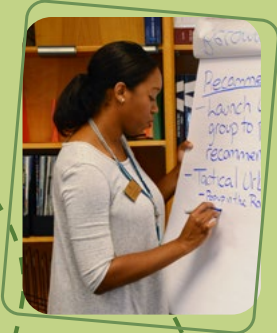


3-P

2019

PUBLIC PARTICIPATION PLAN



CARTS

Central Arkansas
Regional Transportation Study



METROPLAN
SMART PLANNING MAKES SMART PLACES.



RESOLUTION 19-11
ADOPTING THE METROPLAN PUBLIC PARTICIPATION PLAN

WHEREAS, Metroplan is the officially designated metropolitan planning organization (MPO) for the Little Rock-North Little Rock-Conway metropolitan statistical transportation management area; and

WHEREAS, engaging the public in early and meaningful participation is a cornerstone of the transportation planning process; and

WHEREAS, federal transportation legislation requires that Metroplan maintain and regularly update a Public Participation Plan; and

WHEREAS, the 2019 Public Participation Plan reflects the new MPO committee structure enacted for 2019 and where it was subject to a 45 day public comment period;

NOW, THEREFORE, BE IT RESOLVED, that as the Metroplan Board of Directors does hereby adopt the 2019 Public Participation Plan.

Duly recorded this 28th day of August 2019.

SIGNED:

Joe Smith, President
Mayor, North Little Rock

ATTEST:

Jim Baker, Secretary-Treasurer
Faulkner County Judge

3-P Review Committee

Dr. Becky Adams, Arkansas Department of Health
Leesa Freasier, Arkansas Department of Health
Becca Green, Rock Region METRO
Regina Taylor, Arkansas Food Bank

Contact Us

Comments@Metroplan.org
501-372-3300
Metroplan
501 West Markham Street, Suite B
Little Rock, Arkansas 72201

Reviewed and recommended by Metroplan Board of Directors: June 26, 2019

Public review and comment: June 30–August 14, 2019

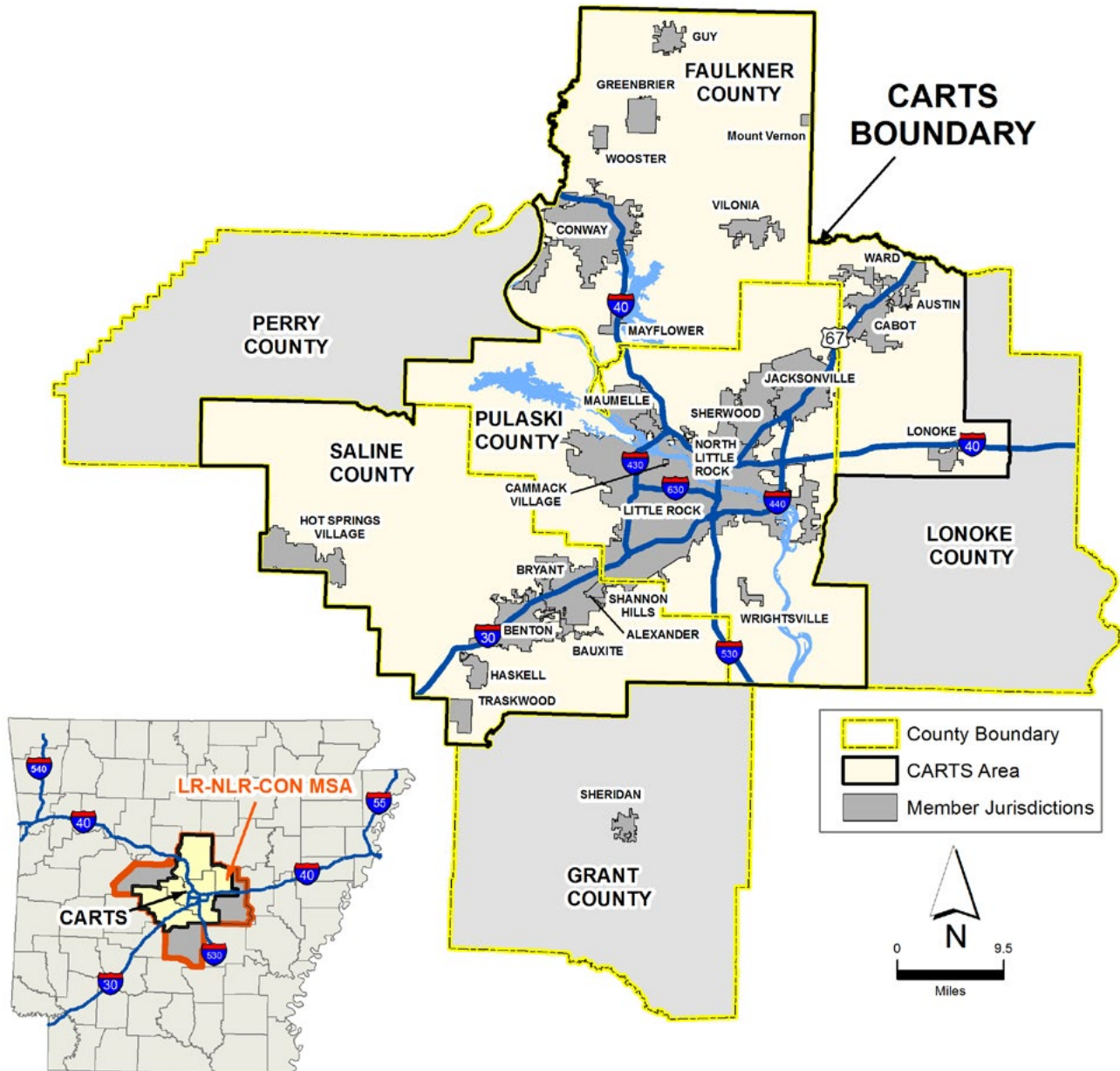
Adopted by Metroplan Board of Directors: August 28, 2019

Notice of Nondiscrimination

Metroplan complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, Metroplan does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in the admission, access to and treatment in Metroplan's programs and activities, as well as Metroplan's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding nondiscrimination policies may be directed to Susan Markman, ADA/504/Title VI Coordinator, 501 West Markham Street, Suite B, Little Rock, AR 72201, (501) 372-3300, or the following e-mail address: smarkman@metroplan.org.

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

Little Rock - North Little Rock - Conway Metropolitan Statistical Area (MSA), with Central Arkansas Regional Transportation Study (CARTS) Boundary



Note: Grant County, the City of Sheridan and Hot Springs Village are non-voting members. Perry County is part of the six-county MSA, but not a Metroplan member.

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INTRODUCTION

Purpose of the Public Participation Plan

An informed public is an empowered public. The purpose of this Public Participation Plan (3-P) is to (1) provide a guide to the planning process adopted by Metroplan; (2) increase public awareness and engagement; and (3) broaden the range of voices and views in the planning process. Critical to public participation is the provision of access to complete information, timely public notice, full public access to key decisions and early and continuing involvement of the public in developing and implementing regional plans.

What's Changed?

Central Arkansas continues to change. By the year 2050, the central Arkansas region will be approaching a population of 1 million. We will be older—the youngest Baby Boomers will be 87—and much more ethnically diverse. As our population continues to grow, expectations for inclusiveness in decision making will also evolve. The Millennial generation, for example, has already shown itself to be more entrepreneurial than previous generations, and also more likely to engage community leaders in vigorous discussion. This is also the generation that in about 10 years will be at their peak income-earning years. 3-P 2019 recognizes regional growth and change by adapting old “public meeting” strategies to a more flexible set of tools. This is especially reflected in the descriptions of meeting venues and techniques, and outreach to central Arkansas’ growing Hispanic population.

Technological innovation is transforming the way people can contribute ideas and opinions. In fact, technologies for communicating with people continue to accelerate at such a fast pace that the 3-P does not attempt to document every possibility. The reader will find a description of techniques that have been used in our region and a summary of current available technologies and techniques for engaging the public (including the tried-and-true, in person conversations—something that no technology can fully replace!).

Metroplan Members

City of Alexander	City of Sherwood
City of Austin	City of Vilonia
City of Benton	City of Ward
City of Bauxite	City of Wooster
City of Bryant	City of Wrightsville
City of Cabot	Hot Springs Village (non-voting)
City of Cammack Village	Faulkner County
City of Conway	Grant County (non-voting)
City of Greenbrier	Lonoke County
City of Guy	Pulaski County
City of Haskell	Saline County
City of Jacksonville	Arkansas Department of Transportation
City of Little Rock	Bill and Hillary Clinton National Airport
City of Lonoke	Little Rock Port Authority
City of Maumelle	Rock Region METRO
City of Mayflower	
City of North Little Rock	
City of Shannon Hills	
City of Sheridan (non-voting)	

Visit www.metroplan.org for current representatives, Board members, contact information and links to participating jurisdictions.

The biggest change has occurred within Metroplan! The organizational structure that functioned well over the past 30-plus years had gradually given way to inertia. Metroplan’s Board of Directors saw this and took a bold approach by restructuring its Board, committees, and planning processes. The new organization is designed to foster greater collaboration between Board members and citizen advisory committees by providing a platform for regular, direct access to the Board. You can read more about the organization and its regional advisory committees in this plan.

These changes in Metroplan's organizational structure and committees are reflected throughout this document. Other changes consist of minor tweaks to descriptions of procedures for meetings and legal notices. We've also streamlined and clarified procedures for TIP and Plan amendments. An expanded glossary of acronyms has been included on page 27. Under the "Mandates" section, we've added information regarding the Fixing America's Surface Transportation Act (FAST Act), Title VI, and the Arkansas Freedom of Information Act.

What has *not* changed is Metroplan's core philosophy that an informed, involved public is critical to the success of the long-range planning process. That philosophy is expressed in the principles and procedures for public participation, beginning on page 19. The public participation process will continue to be periodically reviewed and modified as changes in technology and societal conditions warrant, but the foundational values as expressed in this document will continue to guide Metroplan in its planning processes, projects and policies.

How the Plan is Organized

The first part of the plan provides an overview of Metroplan's role in the region, and of the federal and State legislation that requires early and meaningful public involvement in the transportation planning process.

Metroplan's strategy for implementing the legislative requirements is put forth in the section dealing with objectives and principles. **Here the reader will find detailed information regarding meetings, legal notices and communication, as well as ways for individuals and organizations to participate in our regional planning process.** There is also a list of the "key documents" that Metroplan produces on a regular basis, along with an explanation of the purpose of each document, how the public is involved in their development, and the process for amendment.

The last section of the 3-P consists of a summary of the resources and tools used to engage the public. Examples of outreach opportunities are discussed, as well as a description of Metroplan's outreach to the Hispanic community.

Supplementary information is included in the appendices, including a glossary of acronyms used

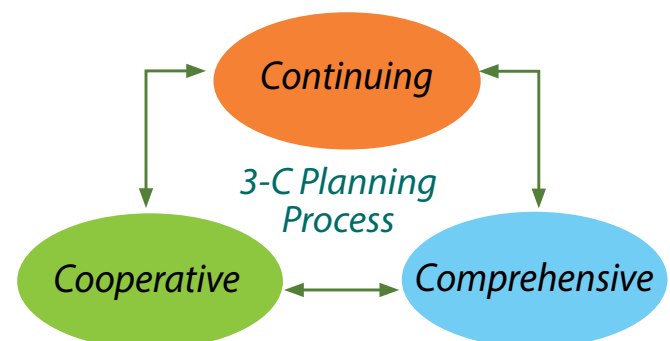
In a global economy, central Arkansas is in competition with every other metropolitan area on earth. Smart planning is essential to ensure that our communities will be part of a vibrant future. Metroplan's role in this effort is to provide a regional forum for solving common problems and seizing upon common opportunities.

throughout this plan. A "reader feedback" form is located at the back of this document—we encourage you to take a few moments to complete the form and send it back to us.

About Metroplan and CARTS

Metroplan is a voluntary association of local governments that has operated by interlocal agreement since 1955. Originally formed as the Metropolitan Planning Commission of Pulaski County, Metroplan now has members in a five-county area.

Metroplan is the designated metropolitan planning organization (MPO) under Title 23 of the United States Code (see specifically Section 134 on Metropolitan Planning) and has been since 1972. As the MPO, Metroplan must adopt both a long-range transportation plan, covering at least 20 years, and a short-range implementation document called the Transportation Improvement Program (TIP), which selects projects from the long-range plan to fund for construction. These documents are developed in accordance with the "3-C" process—comprehensive, cooperative and continuous—and cover federal-aid surface transportation projects and regionally significant projects within the CARTS area. No federal transportation money can



be spent on a project in the area unless that project is in the long-range plan and the TIP.

In addition to those requirements, Metroplan assists member governments in a variety of enterprises. Staff provides technical assistance in writing and updating zoning and subdivision regulations, comprehensive planning, and strategic plans and studies—examples of which include biking and walkability assessments and plans, sustainability and “green” community plans, and access management. Metroplan also conducts training workshops for elected and appointed officials, and sponsors “best practices” seminars for its member jurisdictions.

Metropolitan areas that receive federal-aid transportation dollars are organized into regional transportation study areas to cooperatively plan and utilize scarce federal resources. In central Arkansas, the Central Arkansas Regional Transportation Study area, or CARTS, is the cooperative effort by the participating commu-

nities, transportation providers, and other interested parties to develop a long range transportation plan for the metropolitan area.

Signatories to the CARTS Agreement of Understanding agree to participate cooperatively in the preparation and implementation of plans and projects.



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;
- 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.

*Required per federal legislation.

ORGANIZATION

Metroplan's Board of Directors is composed of member jurisdictions' mayors and county judges or their designated representatives. Additionally, the Arkansas Department of Transportation (ArDOT) is represented by one voting member, as are the Little Rock Port Authority, Bill and Hillary Clinton National Airport, and the regional transit authority, Rock Region METRO.

Smaller communities are represented on the Small Cities Council, which also has a vote on the full Board.

An Executive Committee of the Board, composed of county judges, mayors of large and medium municipalities, and two mayors appointed by the Small Cities Council, engages directly with the Regional Advisory Committees.

The Board of Directors sets policy, which is carried out by staff and the advisory committees.



“Plans go wrong for lack of advice; many counselors bring success.”




—Proverbs 15:22 (New Living Translation)



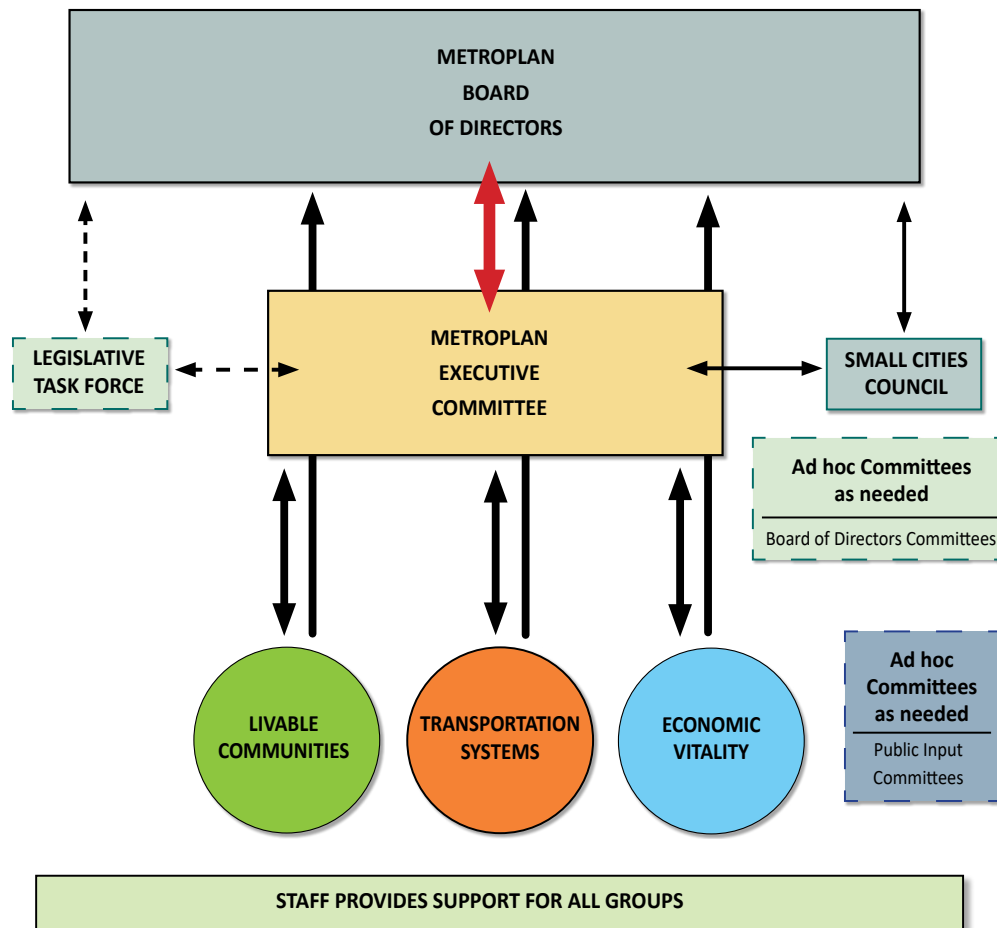
Three Regional Advisory Committees recommend and respond to the Metroplan Board and Executive Committee on matters impacting Metroplan and the MPO. The committees are structured to reflect the federally mandated Planning Factors (page 3), as well as locally developed goals from the long range metropolitan transportation plan. Each committee examines issues from the unique perspective and expertise of its members.

Individuals and organizations are selected for positions on committees through an application process and are approved by the Board. For more information, visit the Metroplan website.

Regional Advisory Committees

	Economic Vitality is concerned with matters of industry, commerce, workforce and regional-scale economic growth.
	Transportation Systems encompasses issues of safety, efficiency, technology, and design along with their interactions with the natural and physical built environment.
	Livable Communities deals with regional development, transit readiness and livability, as implemented throughout central Arkansas' small communities and neighborhoods.

Organizational Chart



Metroplan Meetings

Unless announced otherwise, all Metroplan Board, Executive Committee, and Regional Advisory Committee meetings are held at the Pulaski County Regional Center, 501 West Markham Street, Little Rock.

All Metroplan meetings are open to the public. Meeting dates are posted on the Metroplan website and reminders are sent out at least one week prior to a regularly scheduled meeting.

Metroplan's **Board of Directors** (MPO) meets at 10:00 A.M. on the last Wednesday of every other month, beginning in February, except in December, when a holiday schedule is announced.

Executive Committee (ExC) meets at 10:00 A.M. on the last Wednesday of every other month, beginning in January, except in November, when a holiday schedule is announced.

The **Small Cities Council** (SCC) meets at 11:00 A.M. on the last Wednesday of every other month, beginning in January, except in November, when a holiday schedule is announced.

Each of the three Regional Advisory Committees—Transportation Systems, Livable Communities, and Economic Vitality—meets at least four times a year (quarterly) and more often during the development of the long-range plan. Meeting dates and times will be established and announced at least one week prior to meeting.

AdHoc Committees are occasionally designated, and meetings called as needed. As with all other meetings, subcommittee meetings are advertised in compliance with the Arkansas Freedom of Information Act.

THE FEDERAL AND STATE MANDATES

Transportation Legislation

A brief history

Metroplan's public participation plan was first developed and adopted under the guidelines of the 1990 Intermodal Surface Transportation Act (ISTEA). ISTEA required "early and meaningful public involvement" and Metroplan responded with a robust process for the inclusion of the general public, as well as interest groups and stakeholders.

With passage of the Transportation Equity Act for the 21st Century (TEA-21) in 1998, Metroplan broadened its scope for public participation and in 2000 was recognized nationally for its effort. TEA-21 emphasized a more balanced transportation system, as well as greater attention to environmental and social consequences of investments. Metroplan devoted special attention to bringing historically under-represented groups to the table.

SAFETEA-LU expanded the provisions for public involvement and included a requirement for strategies to help people visualize what the plan, program or project will actually look like when completed. All subsequent transportation bills have continued to build upon the principle of public engagement established by ISTEA, TEA-21, SAFETEA-LU, MAP-21, and now, the FAST Act.

Fixing America's Surface Transportation (FAST) Act

On December 4, 2015, President Barack Obama signed into law the FAST Act. The FAST Act largely maintains current program structures, including requirements for public involvement in planning processes. Still chief in implementing public participation plans are: adequate public notice; opportunity for review and comment at key decision points; and multiple, accessible participation formats, including electronic and in-person communication.

“We convince by our presence.”
—Walt Whitman

Requirements for the 3-P

- Required of all MPOs
- Must be developed in consultation with all interested parties + general public
- Include contact information and description of locally adopted Title VI program
- Must be in place prior to adoption of plans and TIPs
- Stand-alone document
- Describe visualization techniques used to engage the public for plans, TIPs, etc.
- Include provisions for holding public meetings at convenient and accessible times-locations
- Include provision for publishing plans and TIPs
- Make available in electronic format

As Congress continues to consider a long-term reauthorization of surface transportation programs, it has enacted short-term extension of the expiring FAST Act, and it is under these extensions that Metroplan currently operates.

Code of Federal Regulations

The code of Federal Regulations (CFR) annual edition is the codification of the general and permanent rules published in the Federal Register by the departments and agencies of the Federal government produced by the Office of the Federal Register (OFR) and the Government Publishing Office.

Title 23, Chapter 1, Subchapter E, Part 450, Subpart C, defines the role and requirements of Metropolitan Planning Organizations, including 450.316 which describes the contents of a participation plan:

(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight-transportation services, private providers of

transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process.

(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;

Long-range Plans and Transportation Bills



1991 ISTEA: Intermodal Surface Transportation Efficiency Act



1998 TEA-21: Transportation Equity Act for the 21st Century



2005 SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users



2010 TEA-21: Transportation Equity Act for the 21st Century



2012 MAP-21: Moving Ahead for Progress in the 21st Century



2018 FAST Act: Fixing America's Surface Transportation

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

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

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent possible.

Civil rights legislation

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act states that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or otherwise be subject to discrimination under any program or activity that is a recipient of federal financial assistance.” Title VI regulations apply to all organizations, both government and nonprofit, that receive federal funds. As such, all MPOs and transportation planning activities must comply with the requirements of Title VI.

“Alone we can do so little;
together we can do so much.”

—Helen Keller



Metroplan is required to prepare a Title VI Program that documents its compliance with the Department of Transportation's Title VI regulations, and to review and update as needed every three years. Metroplan's Title VI Program is available as a stand-alone document, and is appended in full to this Public Participation Plan.

Environmental Justice (executive order)

On February 11, 1994, President William Jefferson Clinton signed Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*.

Environmental justice is not a new requirement. Recipients of federal-aid funds have been required to certify and adhere to nondiscrimination under Title VI of the Civil Rights Act of 1964, and many other laws, regulations and policies. The purpose of the Executive Order is to identify and address disproportionately high and adverse health or environmental effects that federal policies, programs and activities may have on minority and low-income populations. Intended for use as an internal management tool, the Order is supplementary to existing regulations and is not a basis of judicial review.

There are three fundamental environmental justice principles:

1. To avoid, minimize or mitigate disproportionately high or adverse human health and environmental effects, including social and

economic effects, on minority and low-income populations.

2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Properly implemented, environmental justice principles and procedures can improve all levels of transportation decision making. Metroplan considers these issues integral to a Public Participation Plan that enhances the public involvement process, strengthens community-based partnerships and provides minority and low-income populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.

Title II of Americans with Disabilities Act of 1990

Section 504 of the Rehabilitation Act of 1973

As a recipient of federal funding, Metroplan must comply with a variety of federal and state legislative regulations. Regarding matters of nondiscrimination on the basis of disability, Metroplan falls under two federal laws, the Americans with Disabilities Act of 1990, and Section 504 of the Rehabilitation Act of 1973.



“When we are planning for posterity, we ought to remember that virtue is not hereditary.”

—Thomas Paine

The ADA prohibits discrimination on the basis of disability. Title II of ADA applies specifically to all activities of state and local governments, including metropolitan planning organizations such as Metroplan, and requires that government entities give people with disabilities equal opportunity to benefit from all of the programs, services and activities that may be offered.

As the federally designated metropolitan planning organization, Metroplan is required to adhere to standards set forth in Title II, which include both physical accommodations (accessibility to buildings and meetings) and in policies, practices and procedures. Under Title II, Metroplan is required to make reasonable accommodations in order to provide access and to communicate effectively with people who have hearing, vision or speech impairments. Likewise, Metroplan is required to make reasonable modification to policies, practices and procedures where necessary to avoid discrimination.

The Rehabilitation Act prohibits discrimination on the basis of disability in programs conducted by federal agencies, in programs receiving federal financial assistance, in federal employment and in the employment practices of federal contractors. The standards for determining employment discrimination under the Rehabilitation Act are the same as those used in Title I of the ADA.

Section 504 states that “no qualified individual with a disability in the United States shall be excluded from, denied the benefits of, or be subjected to discrimination under” any program or activity that receives federal financial assistance. Requirements common to the regulations set forth in Section 504 include reasonable accommodation for employees with disabilities, program accessibility and effective communication with people who have hearing or vision disabilities.

Metroplan’s public participation process also satisfies Rock Region METRO’S public process.

State Legislation and Professional Requirements

Arkansas Civil Rights Act of 1993, as amended

The Arkansas CRA covers nondiscrimination in the areas of employment, accommodations, property transactions, credit and contractual transactions, and the right to vote and participate in the political process. In 1995, the Act was amended to add a new section covering housing discrimination.

Section 107 of the Arkansas CRA protects persons against discrimination based on race, religion, national origin (including one's ancestry), gender, and disability. Religion is specifically defined by the State to include "all aspects of religious belief, observance, and practice."¹ The Act further defines gender discrimination to include discrimination "on account of pregnancy, childbirth, or related medical conditions."² Disability discrimination under this law includes discrimination based on the presence of any sensory, mental or physical disability, which is defined as "a physical or mental impairment that substantially limits a major life function."³

Arkansas Freedom of Information Act (FOIA)

The Arkansas FOIA was enacted more than 50 years ago, and remains one of the strongest and most comprehensive open-records and open-meetings laws in the United States. The law gives Arkansans access to public records and public meetings, with limited exceptions. Governing bodies must comply with the open-meetings section of the law if they are making decisions on the public's behalf.

American Institute of Certified Planners (AICP)

For professional planners, the AICP Code of Ethics and Professional Conduct serves as a guiding force in inter-

Notification of public meetings or public review of agency documents will include placement of legal notice in at least one minority-owned or Spanish language newspaper. Social media may also be utilized to reach Latino and other minorities.

actions with the public. The Code of Ethics states in part:

Our primary obligation is to serve the public interest and, we, therefore, owe our allegiance to a conscientiously attained concept of the public interest that is formulated through continuous and open debate. . . . a) We shall always be conscious of the rights of others. . . . e) We shall give people the opportunity to have a meaningful impact on the development of plans and programs that may affect them. Participation should be broad enough to include those who lack formal organization or influence. . . . f) We shall seek social justice by working to expand choice and opportunity for all persons, recognizing a special responsibility to plan for the needs of the disadvantaged and to promote racial and economic integration. . . .

As the metropolitan planning organization for central Arkansas, Metroplan's staff of planning professionals adheres to the tenets of the AICP Code of Ethics and Professional Conduct.



Metroplan complies with all applicable provisions contained in the Arkansas FOIA.

THE PUBLIC PARTICIPATION STRATEGY



Our Philosophy

The involvement of the public in the overall development, adoption and implementation of a long-range transportation plan for central Arkansas is viewed by the Metroplan Board of Directors as critical to the plan's ultimate success.

Therefore, the Metroplan Board has approved a public participation process that not only involves the public in the initial development and adoption of plans, but also provides for ongoing information, education and project updates.

Our Objectives and Principles

Metroplan's public participation process includes two basic objectives:

- (1) Ensuring that groups with interest in transportation planning have a reasonable opportunity to sit at the table and have their interests represented, and
- (2) Keeping the general public informed of the planning efforts in a timely and readily understood manner so that everyone can be engaged on a level field. (This second objective relies on the seven guiding principles and approaches detailed on the following pages.)

PRINCIPLE 1 INFORM

To provide ongoing and timely information about transportation issues and processes to the citizens of central Arkansas affected by transportation plans, programs, projects and decisions.



Approach 1—The MPO will undertake efforts to educate, inform and involve the general public in areawide transportation issues, studies and programs. These efforts include a range of methods and tools, roughly categorized into print media and conventional outreach; broadcast media; and social media.

PRINCIPLE 2 INCLUDE

To provide involvement for the public and stakeholders including citizens, all modes of transportation entities, businesses, institutions, non-profits, and other interested parties. Giving Metroplan the opportunity to create a forum that allows for meaningful participation.



- Approach 1—Key interest groups are invited to become members of one of the three goal-based committees. Transportation providers and interest groups not formally part of any committee may be extended opportunities to serve on ad hoc committees, as needed.
- Approach 2—A database of interested or potentially interested groups and individuals is maintained. Periodic mailings (e-mail or post) of pertinent material are made to those on this list to keep them informed of planning activities and opportunities to become more actively involved or comment on pending actions.
- Approach 3—State and federal environmental resources and permit agencies are formally involved in the early stages of major studies, environmental assessments and environmental impact statements for specific projects.

Legal Notices

Legal notices serve to inform the general public of projects, meetings* and other initiatives that require legal documentation.

Placement of legal notices is handled in the following manner:

- All legal notices are posted on the Metroplan website.
- All legal notices are placed in the *Arkansas Democrat-Gazette*, which is the state newspaper of record.
- All legal notices are also placed in at least one minority-owned or Hispanic newspaper. At present, there are no African-American-owned newspapers in central Arkansas. Metroplan publishes legal notices in *El*

Latino, the Hispanic newspaper of record in central Arkansas.

- Legal notices pertaining to specific project matters may be placed in at least one other newspaper whose circulation encompasses the area affected by the project. For example, a legal notice advising of a project in Faulkner County, would automatically be placed in the *Democrat-Gazette*, but at Metroplan's discretion might also be placed in the *Conway Log Cabin Democrat*.

Legal notices fulfill the legal requirement for notice and documentation. Placement of legal notice is not intended to be exclusive of other outreach initiatives, which may include any number of the techniques discussed in the 3-P.

*Legal notices are not used for regularly scheduled, routine meetings of the Metroplan Board or its committees.

PRINCIPLE 3 ACCESS

To provide for the preparation of and reasonable public access to technical and policy information used in the development of plans and TIPS; and to provide open public meetings where matters related to the Federal-aid highway and transit programs are being considered.



- Approach 1—Advance notification is routinely made to the press regarding all meetings of the MPO Board or any committees established by the MPO, all of which are open to the public. All reports, publications and minutes of the MPO Board, Executive Committee, and Regional Advisory Committees (RAC) and their subcommittees or other committees that may be established are available to the general public upon request. All Board and committee agendas include an opportunity for the public to bring issues and concerns to the attention of the MPO. Citizens unable to attend MPO meetings may submit their concerns and ideas in writing or supplement formal statements with written materials. Written materials that accompany scheduled agenda items are made available to the public at the meeting.
- Approach 2—The MPO may also conduct workshops, briefings, community forums, conferences and other events, as appropriate, to keep the public informed and involved in transportation issues. Upon request, most documents can be made available in formats to accommodate people with vision impairments.

PRINCIPLE 4 INPUT

To provide adequate public notice of participation and review and time for public review and comment at key decision points, including, but not limited to, development and approval of plans and TIPs. The established public comment periods are defined on page 17.



- Approach 1—Notices of all MPO Board, committee and subcommittee meetings, complete with date, time, location and preliminary agendas are forwarded to members, media and other interested parties. Every effort is made to provide this information at least one week prior to the date of the meeting. See page 5 for meeting times.
- Approach 2— Documents in support of the public hearings are made available to interested individuals online. Notice of availability is sent to local libraries, city halls, county courts and administrative buildings for public review and comment.
- Approach 3—Throughout the planning processes, social media are used to increase public awareness and generate interest.
- Approach 4—To provide additional opportunity for public comment if the final transportation plan or TIP differs significantly from the one that was made available for public comment by the MPO and/or raises new material issues which interested parties could not have reasonably foreseen from public involvement efforts.

“If everyone is moving forward together, then success takes care of itself.”

— Henry Ford



PRINCIPLE 5 RESPOND

To provide explicit consideration and response to public input received during the planning and program development processes.



- Approach 1 - All comments received by Metroplan are processed and acknowledged by Metroplan. Typically, responses are delivered the way in which they are received (email or postal communication). Where a number of comments are received (for example, during consideration of a contentious project), staff will tally, summarize them, and create a findings report to be made as part of the final document, as well as present findings to the MPO Board.
- Approach 2 - All comments are categorized and filed under the appropriate project, plan or policy. All comments are available in their entirety upon request.

PRINCIPLE 6 EQUITY

To ensure diversity and inclusion by seeking out participation of those historically underserved by existing transportation systems; including, but not limited to low-income and minority and LEP households, and people with disabilities.

The MPO has merged its Citizen Participation Database with the Arkansas' Department of Transportation Community Leaders database (used by the ArDOT to comply with Title VI to increase minority involvement in department activities).



- Approach 1-- The MPO encourages the appointment of qualified minority and disabled representatives to its standing and ad hoc committees.
- Approach 2-- Upon request, accommodation for interpretive services or special needs are provided at meetings. The public is advised of this opportunity in legal notices advertising the event. Hearing impaired people may dial 711 to access information through Metroplan. The Metroplan website includes provisions for access by people with visual impairment.
- Approach 3-- A Spanish language option is provided on the website, and many documents are translated into Spanish.
- Approach 4-- A special effort is also made to schedule public meetings, public hearings, and other public outreach activities within minority communities, and always in an accessible location

PRINCIPLE 7 SUSTAIN

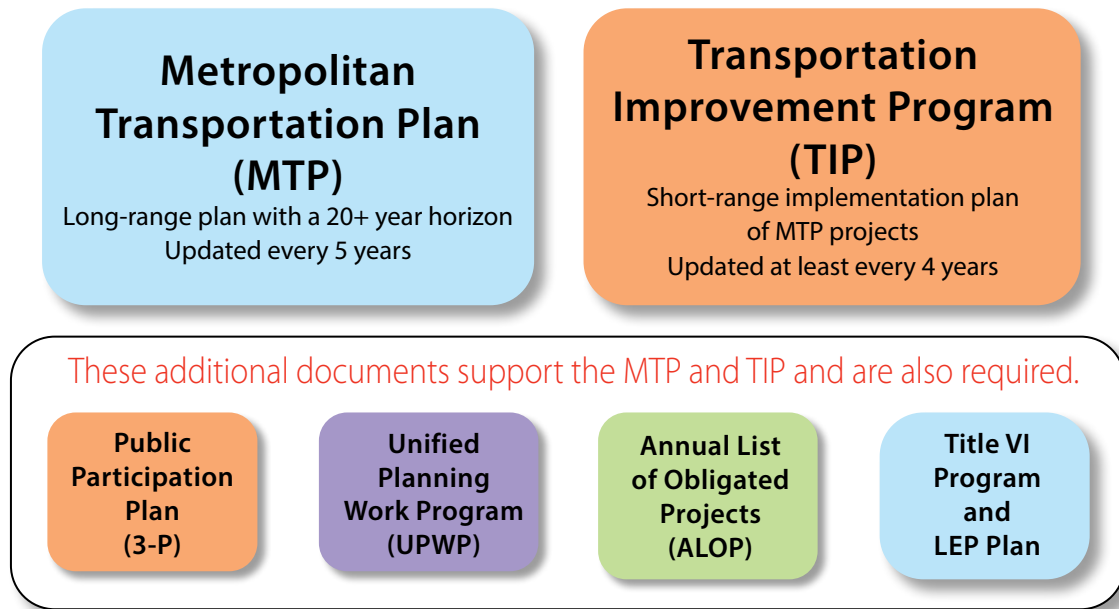
To periodically review adopted public comment processes, and coordinate with CARTS signatories on all metropolitan public involvement to determine the effectiveness of methods used to involve people in the transportation planning process. Make changes as needed to improve upon the public participation process



- Approach 1 - Periodic review of the effectiveness of adopted public comment processes will occur as part of the regular update cycle for the long-range transportation plan and in updates for the TIP and UPWP.
- Approach 2 - The staffs of the local jurisdictions, the Arkansas Department Transportation, Rock Region METRO and Metroplan will conduct periodic reviews to coordinate the metropolitan and statewide public involvement procedures for development and updating of the long-range transportation plan and specific public involvement procedures for major studies conducted within the CARTS area.

KEY DOCUMENTS

As MPO for central Arkansas, Metroplan is federally required to produce two core documents: (1) a long-range regional transportation plan; and (2) a four-year implementation document, the Transportation Improvement Program (TIP).



Following is a description of each document, with development time frames for publication, public involvement and amendment procedures.

Long-Range Metropolitan Transportation Plan

Transportation legislation specifies that available revenue for implementation of projects over the life of the plan must be developed through a cooperative effort among the MPO, the state and transit operators. The plan consists of two parts, a financially unconstrained "vision" plan that points toward the desired future, and a "constrained" plan that selects those projects that can be reasonably anticipated within the planning time frame. The vision first articulated in METRO 2020 through the Visual Preference Survey (VPS) continues to be refined and expanded in each successive long-range plan iteration. The long-range plan must be updated every five years.



Public involvement is sought prior to beginning work on the plan, and at each critical decision point in the development of the plan. The draft plan is released for a minimum 30-day public review and comment period, and is presented throughout the metro area in a variety of meeting formats. The draft is also made available on the web site and at libraries, city and county buildings—and may be disseminated through other venues.

The plan may be amended according to changes in available funds or in desired policies. A minimum of 30 days is required for public review and input. For amendments to individual projects made concurrently with a TIP amendment and that entail only minor modifications to cost or description, a 15-day comment period may suffice.

Transportation Improvement Program (TIP)

The TIP is a four-year construction document that complements the long-range plan: it is the tool by which the planned projects are implemented. Projects receiving federal funds must be listed in the approved TIP.

The TIP shall cover a period of no less than four years and be updated at least every four years

The public participates extensively in identifying and prioritizing projects in the development of the metropolitan transportation plan, from which the TIP is programmed. The draft list of projects is subject to a 30-day review and comment period prior to adoption of the TIP.

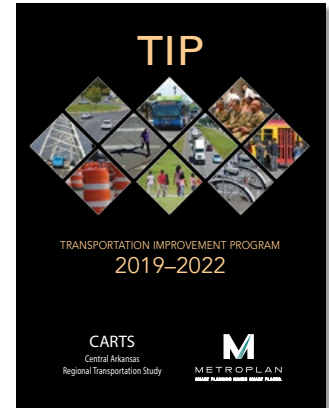
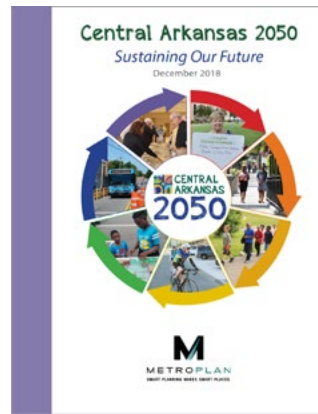
Although the TIP process normally follows an annual cycle, amendments are frequently enacted between cycles, to reflect new projects and changes in scope or budget. Proposed amendments are subject to a minimum 15-day review and comment period.

Annual List of Obligated Projects (ALOP)

Intended as a companion to the TIP, this document presents a list of projects in the CARTS area for which federal funds were obligated during the previous fiscal year.

The ALOP must be published by December 31st of each calendar year; its availability is advertised in area newspapers.

The ALOP does not normally require amendments, the exception being if a substantive error in reporting is discovered subsequent to publication. In that case, the amendment would be advertised and the incorrect ALOP replaced with the amended version.

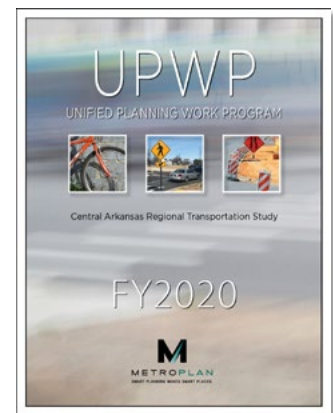


Unified Planning Work Program (UPWP)

The UPWP describes each task to be undertaken by ArDOT, Rock Region METRO and the MPO during the coming State fiscal year (July 1 through June 30).

The UPWP must be adopted no later than May of each year, and published by July 1st. The public is afforded a 30-day opportunity to review and comment upon the proposed work program and associated budget.

Amendments are enacted to reflect the addition of tasks, or changes in task scope or budget. Proposed amendments to the UPWP are subject to a minimum 15-day public review and comment period.



“ To be vested with enormous authority is a fine thing; but to have the onlooking world consent to it is a finer thing.”

— Mark Twain

Public Participation Plan (3-P)

As described elsewhere in this document, the purpose of the 3-P is to set forth the policies and procedures for involving the public in an early and meaningful dialogue in the development of transportation plans, policies and programs.

The updated 3-P must be adopted and published prior to the adoption of any plans developed under the FAST Act.

The 3-P is developed in consultation with an ad hoc citizen committee composed mostly, but not exclusively, of members from the Transportation Systems, Community Livability, and Economic Vitality committees (see list on the inside front cover). The draft document is subject to 45-day public review and comment.

Amendments are enacted in response to specific situations that may arise and which the current policies or procedures do not address or need to be changed. A minimum 45-day review and comment period is required.

Title VI Program and LEP Plan

This document is required of all MPOs, and is developed in accordance with the requirements of the Civil Rights Act of 1964, and additional nondiscrimination regulations. Metroplan's Title VI Program is combined with its LEP Plan and is available as a stand-alone document, in downloadable format on the Metroplan website.

Like the 3-P, the Title VI Program is subject to a 45 day public review and comment period. Amendments to this document typically occur during the three year review and update of the program, and require a 45 day public comment period.



“Men are never so likely to settle a question rightly as when they discuss it freely.”

— Mark Twain

Public Comment Period for Key Documents

Public Comment Period 45 Calendar Days Prior to Adoption	Public Participation Plan, Title VI Program and LED Plan Press Release, Legal Notice advertised prior to commencement of comment period
Public Comment Period 30 Calendar Days Prior to Adoption	Long Range Metropolitan Transportation Plan, Transportation Improvement Program, Unified Planning Work Program Press Release, Legal Notice advertised prior to commencement of comment period
Public Comment Period 15 Calendar Days Prior to Adoption	TIP Amendments, LRTP Amendments, UPWP Amendments, Other Plans and Projects (TIP administrative amendments do not require a public comment period) Press Release is sent

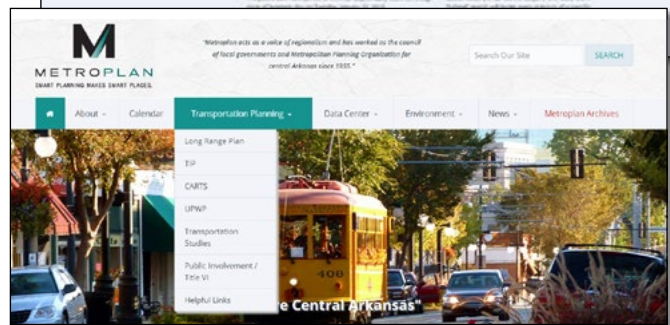
Availability of Documents

Key documents can be accessed free or at minimal charge in the following formats:

- The Metroplan website (most documents are in PDF-portable document format)
- CD/DVD (available from Metroplan upon request)
- Paper copy (viewing and photocopying only) at all Central Arkansas Libraries (CALs), and at Metroplan. Photocopying fees may apply.

Bound paper copies of documents are also available from Metroplan. Due to the expense involved in publishing some documents, such as the metropolitan long-range plan, a fee may be charged to cover reproduction costs. Upon request, copies of key documents will be made available in Spanish.

Proposed amendments to documents are advertised in local newspapers per adopted procedures, and posted on the Metroplan web site.



REACHING OUT TO THE PUBLIC

Today, everyone is comfortable with using and participating in visual imagery—in fact, it's expected! Technology continues to change dramatically enhancing the means of outreach. However, there are some methods that will always remain timeless and effective.

Metroplan will use various outreach and informative methods to encourage public participation. Outreach methods are used to request information from the public, while informative methods are used to communicate information with the public. Some of these methods are more technological, as well as, old fashioned face-to-face interaction. Below is a list of common practices and techniques Metroplan can employ to encourage participation from the public, and ensure the dissemination of information to all stakeholders interested in the opportunity to be involved in the transportation planning process, including those traditionally underserved.

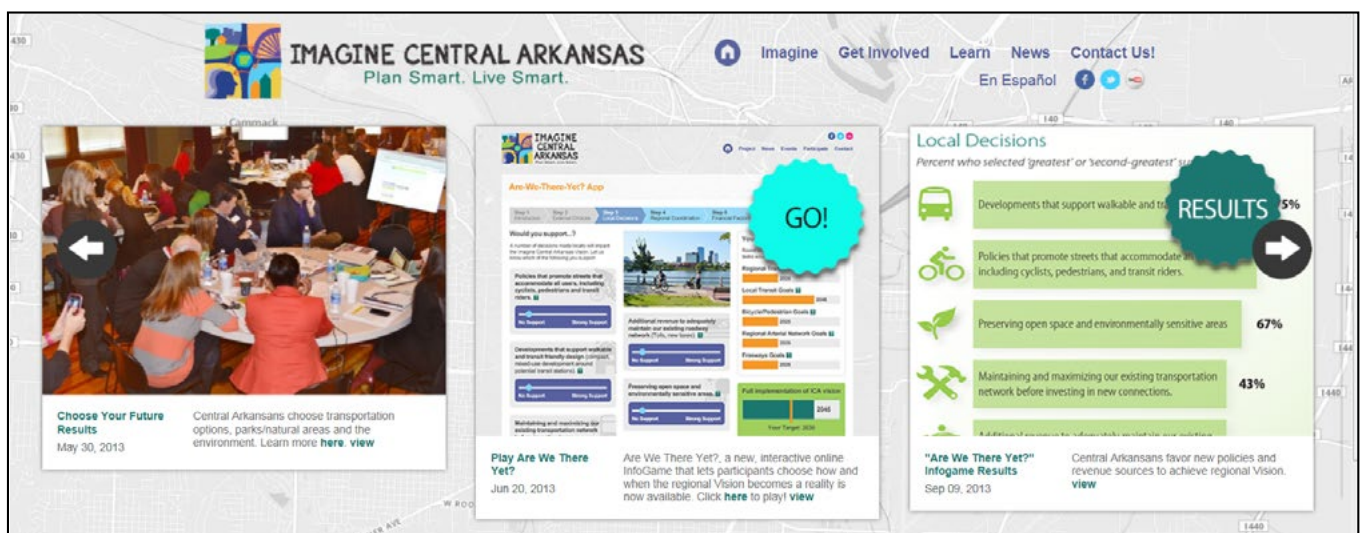
Visual Preference Surveys (VPS)

In this age of near instantaneous visual imagery, getting people to read and reflect on long-range transportation plans and studies poses special challenges. That

"Visualizing" Public Participation

Metroplan pioneered efforts in this direction when, in 1993 and 1994, it launched a series of 35 Visual Preference Surveys (VPS). The intent of the VPS was to invite every citizen in the region to participate in reshaping their future. The survey consisted of 240 photographic images accompanied by a written questionnaire. Participants were asked to rate each image on a scale of -10 to +10. The results were analyzed and taken back to the public for confirmation. The VPS provided the direction for guiding the development of METRO 2020.

is why Metroplan often refers to the innovative visual preference surveys. It allows participants to rate a number of photos on a number scale with of 10 being the highest, to distinguish what they would and would not like to see in their region.



Choose Your Future reached central Arkansans through a variety of means, including e-Blasts, social media, targeted print and online ads and at hosted and hometown visits throughout the region. Over 1,000 people took part in Choose Your Future.

In-Person Outreach

Regional Advisory Committees (RAC)

The Metroplan Board of Directors has benefitted from citizen-based advisory groups since 1993, first as the Transportation Advisory Council, then as the Regional Planning Advisory Council. In 2018, the RPAC was dissolved and reconstituted as three committees with direct input to the Board of Directors. Together, the RAC is designed to effectively develop plans, communicate with Metroplan Board and improve public engagement.

Public Meetings and Forums

Metroplan will, at times, hold events outside of the Regional Advisory Committees and Board of Directors meetings to solicit input from the public on key issues or documents. Metroplan will also promote a variety of topical presentations to the public, organizations and jurisdictions. Making a special effort to reach out to the those representing minorities, low-income individuals, people with disabilities and the elderly, Metroplan will go where the people are. That includes visiting parks, shopping centers, community centers, and school.

Metroplan's Website — metroplan.org

Metroplan is constantly updating and improving its website. Browsers can access:

- Calendar of events and meeting dates/agendas
- Publications, most in downloadable format
- Frequently-requested data, such as traffic counts
- Archived material for online searches



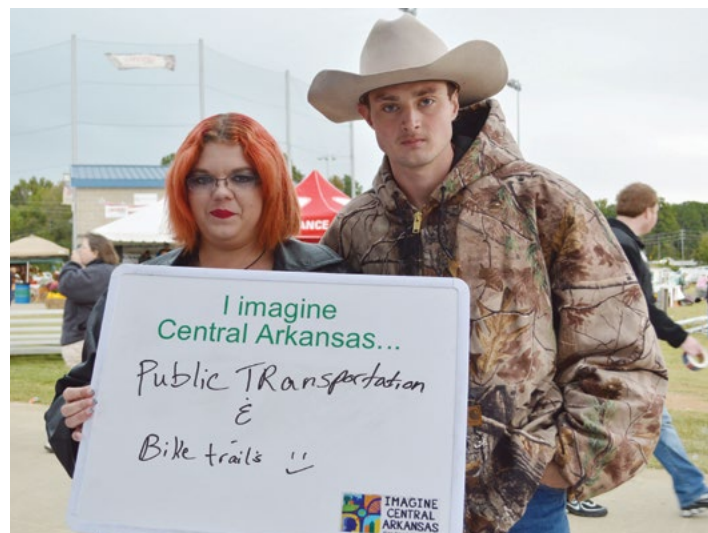
- Metroplan Board of Directors, with links to jurisdiction websites
- Committees
- Frequently-asked questions (FAQ)
- Contact information for comments and questions
- Materials distributed as part of public comment solicitation
- Links to other websites, such as Jump Start, Ozone Action Days, and Social Media.

Social Media

Metroplan recognizes the importance of reaching out to communities on social media tools like Facebook and Twitter. Metroplan maintains an active presence on social media, a presence that has grown tremendously over the last few years. Facebook and Twitter are used to announce meetings and events taking place at Metroplan and in the central Arkansas region as it pertains to our jurisdictions. Data, graphs, and maps are



The ICA whiteboards were a popular low-tech way to get feedback.



provided on Social media to give the opportunity for learning and sharing. Social media platforms also invite unofficial public comments and engagement on the sites themselves.

More Opportunities for Outreach

A number of venues for public outreach are listed throughout this document. Here are few more—not exclusive of other methods and means.

- Newspaper inserts
- Advertisements on electronic media
- Flyers and brochures
- Local access television
- Annual Reports
- Press Releases
- Public Meetings
- Master Database
- Information Tables and Metroplan Staff at Local Events
- Video presentations to planning commissions, city councils and other public planning bodies

Engaging Minority and Limited English Proficiency (LEP) Populations

A major goal of community outreach is to engage members of historically underserved citizens: the Hispanic and African American communities, people with disabilities, lower-income residents, youth and the elderly. Metroplan has developed a targeted approach designed to engage African Americans, Hispanics, and people living with disabilities.

Metroplan may seek out local firms for optimization on minority engagement when developing and implementing a comprehensive, integrated communications plan. Diverse and inclusive input is a priority for Metroplan's outreach efforts.

En español - Reaching out to the Hispanic Communities

The June 2011 edition of *MetroTrends Demographic Review and Outlook* notes that "Census 2010 marks the point where Little Rock became a city without majorities." Although the region as a whole remains predominantly white and African-American, the growing presence of Hispanic, Asian and other minor-

Limited English Proficiency (LEP)

Limited English Proficiency refers to individuals who do not speak English as their primary language and who have a limited ability to read, write, speak or understand English and, therefore, are entitled to language assistance under Title VI of the Civil Rights Act of 1964, with respect to a particular type of service, benefit, or encounter.

The Arkansas Department of Transportation evaluated all of the population groups in Arkansas that might be considered LEP, and determined that the only significant groups are of Hispanic origin. One of the counties identified as having a significant Hispanic population, Pulaski County, is in central Arkansas.

Metroplan is in compliance with the requirements of Title VI of the Civil Rights Act of 1964 and with Executive Order # 13166, Limited English Proficiency. Specific outreach efforts to Hispanic communities are detailed in Title VI reporting and publications.



Metroplan's Nelson Galeano (left) helped publicize the Community Conversations to the Latino community in an on-air interview with Jorge Luna at La Pantera radio in Little Rock.

ities is becoming discernible. As these minorities settle into the fabric of central Arkansas, Metroplan seeks to be inclusive in its outreach, and to provide opportunities for participation in the planning processes.

Legal notices are published in a Spanish newspaper with a central Arkansas circulation of 30,000 or more Hispanics. The Metroplan website includes explanatory information posted in Spanish, as well as the availability of Google Translator. Metroplan is also committed to the task of providing Spanish translations of key documents. Budgetary constraints, combined with the tremendous amount of translation required, necessitates an incremental approach to the task; however, as of this writing, TIP tables and LRMTTP Constrained tables are already translated, and introductory passages are underway.

Components of a Targeted Approach to Minority Engagement

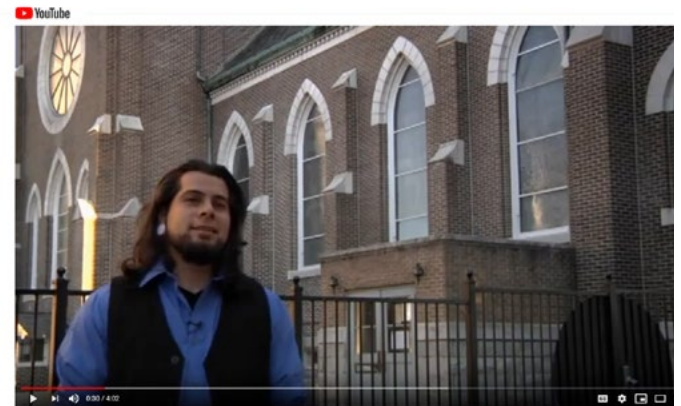
- **Grassroots outreach.** Meeting people where they are through various outreach efforts to ensure they are involved in the planning process.
- **Media.** Provide radio advertisement to stations with majority African American and Hispanic listeners to promote public awareness of issues and community conversation meetings.
- **Print advertising.** Utilizing the key Hispanic-targeted print publication to inform and engage Spanish-speaking populations.
- **Transit advertising.** Providing panel advertising on buses that travel throughout the Little Rock metro to essentially reach all three niche communities
- **Videos and posters.** Creating materials aimed at attracting minority and people living with disabilities populations.



“One picture is worth a thousand words.”

—Confucius (attributed)

As described elsewhere in this document, public meetings are held in locations and formats conducive to attracting Hispanic people interested in learning more about transportation planning and projects in their region. Interpreter services are available at these meetings, and written material is provided in Spanish. Information is disseminated by way of Spanish-language radio PSAs and interviews.



Faces of Central Arkansas Video

IMAGINESE...

una comunidad donde la mejor calidad de vida incluye diversas culturas e idiomas.

Imagine Central Arkansas es una iniciativa de Metroplan. Está diseñada para iniciar un diálogo abierto con la gente que reside en la región.

Nuestro plan es **ESCUCHAR, REUNIR INFORMACIÓN Y DAR PRIORIDAD** a las preocupaciones más importantes de todos nosotros.

HAGA QUE SU VOZ SEA ESCUCHADA.
Participe en nuestros próximos diálogos con la comunidad.

- **Juven, 08 de noviembre:** Little Rock Iglesia Bautista de St. Mark (Family Life Center multi-purpose room) 6:00-7:00 p.m.
- **Marzo, 12 de noviembre:** North Little Rock Full Counsel Metro Church (Church at 10th & Maple) 6:00-7:00 p.m.
- **Juven, 15 de noviembre:** Little Rock Southeast Community Center 6:00-7:00 p.m.
- **Domingo, 18 de noviembre:** Little Rock Iglesia de San Eduardo 7:00-8:00 p.m.
- **Lunes, 20 de noviembre:** Lonoke Lonoke Community Center 6:00-7:00 p.m.
- **Marzo, 27 de noviembre:** Benton Gene Moss Building at Tyndall Park 6:00-7:00 p.m.
- **Juven, 29 de noviembre:** Conway Midland Center 6:00-7:00 p.m.

Para que usted sepa más sobre lo que hacemos, llámenos al 501.372.3300 o...
Participe en la página web: ImagineCentralArkansas.org.

IMAGINE...

a community where infrastructure **ENABLES** those living with a disability.

Imagine Central Arkansas is an initiative of Metroplan. It is designed to initiate honest conversation with the folks who call the region home.

Our plan is to **LISTEN, COLLECT FEEDBACK AND PRIORITIZE** the key concerns that matter to all of us.

MAKE YOUR VOICE HEARD.
Join us for one of our upcoming Community Conversations.

- **Thursday, November 6:** Little Rock St. Mark Baptist Church (Family Life Center multi-purpose room) 6:00-7:00 p.m.
- **Sunday, November 13:** N. Little Rock Lonoke Community Center 6:00-7:00 p.m.
- **Thursday, November 18:** Little Rock Southeast Community Center 6:00-7:00 p.m.
- **Sunday, November 19:** Little Rock St. Edward Catholic Church 1:00-2:00 p.m.
- **Monday, November 26:** Lonoke Lonoke Community Center 6:00-7:00 p.m.
- **Thursday, November 27:** Benton Gene Moss Building at Tyndall Park 6:00-7:00 p.m.
- **Thursday, November 29:** Conway Midland Center 6:00-7:00 p.m.

To learn more about what we're doing, call 501.372.3300 or...
Join the conversation at: ImagineCentralArkansas.org.

IMAGINE...

a community where the quality of life is great no matter what side of the tracks you call home.

Imagine Central Arkansas is an initiative of Metroplan. It is designed to initiate honest conversation with the folks who call the region home.

Our plan is to **LISTEN, COLLECT FEEDBACK AND PRIORITIZE** the key concerns that matter to all of us.

MAKE YOUR VOICE HEARD.
Join us for one of our upcoming Community Conversations.

- **Thursday, November 8:** Little Rock St. Mark Baptist Church (Family Life Center multi-purpose room) 6:00-7:00 p.m.
- **Sunday, November 13:** N. Little Rock Full Counsel Metro Church (Church at 10th & Maple) 6:00-7:00 p.m.
- **Thursday, November 18:** Little Rock Southeast Community Center 6:00-7:00 p.m.
- **Sunday, November 19:** Little Rock St. Edward Catholic Church 1:00-2:00 p.m.
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To learn more about what we're doing, call 501.372.3300 or...
Join the conversation at: ImagineCentralArkansas.org.

Posters, info cards, and ads, placed in Latin language magazines and newspapers and on Rock Region buses.

MEASURES OF SUCCESS

How do we know if we've been successful in bringing the public to the table? And what exactly is "success" in this context?

3P is a document that must be evaluated and improved upon to create and maintain effective public outreach continuously. By always evaluating public involvement activities, it is possible to improve or add new activities to Metroplan's outreach methods, and to stop activities that are identified as ineffective.

Few quantitative measures are readily available to most MPOs, which generally have small staffs and limited means to manipulate the data required for quantitative analysis. In addition to conducting statistical analysis on public participation activities surveys may be used from time to time to gauge the effectiveness of public participation techniques.

Participation Measures of Effectiveness

Outreach Method	Objectives/Measures of Effectiveness
Interagency Coordination	Stakeholders are well informed and coordinated. Projects and plans are being implemented on a timely and cost-effective basis.
Committee Groups	Membership, attendance and the frequency and nature of stakeholder and public comments received at meetings.
Public Meetings/Focus Groups	Number of attendees and comments received.
Surveys	Number of respondents.
Digital Maps	Number of views/comments
Branding	Individuals are aware of the MPO, its activities and products.
Marketing (paid)	Frequency and reach of messaging through TV, radio, social media, etc. Number of website hits and points of contact with the MPO as a result.
Media Outreach (press releases)	Number of media outlets that receive and subsequently distribute the information. Number of responses or points of contact with the MPO as a result.
Website	Number of site visitor and page views.
Social media	Number of page followers, views, interactions and impressions.
Traveling Exhibits/Displays	Number of attendees at the event and interactions with the MPO.
Newsletters	Number of newsletters distributed and the email open and click rate (tracked by the emailing tool)

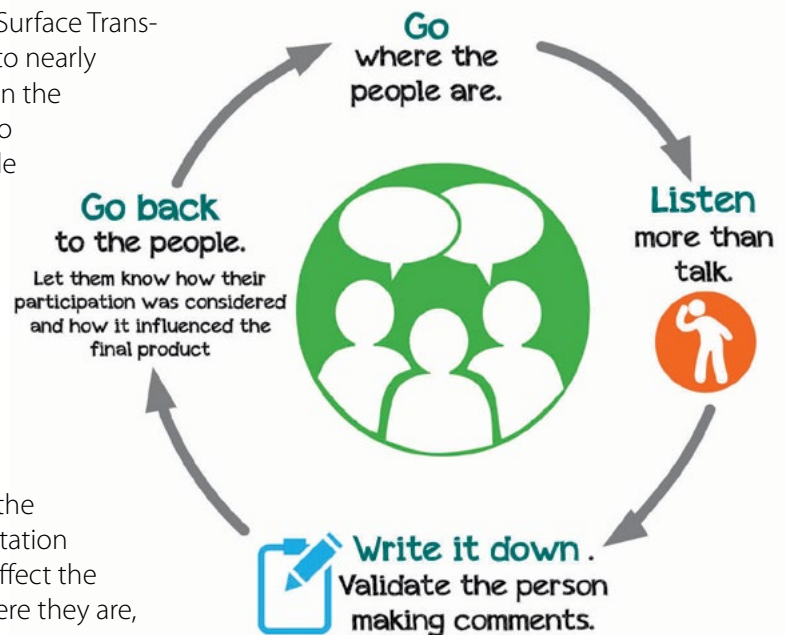
“Deliberation and debate is the way
you stir the soul of democracy.”

— Jesse Jackson

CONCLUSION

Signed into law in 1991, the landmark Intermodal Surface Transportation Act – ISTEA – made wholesale revisions to nearly every aspect of transportation planning, not least in the area of public participation. ISTEA directed MPOs to solicit “early and meaningful” involvement of people at each stage of decision making in the planning process, a requirement that has been carried through in each legislative iteration. Involving the public in planning and policy making became an interactive process that continues past the project timeline.

Metroplan embraced its new role and the challenges it posed. Our continuing role is to provide meaningful information that will educate the public with a depth of knowledge on the transportation planning process, as well as on timely issues that affect the region. Often, that means meeting the people where they are, ensuring the participation of the public. At the same time, We recognize that education is a two-way street: we listen and rely on input from people who live, work, play and go to school in central Arkansas communities. Writing down their ideas creates a collaborative effort between planners and the public, provides a transparent and easily understood process, and fosters trust. It is understood that developing and encouraging public participation is an ongoing effort that involves personal contact and follow-ups. Epitomizing this effort allows Metroplan the opportunity to demonstrate to the public the progress that was made and how their participation influenced the decision.



Staff Critique

Every public outreach effort is followed by a staff critique: Who participated? Did the target population participate? What worked? What didn't work? How could we improve? What did we learn? Did we listen effectively? Those questions are part of an ongoing conversation within Metroplan and, importantly, with the region's residents. It is vital for Metroplan to listen to the critiques given and always look for ways to optimize the public participation experience.



“ Just because something doesn't do what you planned it to do doesn't mean it's useless. ”

—Thomas Alva Edison

GLOSSARY

3-C	“Cooperative, Continuing, Comprehensive” (Federal requirement for metropolitan transportation planning)
3-P	Public Participation Plan (sometimes called PPP)
AICP	American Institute of Certified Planners
ALOP	Annual List of Obligated Projects
APA	American Planning Association
ArDOT	Arkansas Department of Transportation
AULP	Agreed Upon List of Projects
CALS	Central Arkansas Library System
CARTS	Central Arkansas Regional Transportation Study
FAST Act	Fixing America’s Surface Transportation Act
FHWA	Federal Highway Administration
FOIA	Freedom of Information Act
FTA	Federal Transit Administration
ISTEA	Intermodal Surface Transportation Efficiency Act (1992)
LEP	Limited English Proficiency
LRMTP	Long-Range Metropolitan Transportation Plan
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan (also called LRMTP)
PSA	Public Service Announcement
RAC	Regional Advisory Committees
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCC	Small Cities Council of the Metroplan Board of Directors
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
VPS	Visual Preference Survey

Reader Feedback

The CARTS Public Participation Plan (3-P) was developed with you, the reader, in mind. The Plan will be periodically reviewed by Metroplan staff and Board, and revised and updated as warranted. In order to make this document meaningful, it is vital that Metroplan receive feedback from its readers. Please write any comments, criticisms, questions or suggestions for improvement in the space provided below.

Optional Information:

Name: _____ Phone: _____

Address: _____

E-mail address: _____

- | | | |
|--|------------------------------|-----------------------------|
| 1. Was the Public Participation Plan informative? | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 2. Was the format easy to understand? | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 3. Were procedures and time frames clearly explained? | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 4. Do you have any questions that the PPP did not answer? | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 5. After reading this PPP, did you know whom to contact for further information? | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

How would you improve this publication? _____

Additional Comments: _____

Thank You!

Return to: METROPLAN • 501 W. Markham • Suite B • Little Rock, AR 72201

Fax: 501•372•8060

e-mail: comments@metroplan.org



METROPLAN

SMART PLANNING MAKES SMART PLACES.