's
 New Year's Day
 Martin Luther King Day
 President's Day
 Memorial Day
 Independence Day
 Labor Day
 Veterans Day
 Thanksgiving Day
 Thanksgiving - Day After
 Christmas Eve
 Christmas Day

* Please note that, unless otherwise posted, all Technical Advisory Committee (TAC) and all Policy Board meetings of the TMPO are scheduled to meet at **10:00 am** at the West Central Arkansas Planning and Development District (WCAPDD) offices; located on **1000 Central Avenue, Hot Springs, AR 71901**.

For any assistance, please contact the MPO Coordinator via email at etiampati@wcapdd.org or call 501-525-7577 x 1010

For more information, please visit the MPO website at <https://wcapdd.org>