

TITLE VI PROGRAM

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION

1311 CLAYTON STREET, SPRINGDALE, AR 72762

www.nwarpc.org

MAY 2013

APPROVED BY RPC/POLICY COMMITTEE MAY 22, 2013

PREPARED FOR
US DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
OFFICE OF CIVIL RIGHTS
TEAM ID #AR-39-0001
MARCH 2012

This report was funded in part through grant(s) from the Federal Highway Administration, Federal Transit Administration, and U.S. Department of Transportation.

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION NOTICE OF NONDISCRIMINATION

The Northwest Arkansas Regional Planning Commission (NWARPC) 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 NWARPC does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in the admission, access to and treatment in NWARPC's programs and activities, as well as the NWARPC's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the NWARPC's nondiscrimination policies may be directed to Celia Scott-Silkwood, AICP, Regional Planner – EEO/DBE (ADA/504/Title VI Coordinator), 1311 Clayton, Springdale, AR 72762, (479) 751-7125, (Voice/TTY 7-1-1 or 1-800-285-1131) or the following email address: cscott-silkwood@nwarpc.org. This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

TABLE OF CONTENTS

I. GENERAL INFORMATION/DEMOGRAPHICS.....3

II. JURISDICTION AND AUTHORITIES.....11

III. OBJECTIVES.....12

IV. REPORTING REQUIREMENT.....12

V. REQUIREMENT TO PROVIDE TITLE VI ASSURANCE.....13

VI. TITLE VI COMPLAINT PROCEDURES.....22

VII. NOTIFICATION OF BENEFICIARIES OF PROTECTION.....23

VIII. PROMOTION OF INCLUSIVE PUBLIC PARTICIPATION.....24

**APPENDIX A – NORTHWEST ARKANSAS PUBLIC TRANSIT-HUMAN SERVICES
COORDINATED TRANSPORTATION PLAN**

APPENDIX B – COMPLAINT FORM

APPENDIX C – PROMOTION OF INCLUSIVE PUBLIC PARTICIPATION

APPENDIX D – ENVIRONMENTAL JUSTICE MAPS

I. GENERAL INFORMATION/DEMOGRAPHICS

GRANT RECIPIENT: Northwest Arkansas Regional Planning Commission (NWARPC)

CITY/STATE: Springdale, Arkansas

GRANTEE NUMBER: AR-39-0001

EXECUTIVE OFFICIAL: Mr. Jeff Hawkins
Executive Director
Northwest Arkansas Regional Planning Commission
1311 Clayton Street, Springdale, Arkansas 72762

ON-SITE CONTACTS: Paul Justus and Cristina Scarlat

(1) ABOUT NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION AND NARTS

The Northwest Arkansas Regional Planning Commission (NWARPC) is a planning organization that serves local units of governments in Benton, Madison, and Washington Counties, Arkansas.

Since its formation in 1966, the Northwest Arkansas Regional Planning Commission has been working toward making Northwest Arkansas a more desirable place to live and work. Act 26 of 1955 (which provided for the formation of NWARPC) states as its purpose, "... to make those studies and plans for the metropolitan area or region that will guide the unified development of the area, that will eliminate planning duplication and promote economy and efficiency in the coordinated development of the area and the general welfare and prosperity of its people."

This organization is also the designated Metropolitan Planning Organization (MPO) for transportation in the Fayetteville-Springdale-Rogers Metropolitan Statistical Area (MSA). The Northwest Arkansas Regional Transportation Study area (NARTS) is the cooperative effort by participating governmental units, Arkansas Highway and Transportation (AHTD), transportation and transit providers, and other interested parties to develop the long-range transportation plan for the metropolitan area.

Member Jurisdictions

AHTD	AVOCA	BEAVER WATER DISTRICT
BELLA VISTA	BENTON COUNTY	BENTONVILLE
BETHEL HEIGHTS	CAVE SPRINGS	CENTERTON
DECATUR	ELKINS	ELM SPRINGS
FARMINGTON	FAYETTEVILLE	GARFIELD
GATEWAY	GENTRY	GOSHEN
GRAVETTE	GREENLAND	HIGHFILL
HINDSVILLE	HUNTSVILLE	JOHNSON
LINCOLN	LITTLE FLOCK	LOWELL
MADISON COUNTY	PEA RIDGE	PRAIRIE GROVE
ROGERS	SILAM SPRINGS	SPRINGDALE
SPRINGTOWN	ST. PAUL	SULPHUR SPRINGS
TONTITOWN	WASHINGTON COUNTY	WEST FORK
WINSLOW		

(2) SELECTED DEMOGRAPHICS

Basic Profile of Northwest Arkansas:

The Fayetteville-Springdale-Rogers Metropolitan Statistical Area currently encompasses four counties including Benton, Madison, and Washington Counties in Arkansas and, also, McDonald County to the north in Missouri. The Northwest Arkansas Transportation Study Area (NARTS) consists of Benton and Washington County. For the purpose of the Coordination Plan, this demographic profile will consider the NARTS two-county area.

Geography:

Benton County contains a total of 880 square miles. Benton County has 846 square miles of land and 43 square miles of water, while Washington County contains 956 square miles including 6 square miles of water. The two counties are divided from north to south by the Old Missouri Road/Butterfield trail that runs along a major watershed divide. On the west, most of the watershed flows into the Illinois River, which flows into Oklahoma. Eastern water flows into the White River basin, which contains the 31,700-acre Beaver Lake.

Benton County:

Benton County registered a population of 221,339 in Census 2010. This represents a 43.3 percent increase from the 153,406 Census 2000 population and an annual growth rate of 3.73 percent. On average there were 6,793.3 people per year moving to Benton County since Census day, April 1, 2000.

Benton County contains nineteen incorporated cities. All or part of nine Benton County cities fell within the Census defined Urbanized Area in Census 2010, including the cities of Bella Vista, Bethel Heights, Bentonville, Cave Springs, Centerton, Little Flock, Lowell, Pea Ridge, and Rogers. Siloam Springs meets the Census definition of an Urban Cluster. Most of the population of Benton County is located along the I-540 corridor.

Washington County:

Census 2010 counted a Washington County population of 203,065 people. This represents a 28.8 percent increase from the 153,406 Census 2000 population and an annual growth rate of 2.56 percent. On average there were 4,535 people per year moving to Benton County since Census day, April 1, 2000.

Washington County contains thirteen incorporated cities. Nine of these cities fall within the urbanized area criteria. These cities include Elkins, Elm Springs, Farmington, Fayetteville, Greenland, Johnson, Springdale, Prairie Grove, and Tontitown. Similar to Benton County, the majority of residents live close to the I-540 corridor.

Population:

The following table shows the Population of the NARTS two-county study area by community.

NORTHWEST ARKANSAS CITIES AND COUNTIES				
Population Growth Rate from Census 2000 to Census 2010				
	CENSUS	CENSUS	Population	10 Year
	2000	2010	Change	Projection
Community/Jurisdiction	Population	Population	Since 2000	2020
Benton Co., Unincorp.	44,009	44,402	393	50,064
AVOCA	423	488	65	598
BELLA VISTA	16,582	26,461	9,879	35,150
BENTONVILLE	19,730	35,301	15,571	47,323
BETHEL HEIGHTS	714	2,372	1,658	3,418
CAVE SPRINGS	1,103	1,729	626	2,361
CENTERTON	2,146	9,515	7,369	14,027
DECATUR	1,314	1,699	385	2,090
ELM SPRINGS - Ben Co.	13	38	25	57
GARFIELD	490	502	12	599
GATEWAY	116	405	289	575
GENTRY	2,165	3,158	993	3,874
GRAVETTE	1,810	2,325	515	2,782
HIGHFILL	379	583	204	833
LITTLE FLOCK	2,585	2,585	0	3,406
LOWELL	5,013	7,327	2,314	10,379
PEA RIDGE	2,346	4,794	2,448	6,381
ROGERS	38,829	55,964	17,135	71,600
SILOAM SPRINGS	10,843	15,039	4,196	18,483
SPRINGDALE* - Ben Co.	2,011	6,054	4,043	8,628
SPRINGTOWN	114	87	-27	131
SULPHUR SPRINGS	671	511	-160	505
Benton County Total	153,406	221,339	67,933	283,259
Washington Co., Unincorp.	38,341	38,142	-199	41,316
ELKINS	1,251	2,648	1,397	3,626
ELM SPRINGS - Wash Co.	1,031	1,497	466	1,799
ELM SPRINGS (total)	1,044	1,535	491	1,856
FARMINGTON	3,605	5,974	2,369	8,300
FAYETTEVILLE	58,047	73,580	15,533	89,321
GOSHEN	752	1,071	319	1,312
GREENLAND	907	1,259	352	1,510
JOHNSON	2,319	3,354	1,035	4,732
LINCOLN	1,752	2,249	497	2,644
PRAIRIE GROVE	2,540	4,380	1,840	5,690
SPRINGDALE - Wash Co.	43,787	63,743	19,956	81,098
SPRINGDALE (total)	45,798	69,797	23,999	89,725
TONTITOWN	942	2,460	1,518	3,460
WEST FORK	2,042	2,317	275	2,672
WINSLOW	399	391	-8	416
Washington County Total	157,715	203,065	45,350	247,893

Minority Population Trends: Northwest Arkansas, as can be seen with the table below, has experienced an in- migration of Latino or Hispanic population. Between the year 2000 and 2010 the two-county regions' total population grew by 36.4 percent while the Hispanic population grew from 26,401 to 65,741 or by 149.0 percent. From this it can be seen that the Hispanic population continues to increase at a faster rate than the general population. The Census 2010 Hispanic population figure of 65,741 makes up 15.5 percent of the 424,404 two-county total population. This Hispanic total population ratio is higher in the cities of Northwest Arkansas with an 18.4 percent and 26.7 percent ratio for Washington and Benton County Cities respectively.

Hispanic Population Growth in Northwest Arkansas: 2000 to 2010

Geographic	Total Population Census 2000	Hispanic Population Census 2000	Total Population Census 2010	Hispanic Population Census 2010	Total Pop. Change 2000-2010	Hispanic Pop. Change 2000-2010	Total Population Percent Change 2000-2010	Hispanic Population Percent Change 2000-2010	Percent Hispanic to Total Population in 2010
AVOCA	423	26	488	85	65	59	15.37%	226.92%	17.4%
BELLA VISTA (CDP)	16,582	168	26,461	688	9,879	520	59.58%	309.52%	2.6%
BENTONVILLE	19,730	1198	35,301	3074	15,571	1876	78.92%	156.59%	8.7%
BETHEL HEIGHTS	714	24	2,372	823	1,658	799	232.21%	3329.17%	34.7%
CAVE SPRINGS	1,103	24	1,729	77	626	53	56.75%	220.83%	4.5%
CENTERTON	2,146	87	9,515	1161	7,369	1074	343.38%	1234.48%	12.2%
DECATUR	1,314	217	1,699	483	385	266	29.30%	122.58%	28.4%
ELKINS	1,251	15	2,648	213	1,397	198	111.67%	1320.00%	8.0%
ELM SPRINGS	1,044	45	1,535	131	491	86	47.03%	191.11%	8.5%
FARMINGTON	3,605	79	5,974	352	2,369	273	65.71%	345.57%	5.9%
FAYETTEVILLE	58,047	2821	73,580	4725	15,533	1904	26.76%	67.49%	6.4%
GARFIELD	490	7	502	5	12	-2	2.45%	-28.57%	1.0%
GATEWAY	116	0	405	32	289	32	249.14%	---	7.9%
GENTRY	2,165	121	3,158	379	993	258	45.87%	213.22%	12.0%
GOSHEN	752	6	1,071	10	319	4	42.42%	66.67%	0.9%
GRAVETTE	1,810	53	2,325	94	515	41	28.45%	77.36%	4.0%
GREENLAND	907	20	1,259	41	352	21	38.81%	105.00%	3.3%
HIGHFILL	379	4	583	19	204	15	53.83%	375.00%	3.3%
JOHNSON	2,319	74	3,354	347	1,035	273	44.63%	368.92%	10.3%
LINCOLN	1,752	89	2,249	147	497	58	28.37%	65.17%	6.5%
LITTLE FLOCK	2,585	413	2,585	318	0	-95	0.00%	-23.00%	12.3%
LOWELL	5,013	448	7,327	1808	2,314	1360	46.16%	303.57%	24.7%
PEA RIDGE	2,346	24	4,794	276	2,448	252	104.35%	1050.00%	5.8%
PRAIRIE GROVE	2,540	52	4,380	196	1,840	144	72.44%	276.92%	4.5%
ROGERS	38,829	7490	55,964	17619	17,135	10129	44.13%	135.23%	31.5%
SILOAM SPRINGS	10,843	1518	15,039	3128	4,196	1610	38.70%	106.06%	20.8%
SPRINGDALE	45,798	9005	69,797	24692	23,999	15687	52.40%	174.20%	35.4%
SPRINGTOWN	114	10	87	11	-27	1	-23.68%	10.00%	12.6%
SULPHUR SPRINGS	671	112	511	22	-160	-90	-23.85%	-80.36%	4.3%
TONTITOWN	942	21	2,460	140	1,518	119	161.15%	566.67%	5.7%
WEST FORK	2,042	64	2,317	76	275	12	13.47%	18.75%	3.3%
WINSLOW	399	3	391	8	-8	5	-2.01%	166.67%	2.0%
Benton County (Cities Total)	107,373	11,944	112,547	30,102	5,174	18,158	4.82%	152.03%	26.7%
Washington County (Cities Total)	120,456	12,273	168,555	30,938	48,099	18,665	39.93%	152.08%	18.4%
Benton County Total	153,406	13,469	221,339	34,283	67,933	20,814	44.28%	154.53%	15.5%
Washington County Total	157,715	12,932	203,065	31,458	45,350	18,526	28.75%	143.26%	15.5%
NWA Regional Total	311,121	26,401	424,404	65,741	113,283	39,340	36.41%	149.01%	15.5%
Arkansas	2,673,400	86,866	2,915,918	186,050	242,518	99,184	9.07%	114.18%	6.4%

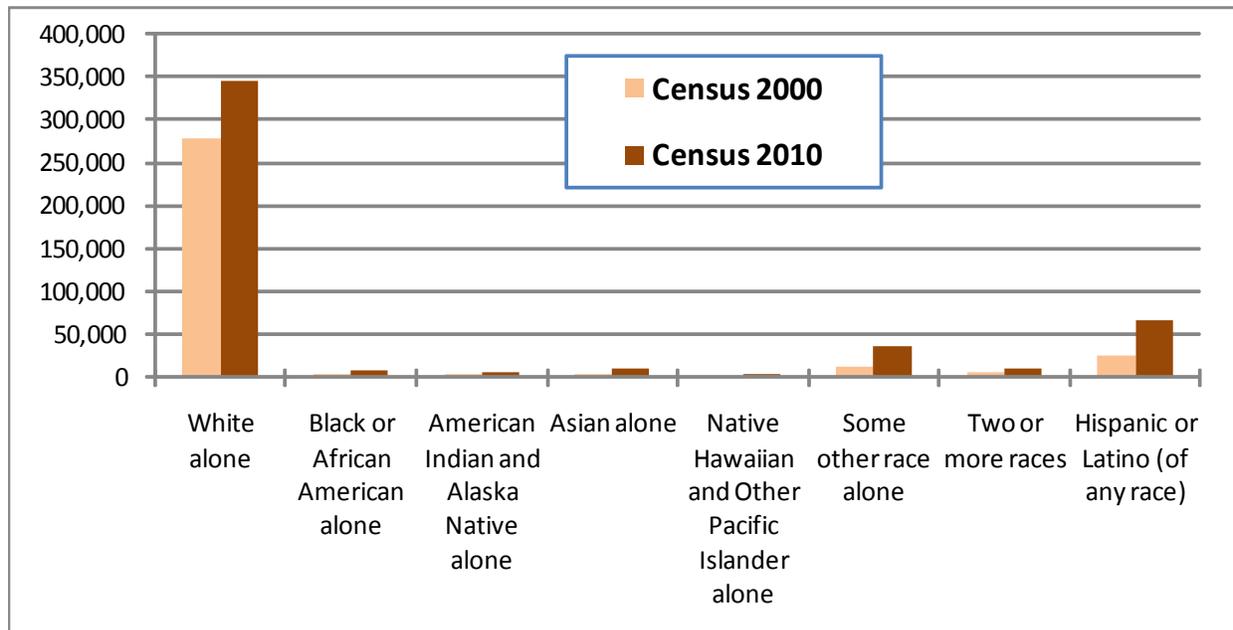
Source: U.S. Census Bureau, Census 2000. Table prepared by Northwest Arkansas Regional Planning Commission.

Census 2010 figures showing increase in minority groups in Northwest Arkansas

Other minority group populations have also increased in the Northwest Arkansas area. In particular the region’s population of Native Hawaiian or Pacific Islanders, which would include Marshallese Island immigrants, grew from 969 in Census 2000 to 4,799. This was a significant 395.25 percent increase in a decade. The table below shows that while the diversity of the Northwest Arkansas population is increasing rapidly, the total population in absolute numerical terms is still predominantly white.

Race and Hispanic Change from 2000 to Year 2010			
in Northwest Arkansas			
	Census 2000	Census 2010	Percent Change
Total Population	311,121	424,404	36.4%
White alone	278,219	345,070	24.0%
Black or African American alone	4,142	8,820	112.9%
American Indian and Alaska Native alone	4,954	6,144	24.0%
Asian alone	4,102	10,735	161.7%
Native Hawaiian and Other Pacific Islander alone	949	4,799	405.7%
Some other race alone	12,808	37,231	190.7%
Two or more races	5,947	11,605	95.1%
Hispanic or Latino (of any race)	26,323	65,741	149.7%

U.S. Census Bureau



Growing Hispanic and other immigrant groups, such as the Marshallese Island population, must be considered in the development of the area’s transportation needs and to maintain compliance with Title VI objectives. Interviews and surveys suggest that these immigrant groups are more accustomed to using public transit and might use transit if it were more readily available in Northwest Arkansas.

Poverty Level:

According to the U.S. Census American Community Survey (ACS) estimates for 2010, Benton County had 20,919 (9.4 %) living below the poverty level, a change from 15,201 (10.1%) recorded in Census 2000. The 2010 American Community Survey estimated that Washington County had 40,841 (21.0%) individuals living below the poverty level, up from 22,104 (14.6%) in Census 2000. These figures show that the poverty level in Washington County increased significantly since 2000.

Sixty-Five and Over Population:

Census 2010 recorded 26,986 (12.2 percent) people 65 years and over in Benton County and 19,641 (9.7 percent) in Washington County. This was up from Census 2000 which recorded 21,973 (14.3 percent) people 65 years and over in Benton County and 15,596 (9.8 percent) in Washington County. This represents a 22.8 percent increase in the 65 and over population in Benton County and a 25.9 percent increase in Washington County.

Disability Status:

The 2010 American Community Survey (ACS) estimated a population of 22,627 (10.2 percent) as having a disability in Benton County. This is down from 27,926 (19.1 percent) as recorded in Census 2000. The 2010 ACS estimated a disability status population of 22,348 (11.1 percent) in Washington County. This was down from 25,997 (18.1 percent) of the population recorded with disability status in Census 2000.

According to the 2010 ACS, an estimated 9,682, or 36.4 percent of the 65 or over age group in Benton County, have disability status. In Washington County, 6,290 individuals, or 35.5 percent of the 65 years and over population, had disability status.

Socio-Economic Conclusions:

- Given the current population age profile of the two-county Northwest Arkansas Study Area (NARTS) it can be seen that the senior citizen population is increasing in absolute terms while the aging population as a percentage of the overall total area population has slightly decreased. Given the attractions of Northwest Arkansas such as Beaver Lake, clean air, mild climate, and hospital expansion, an ongoing immigration in the retirement age population group are likely to continue.
- Disability rates on the whole have decreased in Benton County and Washington Counties when comparing Census 2000 information to American Community Survey 2010 estimates.

- By looking at the general trend between Census 2000 and the 2010 American Community Survey it can be seen that Benton County’s poverty rate has increased only slightly at the current economic slowdown. However, Washington County registered a significant increase in the poverty level in both absolute numbers and percent of total population. This may change as the economy continues to gradually improve.

Currently, based on U.S. Census data and the American Community Survey, it is estimated that Benton and Washington Counties have over 100,000 people in the demographic groups of below poverty, having disabilities, and 65 and older. These demographic groups, that potentially have a higher need of transportation services, continue to grow, hence the need to address the transportation services for these groups will increase with time.

(3) The Northwest Arkansas Public Transit-Human Services Coordinated Transportation Plan

The Northwest Arkansas Regional Planning Commission, as the Metropolitan Planning Organization (MPO) for Northwest Arkansas, is responsible for the comprehensive, continuing and cooperative transportation planning process as it relates to provision of coordinated public transit services to the elderly, persons with disabilities, and people with low income. The NWA Public Transit-Human Services Coordinated Transportation Plan (Coordination Plan), developed through a collaborative effort with area public transit providers, human services agencies, key stakeholders, and the public, seeks to respond to the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU)” requirements.

The federal transportation legislation, SAFETEA-LU, passed by Congress in 2005 requires that projects for certain Federal Transit Administration (FTA) programs be derived from a locally developed, coordinated public transit-human services transportation plan. The FTA programs that the Coordination Plan applies to are:

- Section 5310: Formula Grants for Special Needs of Elderly Individuals and Individuals with Disabilities
- Section 5316: Job Access and Reverse Commute Program
- Section 5317: New Freedom Program

The Coordination Plan is a locally developed, coordinated, public transit-human services transportation plan that has as its purpose:

- The identification of the transportation needs of individuals with disabilities, older adults, and people with low incomes,
- Provision of comprehensive strategies for meeting those local needs, and
- Prioritization of strategies for transportation services for funding and implementation.

The Coordination Plan contains chapters on selected demographics; the Plan development process, including public participation; available services of current providers; identification of high priority unmet travel needs and gaps in services; and opportunities to increase coordination, attain unmet travel needs, and close gaps in service. Please refer to Appendix A

(Northwest Arkansas Public Transit-Human Services Coordinated Transportation Plan), for the complete description of the Plan.

II. JURISDICTION AND AUTHORITIES

The Northwest Arkansas Regional Planning Commission (NWARPC) is a recipient of Federal Transit Administration (FTA) funding assistance and is therefore subject to the Title VI compliance conditions associated with the use of these funds pursuant to the following:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. Section 2000d).
- Federal Transit Laws, as amended (49 U.S.C. Chapter 53 et seq.).
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. 4601, et seq.).
- Department of Justice regulation, 28 CFR part 42, Subpart F, “Coordination of Enforcement of Nondiscrimination in Federally-Assisted Programs” (December 1, 1976, unless otherwise noted).
- DOT regulation, 49 CFR part 21, “Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964” (June 18, 1970, unless otherwise noted).
- Joint FTA/Federal Highway Administration (FHWA) regulation, 23 CFR part 771, “Environmental Impact and Related Procedures” (August 28, 1987).
- Joint FTA/FHWA regulation, 23 CFR part 450 and 49 CFR part 613, “Planning Assistance and Standards,” (October 28, 1993, unless otherwise noted).
- DOT Order 5610.2, “U.S. DOT Order on Environmental Justice to Address Environmental Justice in Minority Populations and Low-Income Populations,” (April 15, 1997).
- DOT Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient Person, (December 14, 2005).
- Section 12 of FTA’s Master Agreement (October 1, 2011).
- FTA Circular 4702.1A. “Title VI and Title VI-Dependent Guidelines for Federal Transit Administration Recipients, May 17, 2007.

III. OBJECTIVES

The Objectives of FTA’s Title VI Program, as set forth in FTA Circular 4702.1A, Title VI and Title VI-Dependent Guidelines for Federal Transit Administration Recipients,” are:

- Ensure that the level and quality of transportation service is provided without regard to race, color, or national origin;
- Identify and address, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects of programs and activities on minority populations and low-income populations;
- Promote the full and fair participation of all affected populations in transportation decision making;
- Prevent the denial, reduction, or delay in benefits related to programs and activities that benefit minority populations or low-income populations;
- Ensure meaningful access to programs and activities by persons with limited English proficiency

IV. REPORTING REQUIREMENTS

49 CFR Section 21.9(b) requires that recipients record and retain certain information and submit information to FTA as necessary or required. NWARPC, as the area MPO, and a recipient of FTA funding shall fulfill this requirement by submitting a compliance report to the responsible FTA regional office every four years.

V. REQUIREMENT TO PROVIDE TITLE VI ASSURANCES

A. Assurance of Authority of the Applicant and Its Representative

The authorized representative of the Applicant who signs these certifications, assurances, and agreements affirm that both the Applicant and its authorized representative have adequate authority under applicable state and local law and the Applicant's by-laws or internal rules to:

- (1) Execute and file the application for Federal assistance on behalf of the Applicant;
- (2) Execute and file the required certifications, assurances, and agreements on behalf of the Applicant binding the Applicant; and
- (3) Execute grant agreements and cooperative agreements with FTA on behalf of the Applicant.

B. Standard Assurances

The Applicant assures that it will comply with all applicable Federal statutes and regulations in carrying out any project supported by an FTA grant or cooperative agreement. The Applicant agrees that it is under a continuing obligation to comply with the terms and conditions of the grant agreement or cooperative agreement issued for its project with FTA. The Applicant recognizes that Federal laws and regulations may be modified from time to time and those modifications may affect project implementation. The Applicant understands that Presidential executive orders and Federal directives, including Federal policies and program guidance may be issued concerning matters affecting the Applicant or its project. The Applicant agrees that the most recent Federal laws, regulations, and directives will apply to the project, unless FTA issues a written determination otherwise.

C. Intergovernmental Review Assurance

The Applicant assures that each application for Federal assistance it submits to FTA has been or will be submitted for intergovernmental review to the appropriate state and local agencies as determined by the state. Specifically, the Applicant assures that it has fulfilled or will fulfill the obligations imposed on FTA by U.S. Department of Transportation (U.S. DOT) regulations, "Intergovernmental Review of Department of Transportation Programs and Activities," 49 CFR part 17.

D. Nondiscrimination Assurance

As required by 49 U.S.C. 5332 (which prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity), by Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and by U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation--Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21 at 21.7, the Applicant assures that it will comply with all requirements imposed by or issued pursuant to 49 U.S.C. 5332, 42 U.S.C. 2000d, and 49 CFR part 21, so that no person in the United States, on the basis of race, color, national origin, creed, sex, or age will be excluded from participation in,

be denied the benefits of, or otherwise be subjected to discrimination in any program or activity (particularly in the level and quality of transportation services and transportation-related benefits) for which the Applicant receives Federal assistance awarded by the U.S. DOT or FTA.

Specifically, during the period in which Federal assistance is extended to the project, or project property is used for a purpose for which the Federal assistance is extended or for another purpose involving the provision of similar services or benefits, or as long as the Applicant retains ownership or possession of the project property, whichever is longer, the Applicant assures that:

- (1) Each project will be conducted, property acquisitions will be undertaken, and project facilities will be operated in accordance with all applicable requirements imposed by or issued pursuant to 49 U.S.C. 5332, 42 U.S.C. 2000d, and 49 CFR part 21, and understands that this assurance extends to its entire facility and to facilities operated in connection with the project.
- (2) It will promptly take the necessary actions to effectuate this assurance, including notifying the public that complaints of discrimination in the provision of transportation-related services or benefits may be filed with U.S. DOT or FTA. Upon request by U.S. DOT or FTA, the Applicant assures that it will submit the required information pertaining to its compliance with these provisions.
- (3) It will include in each subagreement, property transfer agreement, third party contract, third party subcontract, or participation agreement adequate provisions to extend the requirements imposed by or issued pursuant to 49 U.S.C. 5332, 42 U.S.C. 2000d and 49 CFR part 21 to other parties involved therein including any subrecipient, transferee, third party contractor, third party subcontractor at any level, successor in interest, or any other participant in the project.
- (4) Should it transfer real property, structures, or improvements financed with Federal assistance provided by FTA to another party, any deeds and instruments recording the transfer of that property shall contain a covenant running with the land assuring nondiscrimination for the period during which the property is used for a purpose for which the Federal assistance is extended or for another purpose involving the provision of similar services or benefits.
- (5) The United States has a right to seek judicial enforcement with regard to any matter arising under the Act, regulations, and this assurance.
- (6) It will make any changes in its Title VI implementing procedures as U.S. DOT or FTA may request to achieve compliance with the requirements imposed by or issued pursuant to 49 U.S.C. 5332, 42 U.S.C. 2000d, and 49 CFR part 21.

E. Assurance of Nondiscrimination on the Basis of Disability

As required by U.S. DOT regulations, "Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance," at 49 CFR 27.9, the Applicant assures that, as a condition to the approval or extension of any Federal assistance awarded by FTA to construct any facility, obtain any rolling stock or other equipment, undertake studies, conduct research, or to participate in or obtain any benefit from any program administered by FTA, no otherwise qualified person with a disability shall be, solely by reason of that disability, excluded from participation in, denied the benefits of, or otherwise subjected to discrimination in any program or activity receiving or benefiting from Federal assistance administered by the FTA or any entity within U.S. DOT. The Applicant assures that project implementation and operations so assisted will comply with all applicable requirements of U.S. DOT regulations implementing the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, *et seq.*, and the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. 12101 *et seq.*, and implementing U.S. DOT regulations at 49 CFR parts 27, 37, and 38, and any other applicable Federal laws that may be enacted or Federal regulations that may be promulgated.

F. U.S. Office of Management and Budget (OMB) Assurances

Consistent with OMB assurances set forth in SF-424B and SF-424D, the Applicant assures that, with respect to itself or its project, the Applicant:

- (1) Has the legal authority to apply for Federal assistance and the institutional, managerial, and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management, and completion of the project described in its application;
- (2) Will give FTA, the Comptroller General of the United States, and, if appropriate, the state, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives;
- (3) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest or personal gain;
- (4) Will initiate and complete the work within the applicable project time periods following receipt of FTA approval;
- (5) Will comply with all applicable Federal statutes relating to nondiscrimination including, but not limited to:
 - (a) Title VI of the Civil Rights Act, 42 U.S.C. 2000d, which prohibits discrimination on the basis of race, color, or national origin;

- (b) Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. 1681 through 1683, and 1685 through 1687, and U.S. DOT regulations, "Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance," 49 CFR part 25, which prohibit discrimination on the basis of sex;
 - (c) Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, which prohibits discrimination on the basis of disability;
 - (d) The Age Discrimination Act of 1975, as amended, 42 U.S.C. 6101 through 6107, which prohibits discrimination on the basis of age;
 - (e) The Drug Abuse Office and Treatment Act of 1972, Pub. L. 92-255, March 21, 1972, and amendments thereto, 21 U.S.C. 1174 *et seq.* relating to nondiscrimination on the basis of drug abuse;
 - (f) The Comprehensive Alcohol Abuse and Alcoholism Prevention Act of 1970, Pub. L. 91-616, Dec. 31, 1970, and amendments thereto, 42 U.S.C. 4581 *et seq.* relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - (g) The Public Health Service Act of 1912, as amended, 42 U.S.C. 290dd-3 and 290ee-3, related to confidentiality of alcohol and drug abuse patient records;
 - (h) Title VIII of the Civil Rights Act, 42 U.S.C. 3601 *et seq.*, relating to nondiscrimination in the sale, rental, or financing of housing; and
 - (i) Any other nondiscrimination statute(s) that may apply to the project;
- (6) To the extent applicable, will comply with, or has complied with, the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, (Uniform Relocation Act) 42 U.S.C. 4601 *et seq.*, which, among other things, provide for fair and equitable treatment of persons displaced or persons whose property is acquired as a result of Federal or federally assisted programs. These requirements apply to all interests in real property acquired for project purposes and displacement caused by the project regardless of Federal participation in any purchase. As required by sections 210 and 305 of the Uniform Relocation Act, 42 U.S.C. 4630 and 4655, and by U.S. DOT regulations, "Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs," 49 CFR 24.4, the Applicant assures that it has the requisite authority under applicable state and local law to comply with the requirements of the Uniform Relocation Act, 42 U.S.C. 4601 *et seq.*, and U.S. DOT regulations, "Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs," 49 CFR part 24, and will comply with that Act or has complied with that Act and those implementing regulations, including but not limited to the following:
- (a) The Applicant will adequately inform each affected person of the benefits, policies, and procedures provided for in 49 CFR part 24;

- (b) The Applicant will provide fair and reasonable relocation payments and assistance as required by 42 U.S.C. 4622, 4623, and 4624; 49 CFR part 24; and any applicable FTA procedures, to or for families, individuals, partnerships, corporations, or associations displaced as a result of any project financed with FTA assistance;
 - (c) The Applicant will provide relocation assistance programs offering the services described in 42 U.S.C. 4625 to such displaced families, individuals, partnerships, corporations, or associations in the manner provided in 49 CFR part 24;
 - (d) Within a reasonable time before displacement, the Applicant will make available comparable replacement dwellings to displaced families and individuals as required by 42 U.S.C. 4625(c)(3);
 - (e) The Applicant will carry out the relocation process in such manner as to provide displaced persons with uniform and consistent services, and will make available replacement housing in the same range of choices with respect to such housing to all displaced persons regardless of race, color, religion, or national origin;
 - (f) In acquiring real property, the Applicant will be guided to the greatest extent practicable under state law, by the real property acquisition policies of 42 U.S.C. 4651 and 4652;
 - (g) The Applicant will pay or reimburse property owners for necessary expenses as specified in 42 U.S.C. 4653 and 4654, with the understanding that FTA will provide Federal financial assistance for the Applicant's eligible costs of providing payments for those expenses, as required by 42 U.S.C. 4631;
 - (h) The Applicant will execute such amendments to third party contracts and subagreements financed with FTA assistance and execute, furnish, and be bound by such additional documents as FTA may determine necessary to effectuate or implement the assurances provided herein; and
 - (i) The Applicant agrees to make these assurances part of or incorporate them by reference into any third party contract or subagreement, or any amendments thereto, relating to any project financed by FTA involving relocation or land acquisition and provide in any affected document that these relocation and land acquisition provisions shall supersede any conflicting provisions;
- (7) To the extent applicable, will comply with the Davis-Bacon Act, as amended, 40 U.S.C. 3141 *et seq.*, the Copeland "Anti-Kickback" Act, as amended, 18 U.S.C. 874, and the Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C. 3701 *et seq.*, regarding labor standards for federally assisted projects;
- (8) To the extent applicable, will comply with the flood insurance purchase requirements of section 102(a) of the Flood Disaster Protection Act of 1973, as amended, 42 U.S.C. 4012a(a), requiring the Applicant and its subrecipients in a special flood hazard area to participate in the program and purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more;

- (9) To the extent applicable, will comply with the Lead-Based Paint Poisoning Prevention Act, 42 U.S.C. 4831(b), which prohibits the use of lead-based paint in the construction or rehabilitation of residence structures;
- (10) To the extent applicable, will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities on which a construction project supported with FTA assistance takes place without permission and instructions from FTA;
- (11) To the extent required by FTA, will record the Federal interest in the title of real property, and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project;
- (12) To the extent applicable, will comply with FTA provisions concerning the drafting, review, and approval of construction plans and specifications of any construction project supported with FTA assistance. As required by U.S. DOT regulations, "Seismic Safety," 49 CFR 41.117(d), before accepting delivery of any building financed with FTA assistance, it will obtain a certificate of compliance with the seismic design and construction requirements of 49 CFR part 41;
- (13) To the extent applicable, will provide and maintain competent and adequate engineering supervision at the construction site of any project supported with FTA assistance to ensure that the complete work conforms with the approved plans and specifications, and will furnish progress reports and such other information as may be required by FTA or the state;
- (14) To the extent applicable, will comply with any applicable environmental standards that may be prescribed to implement the following Federal laws and executive orders:
 - (a) Institution of environmental quality control measures under the National Environmental Policy Act of 1969, as amended, 42 U.S.C. 4321 through 4335 and Executive Order No. 11514, as amended, 42 U.S.C. 4321 note;
 - (b) Notification of violating facilities pursuant to Executive Order No. 11738, 42 U.S.C. 7606 note;
 - (c) Protection of wetlands pursuant to Executive Order No. 11990, 42 U.S.C. 4321 note;
 - (d) Evaluation of flood hazards in floodplains in accordance with Executive Order No. 11988, 42 U.S.C. 4321 note;
 - (e) Assurance of project consistency with the approved state management program developed pursuant to the requirements of the Coastal Zone Management Act of 1972, as amended, 16 U.S.C. 1451 through 1465;
 - (f) Conformity of Federal actions to State (Clean Air) Implementation Plans under section 176(c) of the Clean Air Act of 1955, as amended, 42 U.S.C. 7401 through 7671q;

- (g) Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended, 42 U.S.C. 300f through 300j-6;
 - (h) Protection of endangered species under the Endangered Species Act of 1973, as amended, 16 U.S.C. 1531 through 1544; and
 - (i) Environmental protections for Federal transportation programs, including, but not limited to, protections for parks, recreation areas, or wildlife or waterfowl refuges of national, state, or local significance or any land from a historic site of national, state, or local significance to be used in a transportation project as required by 49 U.S.C. 303(b) and 303(c);
 - (j) Protection of the components of the national wild and scenic rivers systems, as required under the Wild and Scenic Rivers Act of 1968, as amended, 16 U.S.C. 1271 through 1287; and
 - (k) Provision of assistance to FTA in complying with section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f; with the Archaeological and Historic Preservation Act of 1974, as amended, 16 U.S.C. 469 through 469c ; and with Executive Order No. 11593 (identification and protection of historic properties), 16 U.S.C. 470 note;
- (15) To the extent applicable, will comply with the requirements of the Hatch Act, 5 U.S.C. 1501 through 1508 and 7324 through 7326, which limit the political activities of state and local agencies and their officers and employees whose primary employment activities are financed in whole or part with Federal funds including a Federal loan, grant agreement, or cooperative agreement except, in accordance with 49 U.S.C. 5307(k)(2) and 23 U.S.C. 142(g), the Hatch Act does not apply to a nonsupervisory employee of a public transportation system (or of any other agency or entity performing related functions) receiving FTA assistance to whom that Act does not otherwise apply;
- (16) To the extent applicable, will comply with the National Research Act, Pub. L. 93-348, July 12, 1974, as amended, 42 U.S.C. 289 *et seq.*, and U.S. DOT regulations, "Protection of Human Subjects," 49 CFR part 11, regarding the protection of human subjects involved in research, development, and related activities supported by Federal assistance;
- (17) To the extent applicable, will comply with the Laboratory Animal Welfare Act of 1966, as amended, 7 U.S.C. 2131 *et seq.*, and U.S. Department of Agriculture regulations, "Animal Welfare," 9 CFR subchapter A, parts 1, 2, 3, and 4, regarding the care, handling, and treatment of warm blooded animals held or used for research, teaching, or other activities supported by Federal assistance;
- (18) Will have performed the financial and compliance audits as required by the Single Audit Act Amendments of 1996, 31 U.S.C. 7501 *et seq.*, OMB Circular A-133, "Audits of States, Local Governments, and Non-Profit Organizations," Revised, and the most recent applicable OMB A-133 Compliance Supplement provisions for the U.S. DOT; and

- (19) To the extent applicable, will comply with all applicable provisions of all other Federal laws, regulations, and directives governing the project, except to the extent that FTA has expressly approved otherwise in writing.

LOBBYING CERTIFICATION

An Applicant that submits or intends to submit an application to FTA for Federal assistance exceeding \$100,000 is required to provide the following certification. FTA may not award Federal assistance exceeding \$100,000 until the Applicant provides this certification.

- A. As required by 31 U.S.C. 1352 and U.S. DOT regulations, "New Restrictions on Lobbying," at 49 CFR 20.110, the Applicant's authorized representative certifies to the best of his or her knowledge and belief that for each application to FTA for Federal assistance exceeding \$100,000:
- (1) No Federal appropriated funds have been or will be paid by or on behalf of the Applicant to any person to influence or attempt to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress regarding the award of Federal assistance, or the extension, continuation, renewal, amendment, or modification of any Federal assistance agreement; and
 - (2) If any funds other than Federal appropriated funds have been or will be paid to any person to influence or attempt to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any application for Federal assistance, the Applicant assures that it will complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," including information required by the instructions accompanying the form, which form may be amended to omit such information as authorized by 31 U.S.C. 1352.
 - (3) The language of this certification shall be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, subagreements, contracts under grants, loans, and cooperative agreements).
- B. The Applicant understands that this certification is a material representation of fact upon which reliance is placed by the Federal Government and that submission of this certification is a prerequisite for providing Federal assistance for a transaction covered by 31 U.S.C. 1352. The Applicant also understands that any person who fails to file a required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

PROCUREMENT COMPLIANCE

In accordance with 49 CFR 18.36(g)(3)(ii), each Applicant that is a state, local, or Indian tribal governments that is seeking Federal assistance to acquire property or services in support of its project is requested to provide the following certification. FTA also requests other Applicants to provide the following certification. An Applicant for FTA assistance to acquire property or services in support of its project that fails to provide this certification may be determined ineligible for award of Federal assistance for the project, if FTA determines that its procurement practices and procurement system are incapable of compliance with Federal laws, regulations and directives governing procurements financed with FTA assistance.

The Applicant certifies that its procurements and procurement system will comply with all applicable third party procurement provisions of Federal laws, regulations, and directives, except to the extent FTA has expressly approved otherwise in writing.

VI. TITLE VI COMPLAINT PROCEDURES

NWARPC has established a process for investigating and resolving complaints alleging Title VI discrimination related to MPO services, programs and its office.

NWARPC's ADA/504/Title VI Coordinator is responsible for overseeing investigations and responses to complaints of discrimination based on disability. A Title VI discrimination complaint may be filed within 180 days from the date of the alleged discrimination.

- Required complaint information includes:
 - ❑ Complainant's name, mailing address and daytime phone number.
 - ❑ Specific information relating to the incident in question: date, time, location, how the person was discriminated upon, and any other applicable details.

Complaints with incomplete information may result in delayed investigations and responses. NWARPC will not respond to complaints without the complainant's name and mailing address.

- Complaints may be submitted to NWARPC as follows:
 - ❑ By telephone to NWARPC, 479-751-7125. The ADA/504/Title VI Coordinator will speak to the complainant and obtain detailed information relating to the complaint. Information obtained from the telephone interview will be recorded in writing and read to the complainant.
 - ❑ In writing to the NWARPC ADA/504/Title VI Coordinator, 1311 Clayton, Springdale, AR 72762. Complaints may also be faxed to 479-521-7150 or emailed.
 - ❑ In person at NWARPC, 1311 Clayton, Springdale, AR 72762. Normal office hours are from 8:00 am until 5:00 pm, Monday through Friday. It is advisable to call the ADA/504/Title VI Coordinator in advance to schedule an appointment.

Within three business days upon receipt of a complaint, a letter will be mailed to the complainant with the following information:

- Acknowledgment that the complaint has been received and is pending investigation.
- Estimated date by which a response will be sent to the complainant.

The ADA/504/Title VI Coordinator will investigate the complaint and respond in writing within a reasonable time, not to exceed 30 days from the receipt of the complaint. The response will provide information concerning the resolution of the complaint.

A record of all complaints will be maintained by NWARPC for a minimum of five years. Each record will include the name and address of the complainant, nature of the complaint, problems identified, resolution of the complaint and any resulting modification made to a NWARPC program, service or its office facility.

A copy of the Complaint Form may be found in Appendix B.

VII. NOTIFICATION OF BENEFICIARIES OF PROTECTION

In order to comply with 49 CFR Section 21.9(d), NWARPC provides information to the public regarding their Title VI obligations and appries members of the public of the protections against discrimination afforded to them by Title VI.

- (1) NWARPC includes a Notice of Nondiscrimination in all plans, studies and processes. Documents produced since September 2010 include the following statement:

NWARPC Notice of Nondiscrimination

The Northwest Arkansas Regional Planning Commission complies with all civil rights provisions of federal statues and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the NWARPC does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in the admission, access to and treatment in NWARPC's programs and activities, as well as the NWARPC's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the NWARPC's nondiscrimination policies may be directed to Celia Scott-Silkwood, AICP, Regional Planner – EEO/DBE (ADA/504/Title VI Coordinator), 1311 Clayton, Springdale, AR 72762, (479-751-7125, (Voice/TTY 7-1-1 or 1-800-285-1131) or the following email address: cscott-silkwood@nwarpc.org. This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

- (2) The NWARPC's ADA/504/Title VI Coordinator performs the following tasks:
- Collaborates and coordinates ADA/504/Title VI compliance efforts with the staff. *NWARPC currently employs seven people. The Coordinator works closely with all the staff.*
 - Serves as point of contact/liaison to the public on ADA/504/Title VI compliance issues. *Contact information is provided on all NWARPC publications and posted on the website (since fall 2010).*
 - Establish and maintain collaborative relationships with critical external stakeholders, such as disability advocacy groups and government agencies. *All stakeholder groups and governmental agencies are notified of meetings, public input meetings, and document reviews.*
 - Monitor the NWARPC policies, procedures, practices and processes with respect to ADA/504/Title VI compliance, identify shortcomings in compliance and develop remedies.
 - Investigate and resolve complaints filed under the NWARPC's ADA/504/Title VI Complaint Procedures.
 - Monitor and update the implementation of the NWARPC's ADA/504Title VI Program.
 - Provide or coordinate the provision of requested auxiliary aids and reasonable accommodations to individuals with disabilities.
 - Perform ADA/504/Title VI program, process or compliance reviews; inspect facilities for accessibility.

VIII. PROMOTION OF INCLUSIVE PUBLIC PARTICIPATION

(1) NWARPC PUBLIC PARTICIPATION PLAN

NWARPC's Public Participation Plan (PPP) was approved in June 2007. The PPP was developed to ensure that the transportation planning process complies with federal requirements for public involvement and participation. The PPP states, "This document outlines procedures that are designed to promote and encourage public participation and involvement in the transportation planning process. These procedures will provide opportunities for citizens, employers, and transportation providers to contribute ideas and opinions early and at every stage of the planning process. Efforts will be made to assure participation by traditionally underserved individuals, including elderly, low income and minority individuals, persons with disabilities, and persons with limited English proficiency."

The PPP further states that, "The NARTS (NWARPC) will, to the extent reasonable and practical, ensure that the PPP will address the requirements for MPO public involvement as identified in 23 CFR 450.316 Interested parties, participation, and consultation." The PPP also address the requirements of the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU).

The policies and strategies detailed in the PPP do not specifically address the requirements of ADA/504/Title VI. However, the PPP does include a procedure for addressing complaints from the general public relating to discrimination due to a disability. The PPP can be found in Appendix C.

(2) PUBLIC MEETINGS

All meetings held by NWARPC are open to the public. Most meetings are held in the conference room at the NWARPC office building. The conference room is fully accessible. The NWARPC office building is accessible to para-transit buses in order to provide accessibility to the disabled.

When meetings are held in other locations, NWARPC endeavors to assure that the facility is accessible, externally and internally. All public input meetings are held on public transit bus lines, to allow non-drivers and disabled citizens to attend. Sign language interpreters are available for meetings if requested in advance of the meetings.

Documents can be made available in large print, on audiotape, or Braille, if requested in advance. All of this information is included in the NWARPC Notice of Nondiscrimination which is posted on the NWARPC website and included in all meeting legal notices published in area newspapers, including the local Spanish newspapers. These notices are posted in Spanish.

Additionally, a poster with the Notice of Nondiscrimination is prominently displayed at all public input meetings.

(3) ENVIRONMENTAL JUSTICE

The principles of environmental justice, as outlined by the Federal Highway Administration, were used to ensure that the process of transportation planning is consistent with the provisions of FHWA Order on Environmental Justice and Title VI of the Civil Rights Act of 1964. These provisions were adhered to throughout the community involvement of the 2035 Northwest Arkansas Regional Transportation Plan.

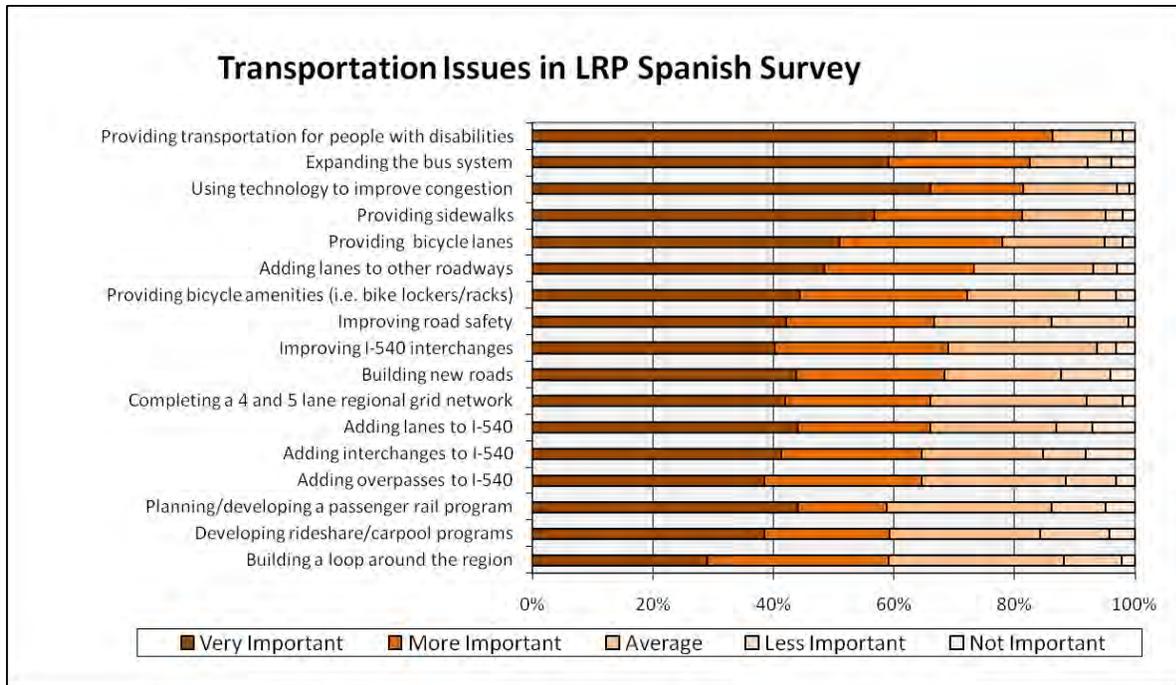
The three fundamental environmental justice principles, which require the inclusion of traditionally under-represented groups in transportation studies, are:

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority or low-income population.

Long Range Transportation Plan Update

In keeping with the principles and objectives of environmental justice, the MPO made special efforts to reach out to minorities and low-income groups within the region through media outlets and grass-roots outreach. These techniques included moving locations of the meetings to include meeting locations where the traditionally underserved gather, reaching out to the Hispanic and Marshallese communities and providing survey materials in Spanish as well as English.

The Long Range Plan Survey online was published in both English and Spanish, 7 web based survey responses in Spanish and 107 hard copy surveys were received. The hard copy surveys were distributed at key locations in both Washington and Benton Counties such as Spanish speaking Community Centers, NWA Clinic Center, Libraries and the Jones Center in Springdale. An example of the Long Range Transportation Survey in Spanish is summarized below:



An analysis of whether highway projects either underserved or unduly impacted minority groups was performed by overlaying the developed list of financially constrained projects over a map depicting concentrations of minority groups.

It was determined that the minority populations were neither underserved nor disproportionately impacted by adverse impacts.

- **Data collection for Environmental Justice:** A large part of the agency’s work program involves collecting, analyzing and reporting on data for the Northwest Arkansas metropolitan region. This task includes information on population, housing, employment, poverty, income, wages, transportation, traffic and growth. Member agencies and other groups use this data for activities such as planning and the distributing funds. Some of this data is hosted on the NWARPC website in the Regional Development Report. As an MPO and an affiliate of the Arkansas Census State Data Center, NWARPC makes data readily available to individuals and various organizations seeking such information.

It should be noted that further analytical techniques that determine the benefits and burdens placed on low income and minority groups are being advanced as the NWARPC Travel Demand Model is improved as with, for example, the possible addition of a transit component.

Please see the Environmental Justice maps in Appendix D.

ALL APPENDICES ARE INCLUDED IN THE ORIGINAL DOCUMENT, ON FILE AT THE NWARPC.

**NORTHWEST ARKANSAS
PUBLIC TRANSIT – HUMAN SERVICES
COORDINATED TRANSPORTATION
PLAN**

OCTOBER 2007

**DEVELOPED BY:
NWA REGIONAL PLANNING COMMISSION
ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
AREA PUBLIC TRANSIT AND HUMAN SERVICE AGENCIES
IN COOPERATION WITH:
US DEPARTMENT OF TRANSPORTATION
AND
FEDERAL TRANSIT ADMINISTRATION**

AREA PUBLIC TRANSIT PROVIDERS:

Ozark Regional Transit
Phil Pumphrey

University of Arkansas Razorback Transit
Gary Smith/Mike Seither

PARTICIPATING AREA HUMAN SERVICE AGENCIES:

Area Agency on Aging
Nadean Raney

Life Styles, Inc.
Carol Hart

United Way of NWA
Linda Brown

The Elizabeth Richardson Center
John Buck/William Bowen

Benton County Sunshine School
Allen Moots

NWA Economic Development District/AAA
Kaye Curtis/Mike Norton/Mike Galligan

Jones Center for Families, Inc.
Grace Donoho/Kathryn Birkhead

Adult Development Center of Benton County
Eddie Duncan

Office of Human Concern
Nancy Johnson

City of Siloam Springs
Ben Rhoads

OTHER CONTRIBUTORS:

Arkansas Support Network

Boys and Girls Club of Benton County

TABLE OF CONTENTS

- I. INTRODUCTION**
- II. PURPOSE OF THE PLAN**
- III. SELECTED DEMOGRAPHICS**
- IV. PLAN DEVELOPMENT PROCESS**
- V. AVAILABLE SERVICES OF CURRENT PROVIDERS**
- VI. IDENTIFICATION OF HIGH PRIORITY UNMET TRAVEL NEEDS AND GAPS IN SERVICES**
- VII. OPPORTUNITIES TO INCREASE COORDINATION, ATTAIN UNMET TRAVEL NEEDS, AND CLOSE GAPS IN SERVICE**

APPENDIX

- TWO-COUNTY MAP**
- SELECTED DEMOGRAPHICS**
- LOW INCOME MAP**
- PUBLIC INPUT SURVEY SUMMARY**

I. INTRODUCTION

The Northwest Arkansas Regional Planning Commission, as the Metropolitan Planning Organization (MPO) for Northwest Arkansas, is responsible for the comprehensive, continuing and cooperative transportation planning process as it relates to provision of coordinated public transit services to the elderly, persons with disabilities, and people with low income. The NWA Public Transit – Human Services Coordinated Transportation Plan (Coordination Plan), developed through a collaborative effort with area public transit providers, human services agencies, key stakeholders, and the public, seeks to respond to the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)” requirements.

SAFETEA-LU

The federal transportation legislation, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), passed by Congress in 2005 requires that projects for certain Federal Transit Administration (FTA) programs be derived from a locally developed, coordinated public transit – human services transportation plan.

The FTA programs that the Coordination Plan applies to are listed below:

- **Section 5310: Formula Grants for Special Needs of Elderly Individuals and Individuals with Disabilities**

The Section 5310 program was established in 1975 as a discretionary capital assistance program. In cases where public transit was inadequate or inappropriate, the program awarded grants to private non-profit organizations to serve the transportation needs of elderly persons and persons with disabilities.

The goal of the Section 5310 program is to improve mobility for elderly individuals and individuals with disabilities throughout the country. Toward this goal, FTA provides financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of elderly individuals and individuals with disabilities in all areas – urbanized, small urban, and rural. The program requires coordination with other federally assisted programs and services in order to make the most efficient use of federal resources.

- **Section 5316: Job Access and Reverse Commute Program**

The Job Access and Reverse Commute (JARC) Transportation Program was established in 1999 as part of the Transportation Equity Act for the 21st Century (TEA-21) and was continued under Section 5316 of the federal transportation legislation, SAFETEA-LU, passed by Congress in 2005, and is codified under 49 U.S.C. Section 5316.

The JARC program actually authorizes two kinds of grants: 1) Job Access grants that are aimed at developing new transportation services for low-income workers and/or filling in gaps in existing services and 2) Reverse commute projects that provide transportation to suburban jobs from urban, rural and other suburban

locations. Grantees are required to provide a 50 percent match for operating and a 20 percent match for capital projects.

The purpose of the JARC program is to provide a framework for the coordination and development of projects that will enhance transportation needs of two specific groups:

1. Temporary Assistance to Needy Families (TANF) recipients.
2. Low-income individuals (150 percent of poverty level).

- **Section 5317: New Freedom Program**

The primary objective of the New Freedom program is to provide “new public transportation services” and “public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990”. A new transportation service is any service or activity that was not operational before August 10, 2005 and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the State Transportation Improvement Plan or the local Transportation Improvement Plan. A new project must meet ADA requirements.

II. PURPOSE OF THE PLAN

The Coordination Plan is a locally developed, coordinated, public transit-human services transportation plan that has as its purpose:

- The identification of the transportation needs of individuals with disabilities, older adults, and people with low incomes,
- Provision of comprehensive strategies for meeting those local needs, and
- Prioritization of strategies for transportation services for funding and implementation.

The Coordination Plan also maximizes the human service programs’ collective coverage by minimizing duplication of services. Thus, the investment of applicable FTA program funds will be done in a cost-effective manner with optimal impact. The Plan then, becomes a framework for project creations that will utilize Section 5310, 5316 and 5317 funding.

The Coordination Plan is intended to be flexible, since the information in this Plan may change over time as federal and state guidelines change, and it is designed to be able to take advantage of any potential opportunities that may become available.

III. SELECTED DEMOGRAPHICS

Basic Profile of Northwest Arkansas:

The Fayetteville-Springdale-Rogers Metropolitan Statistical Area currently encompasses four counties including Benton, Madison, and Washington Counties in Arkansas and, also, McDonald County to the north in Missouri. The Northwest Arkansas Transportation Study Area (NARTS) consists of Benton and Washington County. For the purpose of the Coordination Plan, this demographic profile will consider the NARTS two-county area.

Geography:

Benton County contains a total of 880 square miles. Benton County has 846 square miles of land and 43 square miles of water, while Washington County contains 956 square miles including 6 square miles of water. The two counties are divided from north to south by the Old Missouri Road/Butterfield trail that runs along a major watershed divide. On the west, most of the watershed flows into the Illinois River, which flows into Oklahoma. Eastern water flows into the White River basin, which contains the 31,700-acre Beaver Lake.

Benton County:

Benton County registered a population of 153,406 in Census 2000. The U.S. Census estimates the population of Benton County to be 196,045 on July 1, 2006, a 27.8 percent increase from the 153,406 Census 2000 figure. This shows a rapid growth rate of 4.4 percent per year or 6, 832 people per year moving to Benton County since Census day, April 1, 2000.

Benton County contains 18 incorporated cities. All or part of six Benton County cities fell within the census defined urbanized area in Census 2000, including the cities of Bethel Heights, Bentonville, Little Flock, Lowell, Rogers, and Siloam Springs. Bella Vista, incorporated on December 12, 2006 with a population of 15,632, could also be characterized as an urbanized place. Most of the population of Benton County is located along the I-540 corridor.

Washington County:

Census 2000 counted a Washington County population of 157,715 people. The U.S. Census estimates the population of Washington County to be 186,521 on July 1, 2006, an 18.2 percent increase from the 157,715 Census 2000 figure. This shows a growth rate of 2.9 percent per year or 4,599 people per year moving to Washington County since Census day, April 1, 2000.

Washington County contains 13 incorporated cities. Seven of these cities fall within the urbanized area criteria. These cities include Elkins, Elm Springs, Farmington, Fayetteville, Greenland, Johnson, and Springdale. Similar to Benton County, the majority of residents live close to the I-540 corridor.

Population:

The following table shows the Population of the NARTS two-county study area by community.

BENTON & WASHINGTON COUNTY CITIES 2007 POPULATION/GROWTH ESTIMATES Based on dwelling unit permits (*Special Census Conducted)				
Community	CENSUS 2000 Population	POPULATION ESTIMATE Population	Population Increase	10 year Projection
AVOCA	423	496	73	632
BELLA VISTA*	15,632	22,899	7,267	31,147
BENTONVILLE*	19,730	30,672	10,942	42,264
BETHEL HEIGHTS	714	2,258	1,544	3,438
CAVE SPRINGS	1,103	1,616	513	2,304
CENTERTON*	2,146	7,631	5,485	11,894
DECATUR	1,314	1,692	378	2,154
ELKINS*	1,251	2,445	1,194	3,491
ELM SPRINGS	1,044	1,584	540	1,996
FARMINGTON*	3,605	4,848	1,243	6,953
FAYETTEVILLE*	58,047	68,924	10,877	84,938
GARFIELD	490	490	NR	599
GATEWAY	116	494	378	750
GENTRY	2,165	2,990	825	3,745
GOSHEN	752	980	228	1,213
GRAVETTE	1,810	2,382	572	2,960
GREENLAND	907	1,301	394	1,627
HIGHFILL	379	703	324	1,073
HUNTSVILLE**	2,046	2,289	243	2,697
JOHNSON	2,319	3,523	1,204	5,269
LINCOLN	1,752	2,125	373	2,522
LITTLE FLOCK	2,585	3,189	604	4,529
LOWELL	5,013	7,078	2,065	10,572
PEA RIDGE	2,346	4,312	1,966	5,920
PRAIRIE GROVE*	2,540	3,583	1,043	4,671
ROGERS*	38,829	51,990	13,161	68,288
SILOAM SPRINGS*	10,843	14,413	3,570	18,152
SPRINGDALE*	45,798	65,001	19,203	85,932
SPRINGTOWN	114	114	NR	182
SULPHUR SPRINGS	671	690	19	790
TONTITOWN	942	1,923	981	2,796
WEST FORK	2,042	2,356	314	2,803
WINSLOW	399	399	NR	433

** Boundary Change Population Certification: This figure represents the Census 2000

Population with the new boundary

NR = Not Recorded

Poverty, age, and disability:

According to Census 2000, Benton and Washington Counties had 15,201(10.1%) and 22,104 (14.6%) individuals living below the poverty level. The percentage of individuals living in poverty remained about the same (10.9% and 15.6%) for the two counties as recorded in the 2006 American Community Survey. Absolute numbers for poverty are not given in the American Community Survey. However, with the county growth rates cited above, it can be assumed that the total number of individuals living below the poverty level has increased accordingly.

Census 2000 recorded 21,973 people 65 years and over in Benton County and 15,596 in Washington County. The 2006 American Community Survey estimated this population to have increased to 23,976 and 17,542 for each of the counties.

Census 2000 recorded 27,926 or 19.1 percent of the total population of 140,766 as having a disability in Benton County. Washington County had 25,997 or 18.1 percent of a total 143,840 population recorded with disability status in Census 2000. In 2006 the American Community Survey showed these figures as increasing to 31,345 and 26,979 in Benton and Washington Counties.

According to Census 2000, in Benton County 37.1 percent of the 65 years and over population held disability status. In Washington County, 44.5 percent of the 65 years and over population had a disability.

Socio-Economic Conclusions:

- Given the current population age profile of the two-county Northwest Arkansas Study Area (NARTS) it can be seen that the senior citizen population is increasing not only in absolute terms but, also, as a percentage of the overall total area population. Also, with the attractions of Northwest Arkansas such as Beaver Lake, clean air, and hospital expansion, an ongoing immigration in the retirement age group will likely continue.
- Disability rates on the whole are likely to increase due to advances made in the medical field that will increase life longevity and birth rate survival rates.
- By looking at the general trend between Census 2000 and the 2006 American Community survey it can be concluded that, given stable economic conditions, the percentage level of low-income persons will remain about the same over time. However, given the continuing growth trend of the general population, the absolute numbers of low-income persons will rise accordingly.

Currently, based on U.S. Census data, it is estimated that Benton and Washington Counties have between 80,000 and 100,000 people in the demographic groups of below poverty, having disabilities, and 65 and older. These demographic groups, that potentially have a higher need of transportation services, continue to grow, hence the need to address the transportation services for these groups will increase with time.

IV. PLAN DEVELOPMENT PROCESS

Development of the Coordination Plan involved the participation of local transportation providers and service agencies, as well as other interested parties, who desired to become stakeholders in the transportation coordination process. Also participating in the process were the Arkansas Highway and Transportation Department and NWARPC staff, who directed the process.

The Plan development process began with a meeting invitation to identified transit providers and human services agencies. A letter explaining SAFETEA-LU requirements, the Plan's purpose, and the date, time and place was sent to the following agencies:

Adult Development Center of Benton County	Benton County Sunshine School
Faith in Action, Fayetteville	Salvation Army Shelter, Bentonville
Ozark Regional Transit, Springdale	Razorback Transit, U of A
Area Agency on Aging, Harrison	Office of Human Concern, Rogers
Life Styles, Fayetteville	Bella Vista Courtesy Transportation
Arkansas Support Network, Springdale	United Way of Northwest Arkansas
Jones Center for Families, Inc., Springdale	Elizabeth Richardson Center, Springdale
City of Siloam Springs, Para-transit Dept.	Community Resource Group, Fayetteville
Decision Point, Springdale	Ozark Guidance Center, Springdale
Ark. Dept. of Health and Human Services	Health Dept. of Washington County
Youth Bridge, Fayetteville	Youth Bridge, Centerton
Ark. Highway and Transportation Dept.	Economic Opportunity Agency of Wa. Co.
Jefferson Lines, Minneapolis, MN	Ark. Workforce Center, Siloam Springs
Greyhound Bus Lines, Dallas, TX	Kerrville Bus Co., San Antonio, TX

The Initial Stakeholder Meeting was held August 2, 2007. The agenda included:

1. Role of Metropolitan Planning Organization
2. Coordination Planning – Cooperative Effort with AHTD
3. Explanation of the Coordination Plan
4. Inventory Analysis – The group was asked to complete an Inventory Data sheet.
5. Gaps in Services and Coordination Opportunities – General discussion on unmet needs/gaps in services and coordination opportunities.

The Second Stakeholder Meeting was held August 13, 2007. The agenda included:

1. Transit Needs/Gaps in Services – The group discussed, in depth, the needs/gaps identified in the previous meeting. A list was compiled.
2. Coordination Opportunities – The group discussed and listed coordination opportunities.

- Public Input Meeting – The group set a date for a Public Input Meeting. They also discussed questions that could be used on a survey to be distributed at the Public Input Meeting.

A Transit Coordination Public Input Meeting was held August 29, 2007, from 4:00 PM to 7:00 PM, at the Jones Center for Families, Inc. Ozark Regional Transit and Razorback Transit had display tables featuring maps of routes, brochures, and staff members were on-hand to answer questions. 65 people signed in at the meeting. 63 surveys were completed. (For a summary of the results of the survey see the Appendix.)

The Third Stakeholder Meeting was held September 11, 2007. The agenda included:

- Discussion of the Public Input Meeting and Survey Summary
- Discussion of Unmet Needs/Gaps in Services (See tables below)
- Discussion of Coordination Opportunities

Based upon previous planning sessions with key stakeholders, as well as the public comments from the Transit Coordination Public Input Meeting, the following presents an **un-prioritized** list of unmet needs/service gaps that must be addressed to meet some of the needs of transit dependent persons:

Un-prioritized Unmet Travel Needs/Service Gaps – August/September 2007

	Older Adults	People with Disabilities	People with Lower Incomes
Employment	<ul style="list-style-type: none"> Weekend service Evening service 24/7/365 Holiday and special events Transportation from rural to urban Transportation from small cities to larger cities Need door to door service In order to do volunteer work, need service that is safe and convenient 	<ul style="list-style-type: none"> Weekend service Evening and late hour service Changes in shift time 24/7/365 Holiday and special events Transportation from rural to urban Transportation from small cities to larger cities Need door to door service 	<ul style="list-style-type: none"> Weekend service Evening and late hour service Early morning service Transportation for employment overtime Changes in employment shift time 24/7/365 Holiday and special events Transportation from rural to urban Transportation from small cities to larger cities
Medical	<ul style="list-style-type: none"> Transportation from rural to urban Transportation from small cities to larger cities Transportation services must assist individuals with infirmities from home to van, on and off van, assist into medical facilities Need door to door service Service must be affordable 	<ul style="list-style-type: none"> Transportation from rural to urban Transportation from small cities to larger cities Transportation services must assist individuals with disabilities from home to van, on and off van, assist into medical facilities Need door to door service Service must be affordable 	<ul style="list-style-type: none"> Transportation from rural to urban Transportation from small cities to larger cities Service must be affordable

Un-prioritized General Needs and Gaps Impacting all Categories of Users:

- Lack of adequate funding to expand all types of transportation to serve all categories of users.
- Need to expand public transit to serve the entire region; often service is not provided in areas that might be more apt to use public transit
- Lack of a safe and interconnecting sidewalk, bike lane, trail system to move people to public transit routes
- Need more dial-a-ride availability
- Need more night and weekend service for shopping and education, as well as employment, medical and social services
- Need additional advertising or education on the availability of public transit
- More encouragement from city officials, and increased funding
- On a fixed route, bus at least every hour, with more on-time schedules
- More bus stops, clearly marked
- Informational kiosks at bus stops
- Less wait time for buses
- Route numbers on buses are not clearly marked
- Additional buses
- Improve safety in vehicles, i.e. seat belts, lifts, general equipment maintenance
- Need benches and/or shelters at bus stops and other points of pick up and drop off
- Proper curb ramps for disabled
- Need a coordinated evacuation plan for an emergency – nursing facilities, assisted living, and hospitals
- Part time drivers, and drivers with CDL
- Additional drivers
- Need driver training
- Drivers that speak Spanish or Marshallese
- Additional dispatchers and schedulers
- Need to identify specific destinations that need more services

The Fourth Stakeholders Meeting was held September 27, 2007. The focus of the meeting concerned the Draft Coordination Plan. The group finalized the Coordination Opportunities that would be included in the Plan and unanimously approved the Draft Coordination Plan to go forward to Public Comment.

A Public Comment period, for review of the Draft Public Transit – Human Services Coordinated Transportation Plan (Coordination Plan), was held between October 15 and October 29, 2007.

The Stakeholders group formally adopted the Coordination Plan, on November 1, 2007. The Coordination Plan may follow the update cycle for the Northwest Arkansas 2030 Regional Transportation Plan.

V. AVAILABLE SERVICES OF CURRENT PROVIDERS

The availability of transportation services to the two-county region is dependent upon public, private and nonprofit providers. While the list below indicates providers who were contributors to this Plan, other services may be available that are not listed here.

Agency: Adult Development Center of Benton County

Service Area	Washington and Benton Counties
Total \$ Amount Spent on Client Transportation per Year	\$114,000
Type of Clientele: Disabled, Low-Income, Elderly	Adults with disabilities
Type of Service: Fixed Route or Demand Responsive	Fixed Route
Number and Average Fleet Age of Vehicles	Average age: 5.6 years
Number of Active FTA Vehicles Used	Six
Number ADA Accessible	Five
Average Seating Capacity per Vehicle	Average 18; Four are 21 passenger
Average Number of Riders per Day	85 to 90
Average Number of Riders per Vehicle per Day	18
Average Number of Days Operated Per Week	Five

Agency: Area Agency on Aging

Service Area	Baxter, Benton, Boone, Carroll, Madison, Marion, Newton, Searcy, Washington Co.
Total \$ Amount Spent on Client Transportation per Year	Contracted Service
Type of Clientele: Disabled, Low-Income, Elderly	Elderly
Type of Service: Fixed Route or Demand Responsive	Demand Response
Number and Average Fleet Age of Vehicles	Two vehicles; Average age: 3 years
Number of Active FTA Vehicles Used	One
Number ADA Accessible	One
Average Seating Capacity per Vehicle	13
Average Number of Riders per Day	18
Average Number of Riders per Vehicle per Day	Nine
Average Number of Days Operated Per Week	Five

Agency: Elizabeth Richardson Center

Service Area	Washington, Benton, and Madison Counties
Total \$ Amount Spent on Client Transportation per Year	\$200,000
Type of Clientele: Disabled, Low-Income, Elderly	Individuals with disabilities
Type of Service: Fixed Route or Demand Responsive	Combination
Number and Average Fleet Age of Vehicles	16 vehicles; average age: 6.3 years
Number of Active FTA Vehicles Used	6
Number ADA Accessible	9 vehicles with lifts
Average Seating Capacity per Vehicle	10.3
Average Number of Riders per Day	73
Average Number of Riders per Vehicle per Day	6.08
Average Number of Days Operated Per Week	5

Agency: Life Styles, Inc.

Service Area	Washington and Benton Counties
Total \$ Amount Spent on Client Transportation per Year	\$155,759
Type of Clientele: Disabled, Low-Income, Elderly	Individuals with disabilities
Type of Service: Fixed Route or Demand Responsive	Demand Response
Number and Average Fleet Age of Vehicles	4 vehicles; average age: 4.5 years
Number of Active FTA Vehicles Used	2
Number ADA Accessible	2
Average Seating Capacity per Vehicle	7.75
Average Number of Riders per Day	31
Average Number of Riders per Vehicle per Day	7.5
Average Number of Days Operated Per Week	7

Agency: Jones Center for Families, Inc.

Service Area	Washington County
Total \$ Amount Spent on Client Transportation per Year	\$2,008.45
Type of Clientele: Disabled, Low-Income, Elderly	Elderly, Disabled, and Low-Income
Type of Service: Fixed Route or Demand Responsive	Demand Response
Number and Average Fleet Age of Vehicles	1 vehicle; average age 5 years
Number of Active FTA Vehicles Used	1
Number ADA Accessible	1
Average Seating Capacity per Vehicle	11
Average Number of Riders per Day	Varies
Average Number of Riders per Vehicle per Day	Varies
Average Number of Days Operated Per Week	1

Agency: Northwest Arkansas Economic District

Service Area	Washington County
Total \$ Amount Spent on Client Transportation per Year	\$204,118
Type of Clientele: Disabled, Low-Income, Elderly	Elderly
Type of Service: Fixed Route or Demand Responsive	Demand Response
Number and Average Fleet Age of Vehicles	11 vehicles; average age: 5 years
Number of Active FTA Vehicles Used	5
Number ADA Accessible	1
Average Seating Capacity per Vehicle	13
Average Number of Riders per Day	85
Average Number of Riders per Vehicle per Day	11 vans at 7 sites; ridership varies from 3 to 25 per vehicle
Average Number of Days Operated Per Week	5

Agency: Office of Human Concern

Service Area	Benton County
Total \$ Amount Spent on Client Transportation per Year	\$154,798
Type of Clientele: Disabled, Low-Income, Elderly	Elderly
Type of Service: Fixed Route or Demand Responsive	Demand Response
Number and Average Fleet Age of Vehicles	9 vehicles; average age 6 years
Number of Active FTA Vehicles Used	4
Number ADA Accessible	0
Average Seating Capacity per Vehicle	13
Average Number of Riders per Day	74
Average Number of Riders per Vehicle per Day	9 vans at 3 sites; ridership varies from 3 to 13 per vehicle
Average Number of Days Operated Per Week	5

Agency: Ozark Regional Transit

Service Area	Benton, Carroll, Madison, Washington Counties
Total \$ Amount Spent on Client Transportation per Year	\$2.3 million
Type of Clientele: Disabled, Low-Income, Elderly	Elderly, Disabled, Low-Income, General Public
Type of Service: Fixed Route or Demand Responsive	Both
Number and Average Fleet Age of Vehicles	25 vehicles; average age 5 years
Number of Active FTA Vehicles Used	16
Number ADA Accessible	All
Average Seating Capacity per Vehicle	20, from 5 to 49 passengers
Average Number of Riders per Day	550
Average Number of Riders per Vehicle per Day	20 to 160
Average Number of Days Operated Per Week	5

Agency: City of Siloam Springs

Service Area	Siloam Springs city limits
Total \$ Amount Spent on Client Transportation per Year	Unavailable
Type of Clientele: Disabled, Low-Income, Elderly	Elderly, Individuals with disabilities
Type of Service: Fixed Route or Demand Responsive	Demand Response
Number and Average Fleet Age of Vehicles	1 station wagon, 12 years old; 1 van, 2 years old
Number of Active FTA Vehicles Used	None
Number ADA Accessible	Van only
Average Seating Capacity per Vehicle	4
Average Number of Riders per Day	8
Average Number of Riders per Vehicle per Day	1
Average Number of Days Operated Per Week	5

Agency: Razorback Transit, University of Arkansas

Service Area	City of Fayetteville
Total \$ Amount Spent on Client Transportation per Year	\$2,219,414
Type of Clientele: Disabled, Low-Income, Elderly	Elderly, Disabled, Low-Income, Students, General Public
Type of Service: Fixed Route or Demand Responsive	Fixed Route and Complementary Paratransit
Number and Average Fleet Age of Vehicles	21 buses; average age: 12.28 years 5 vans; average age: 4.6 years
Number of Active FTA Vehicles Used	All
Number ADA Accessible	All
Average Seating Capacity per Vehicle	Buses: 33 Vans: 12
Average Number of Riders per Day	Buses: 4,660 Vans: 32
Average Number of Riders per Vehicle	Buses: 338 Vans: 10
Average Number of Days Operated Per Week per Day	6 days per week for 9 months 5 days per week for 3 months Average of 5.75 days

VI. IDENTIFICATION OF HIGH PRIORITY UNMET TRAVEL NEEDS AND GAPS IN SERVICES.

Recognizing that funding for services is always at the forefront for provision of current services, as well as expansion of services, the following are **High Priority Unmet Needs/Gaps in Services** that impact elderly persons, persons with disabilities, and low income persons.

ACCESS

- To medical and health care services/facilities.
- To employment. Employment and return trip services are needed, especially addressing overtime work and shift changes.
- To education, shopping, and social services.

ADDITIONAL AND AFFORDABLE TRANSIT SERVICES

- To include weekends, evenings/nights, holidays and special events for all categories of users.
- Need additional door-to-door services for older and disabled people.
- To include more dial-a-ride availability.
- To include the entire two-county region
 - From rural areas to urban areas
 - From smaller cities to larger cities.

A LACK OF FORMAL COORDINATION BETWEEN PROVIDERS

- An open and continuous planning process between human service agencies and transit providers is necessary to optimize coordination of services.
- There is a need for a coordinated effort to disseminate comprehensive transportation service information, as well as answer the public's questions.

A LACK OF KNOWLEDGE OF VARIOUS TRANSPORTATION PROGRAMS

- Older persons, persons with disabilities and persons with low incomes do not fully understand the transportation services options that are available to them for the various trips they take.
- The general public is not fully aware of the availability of transit services.

COMMUNITY LEADERS AWARENESS OF TRANSPORTATION NEEDS

- There is a perception that many public officials and employers are often unaware of community needs when it comes to transportation services for transit dependent residents.
- Need a dedicated funding source to maintain and increase transit service.

PROVISION OF SAFE, CONVENIENT AND ACCESSABLE TRANSIT

- Need higher frequency of buses on existing routes to shorten wait time between buses.
- Need safe access to bus stops/transit routes.
- Need benches/shelters throughout the region.
- Need better identification of bus routes and schedules.

VII. OPPORTUNITIES TO INCREASE COORDINATION, ATTAIN UNMET NEEDS, AND CLOSE GAPS IN SERVICES

The ultimate purpose of the Coordination Plan is to provide comprehensive strategies, or opportunities, for meeting local needs and prioritization of those opportunities for ease in decision making toward actions to realize these opportunities. While the opportunities described below are in a prioritized manner, lower strategies may be advanced given the needs of individual agencies and project complexity.

As demonstrated in Chapter III, Selected Demographics, demand for transportation services will continue to increase for the elderly, low-income and disabled population groups in the two-county region. **To best address the identified unmet needs and gaps in services, funding from Section 5307, Section 5310, Section 5311, Section 5316, and Section 5317 programs should be used to enhance transportation services for public, private and nonprofit establishments providing transportation services when the public transit system can not provide needed service.**

Additional opportunities exist for providing increased coordination and services within the two-county region to address unmet needs and gaps. While delivery of services is somewhat different between public, private and nonprofit providers, there does exist the opportunity to offer coordination of some services.

Through stakeholder participation and public input, the following opportunities were identified and ranked, in order of priority:

- 1.**

 - **Due to current unmet needs, maintaining existing levels of service is essential.**
 - Purchase replacement vehicles.

 - **Improve access and provide additional, affordable transportation services.**
 - Develop additional local funding sources.
 - Utilize all applicable funding sources.
 - Purchase vehicles to expand services.
 - Provide new services to expand access to health facilities, employment, education, shopping and social services.
 - Provide new services to expand affordable service to include weekends, evenings/nights, holidays and special events.
 - Provide new services that would include more door-to-door services, as well as more dial-a-ride services.
 - Provide new services to include the entire two county region, especially between rural and urban, and from smaller cities to larger cities.

2.

- **Build a local coalition of interested parties for transportation services.**
 - Conduct surveys of providers and users to evaluate service effectiveness and efficiency.
 - Evaluate policies related to drivers, insurance, etc.
 - Evaluate land use policies, with regard to location of human services offices relative to the clients they serve.
 - Develop a plan, involving input from the coalition, elected officials, and the public, to improve services.
 - Include pedestrian, bicycle, and transit infrastructure needs into general street plans and designs.
 - Encourage transit oriented design.
 - Adopt the plan.
 - Possible inclusion in the Long Range Transportation Plan.
 - Encourage local elected officials and community leaders to support the plan.
 - Develop an informational package for elected officials that could be presented by human services agencies, in conjunction with public transit providers.
 - Use the coalition as a “unified voice” to push for increased funding for transportation services provided by public, private and nonprofit providers.
 - Once funding is identified, develop a cohesive plan for implementation.
 - Continue stakeholder meetings to assess the impact of the Plan.

- **Develop a coordinated local system to provide transportation information to public transportation dependent persons and the general public.**
 - Increase advertising, via television, newspaper, radio, other media targeted to Spanish speaking persons.
 - Develop a brochure (in English and Spanish) that includes transportation information.
 - Develop a web site that is accessible to all local communities, that includes transportation information.
 - Develop a “one number” system that will direct people to the specific agency or governmental assistance department that they require.
 - Ensure that informational kiosks are placed strategically along transit routes.
 - Develop a joint education program to promote the availability of transportation services.

3.

- **Provide more efficient and effective service delivery.**
 - Evaluate existing and future needs of public transportation dependent persons.
 - Review routes and schedules of all providers relative to origin and destination, especially where there are high concentrations of public transportation dependent persons.
 - Identify connection points among providers to better utilize equipment.
 - Eliminate duplication of services.
 - Increase service frequency by adding vehicles, to assure shorter waits.

- **Provide a better quality of life for public transportation dependent persons.**
 - Install benches and/or shelters throughout the two county region.
 - Clearly mark bus stops and routes.
 - Encourage riders to use safety features, such as seat belts.

4.

- **Coordinate an approach for the development of model contracts or agreements for public, private and nonprofit providers. These may cover provision of:**
 - Transportation provider training;
 - Quality, low cost driver training on an annual basis, including defensive driving, CPR, and basic first aid;
 - Shared drivers;
 - Commercial Driver License and drug/alcohol compliance;
 - Vehicle utilization;
 - Mechanical needs and fueling;
 - Risk management insurance and liability;
 - Shared ridership.

- **Coordinate services with emergency response agencies.**
 - Involve emergency response agencies in the coalition.

5.

□ Innovative considerations for coordination activities.

- Research new programs and ideas that could enhance transportation services.
- Research the use of technology, including Intelligent Transportation Systems (ITS), Geographic Information Systems (GIS), the NWA Travel Demand Model, and other technological systems that could prove useful in coordinating operations, scheduling rides, and providing route information to improve quality of services for transportation dependent persons and the general public.
- Research educational opportunities for transportation services providers to train operators and drivers to be sensitive to the needs of their customers/clients, especially seniors, the disabled with special needs, and non-English speaking persons.

CLOSING

While it is clear that there are many unmet needs in the two-county region, it is equally clear that there are opportunities to address these needs in very fundamental ways, such as the funding provided in the Section 5307, 5310, 5311, 5316, and 5317 programs. Additionally, as demonstrated above, other, more innovative opportunities exist to aid transportation dependent persons.

Nonetheless, the opportunities offered in the Coordination Plan require a significant investment of time, research, technical assistance and funds to implement, thus stakeholders will have to meet on a regular basis over time to assure implementation. The stakeholders involved in the development of the Coordination Plan have expressed interest in continued meetings, and to move forward in an advisory role to facilitate implementation of the Plan opportunities, as well as identification of new unmet needs and gaps in services.

It is only with the continued assistance of local, state and federal officials, as well as the stakeholders and interested groups, that the Coordination Plan will become a reality, and older persons, individuals with disabilities, low income persons, and the general public will experience an improvement in transportation services.

APPENDIX

**TWO-COUNTY MAP
SELECTED DEMOGRAPHICS
LOW INCOME MAP
PUBLIC INPUT SURVEY SUMMARY**

PUBLIC INPUT SURVEY SUMMARY

PUBLIC INPUT MEETING

Jones Center for Families, Tuesday, August 28, 2007, 3:00 pm to 7:00 pm
Public Transit-Human Services Transportation Coordination Plan
Questionnaire

1. How would you rate the overall transit services in NWA? (Circle one)

Very poor (5)
Poor (8)
Satisfactory (17)
Good (14)
Very good (11)

2. What transit services do you currently use?

ORT (19)
ORT Fixed Route (9)
ORT Demand Response (5)
Razorback Transit (7)
LifeStyles Vans (2)
Taxi (5)
None (13)
No Response (13)

3. Are those transit services meeting your needs?

Yes (16)
No (15)
No Response (13)

Could be better/Not really/Not quite/I guess/Mostly/Somewhat/Sometimes/For now/Rarely
(1) (1) (2) (1) (4) (3) (1) (1) (1)

4. Are there times and days you need transportation and can't get to where you want to go? (Brief explanation)

Yes (18)
No (13)

Days: Saturday, (6)/Sunday, (1)/Weekends, (7)/Thursday and Friday, (1)/Holidays, (1)

Times: Evenings, 5:00 pm to 10:00 pm, (6)

Late Afternoon, (1)

Early Morning, (1)

Bus every hour, (1)

No Response (17)

Comments:

- Home after work from the Mall – 10:00 pm
- When husband takes only car to work, can't go anywhere
- Need dial-a-ride to Centerton to see parents
- Home Depot on New Hope Rd, (2)
- I plan ahead, so no problem with times or days, (2)
- Not really

- I need a ride to work or home
- Need service to hospital to work – on weekends and holidays
- No service in our part of town
- Parents must pick me up after work and on weekends

5. Has a lack of transportation prevented you from getting to one of the following?

(Circle one or more)

Employment, (18)

Educational, (11)

Health Care, (16)

Community Services, (7)

Shopping, (21)

Other:

- To get home
- Church
- Weekend Community Events

6. Do you think the area needs more public transportation?

Yes (50)

No (3)

No Response (4)

If Yes, what would you like to see? (Circle one or more)

More Fixed Routes, (35)

Night Service, (35)

Weekend Service, (42)

Commuter Express, (7)

Lower Fares, (8)

Less Wait Time for Buses, (20)

Other:

- Fares are reasonable
- Cover more area
- To special events, like arts and crafts fairs, farmers market, Christmas shopping and parade
- To Promenade Shopping Mall
- Run on holidays
- More dollar ride buses
- Some kind of ticket or card with the number of the bus on it, so the driver and rider can be sure it's the correct bus to be on
- Only if it could be done is such a way so less people would drive and more would ride the bus
- More bus stops
- 30 minutes is too long for people with disabilities
- More, in some places
- More on-time schedules

7. Do you rely on only one agency for transit service?

- Yes (25)
- No (19)
- No Response (15)

Would you be willing to ride with a different/additional agency, if they were going where you want to go?

- Yes (48)
- No (1)
- No Response (15)

Comment:

- Yes, if I didn't have to change buses

8. Are there additional things you would like us to know to improve transportation services in our community?

The following are comments received on the questionnaire, and through phone conversations. They are in no particular order and they are typed just as they were written.

- Go to more areas in Springdale and Rogers.
- The area needs a coordinated evacuation plan for an emergency – nursing facilities, assisted living, and hospitals.
- Fayetteville to XNA.
- Seat belts for wheelchairs that are not necessarily in the back of the bus.
- Most folks don't even know the transit system exists.
- Advertise.
- People who want to ride the bus don't know the routes.
- More encouragement from city officials/more advertising.
- More backing from city leaders.
- Additional routes to and from outlying areas (Elkins, Wedington, Goshen, Greenland) at key times, like rush hour.
- Park and ride.
- This is the way of the future.
- Bus riding will take the stress off of our already broken roads.
- The poor of our area really need this; for the disabled it is the only answer.
- When children have a doctor's appointment, the mother needs to be picked up and then go to the school.
- People on ADA should not be questioned when asking for dial-a-ride.
- Routes needed for later in evening.
- Saturday service is badly needed, so families can do things together when school is out.
- More drivers need to be hired.
- More buses need to be provided.
- Money spent appropriately.
- Drivers, dispatchers, and schedulers need extra help, more raises, and respect.
- Study Hawaii bus service and see how we can bring that to our area and more areas in our state.

- A better, more well rounded schedule, for the homeless and single mothers to get jobs and try to get up.
- Provide service on Campbell Street in Springdale.
- We need light rail transportation.
- I would like to get to Pinnacle Hills and be able to stop at more places.
- Clearly mark bus stops – Change signs when the bus changes its stopping place.
- Need stops with places to sit and wait.
- It needs to be more advertised. Most people do not even know that it exists.
- Senior taxi has a long waiting time.
- More phone operators as I have trouble getting through to make an appointment. And if I have to leave a message, most of the time there is no call back because the operators are so busy.
- Please try to do something about people needing to use the seat belts that are on each seat. Surely it would help with your liability insurance, as well as the safety of passengers.
- Lack of transportation is a big barrier in the NWA community for low income.
- More dial-a-ride in Rogers area.
- An additional route in Rogers to library, Neighborhood Market, employment office.
- Fix the bus lifts.
- Should not take from 11:30 am to 6:15 pm to go to an appointment.
- City of Lowell really need the bus to continue going to Fayetteville, Rogers and Pinnacle Hills.
- Stop on Apple Blossom (Lowell/Bethel Heights).
- Route to New Hope Road, Rogers.
- Need more dial-a-ride.
- Give the drivers and staff a raise. They are doing a great job.
- Need more dial-a-ride vans.
- If you are on a routine, you only had to call to check if services were not needed for that day. Not having to call the week ahead every week.
- A sign post with a map with routes on it.
- They need cards with the bus number on the side of the bus – need to say “going to and from”.
- They need more pick up areas in the city.
- Go to Greenland.
- Accessible schedules (Jones Center staff willing to fill).
- Covered areas.
- Extended routes west would be nice.
- Start mass transit or stagecoaches!
- Where is public support for transit? Need state support of mass transit and cities’ financial support.
- Make service free to all – skip the bike stuff.
- Covered bus stops.
- More stop points, more routes.
- More routes.
- Earlier and later service.
- 15 minutes between buses.
- Users at the Jones Center speak highly of the drivers.

- Much, much more funding. It's impossible to meet our growing community needs with a small funding base.
- People work miracles all the time, but local and federal funding for regional transportation is a joke. Cut the war and fund transportation.
- Late hours.
- Maintain the roads.
- Add commuter lanes and bus lanes.
- Additional service.
- Light rail.
- Bike lanes.
- More advertising.
- Need light rail.
- More dispatchers to handle overload of calls. Those who rely on the ORT are more than weekday (10 hours per day) residents of this county. We are unable to get out to enjoy opportunities at night and weekends.
- Stops at Willow Heights in Fayetteville need to be added to route and Morgan Manor needs to be more than a deviation.
- Sometimes it takes 1, 2, or 3 hours wait outside for a bus to come on a deviation, even though I call 20 minutes after wait.

Comments from people who called on the phone:

- Need additional people to answer the phones at ORT – the line is always busy, and if you leave a message, no one calls you back.
- Keep the demand response vehicles on time and don't over schedule the vehicles and drivers.
- I work at a local hotel, need weekend, before and after hour service.

**NWARPC
Title VI Complaint Form**

Section I

Name: _____

Address: _____

Telephone Numbers:

(Home) _____ (Work) _____

Electronic Mail Address: _____

Accessible Format Requirements?

Large Print _____ Audio tape _____

TDD _____ Other _____

Section II

Are you filing this complaint on your own behalf?

Yes _____ No _____

[If you answered "yes" to this question, go to Section III.]

If not, please supply the name and relationship of the person for whom you are complaining:

Please explain why you have filed for a third party. _____

Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.

Yes _____ No _____

Section III

Have you previously filed a Title VI complaint with NWARPC? Yes _____ No _____

If yes, what was your Complaint Number? _____

[Note: This information is needed for administrative purposes; we will assign the same complaint

number to the new complaint.]

Have you filed this complaint with any of the following agencies?

Transit Provider _____ Department of Transportation _____ Federal Transit Administration _____

Department of Justice _____ Equal Employment Opportunity Commission _____

Other _____

Have you filed a lawsuit regarding this complaint? Yes _____ No _____

If yes, please provide a copy of the complaint form.

[Note: This above information is helpful for administrative tracking purposes. However, if litigation is pending regarding the same issues, we defer to the decision of the court.]

Section IV

Name of public transit provider complaint is against:

Contact person: _____ Title: _____

Telephone number: _____

On separate sheets, please describe your complaint. You should include specific details such as names, dates, times, route numbers, witnesses, and any other information that would assist us in our investigation of your allegations. Please also provide any other documentation that is relevant to this complaint.

Section V

May we release a copy of your complaint to the transit provider?

Yes _____ No _____

May we release your identity to the transit provider?

Yes _____ No _____

Please sign here: _____

Date: _____

[Note - We cannot accept your complaint without a signature.]

Please mail your completed form to: Title VI Program Coordinator, NWARPC, 1311 Clayton Street, Springdale, AR 72762

APPENDIX C – PROMOTION OF INCLUSIVE PUBLIC PARTICIPATION

The principles of environmental justice, as outlined by the Federal Highway Administration, were used to ensure that the process of transportation planning is consistent with the provisions of FHWA Order on Environmental Justice and Title VI of the Civil Rights Act of 1964. These provisions were adhered to throughout the community involvement of the 2030 Northwest Arkansas Regional Transportation Plan.

The three fundamental environmental justice principles, which require the inclusion of traditionally under-represented groups in transportation studies, are:

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority or low-income population.

In keeping with the principles and objectives of environmental justice, the MPO made special efforts to reach out to minorities and low-income groups within the region through media outlets and grass-roots outreach. These techniques included moving locations of the meetings to include meeting locations where the traditionally underserved gather, reaching out to the Hispanic and Marshallese communities and providing survey materials in Spanish as well as English.

The Long Range Plan Survey online was published in both English and Spanish, we received 7 web based survey responses in Spanish and 107 hard copy surveys. The hard copy surveys were distributed at key locations in both Washington and Benton Counties such as Spanish speaking Community Centers, NWA Clinic Center, Libraries and the Jones Center in Springdale. An example of the Long Range Transportation Survey in Spanish is summarized below:

Transportation Issues in LRP Spanish Survey

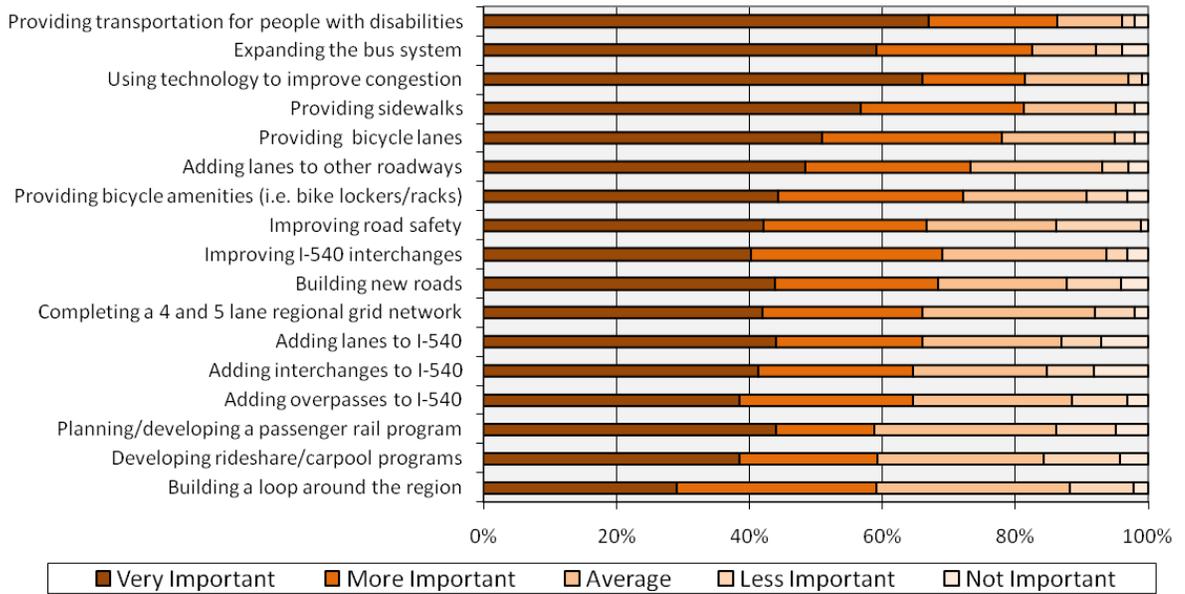


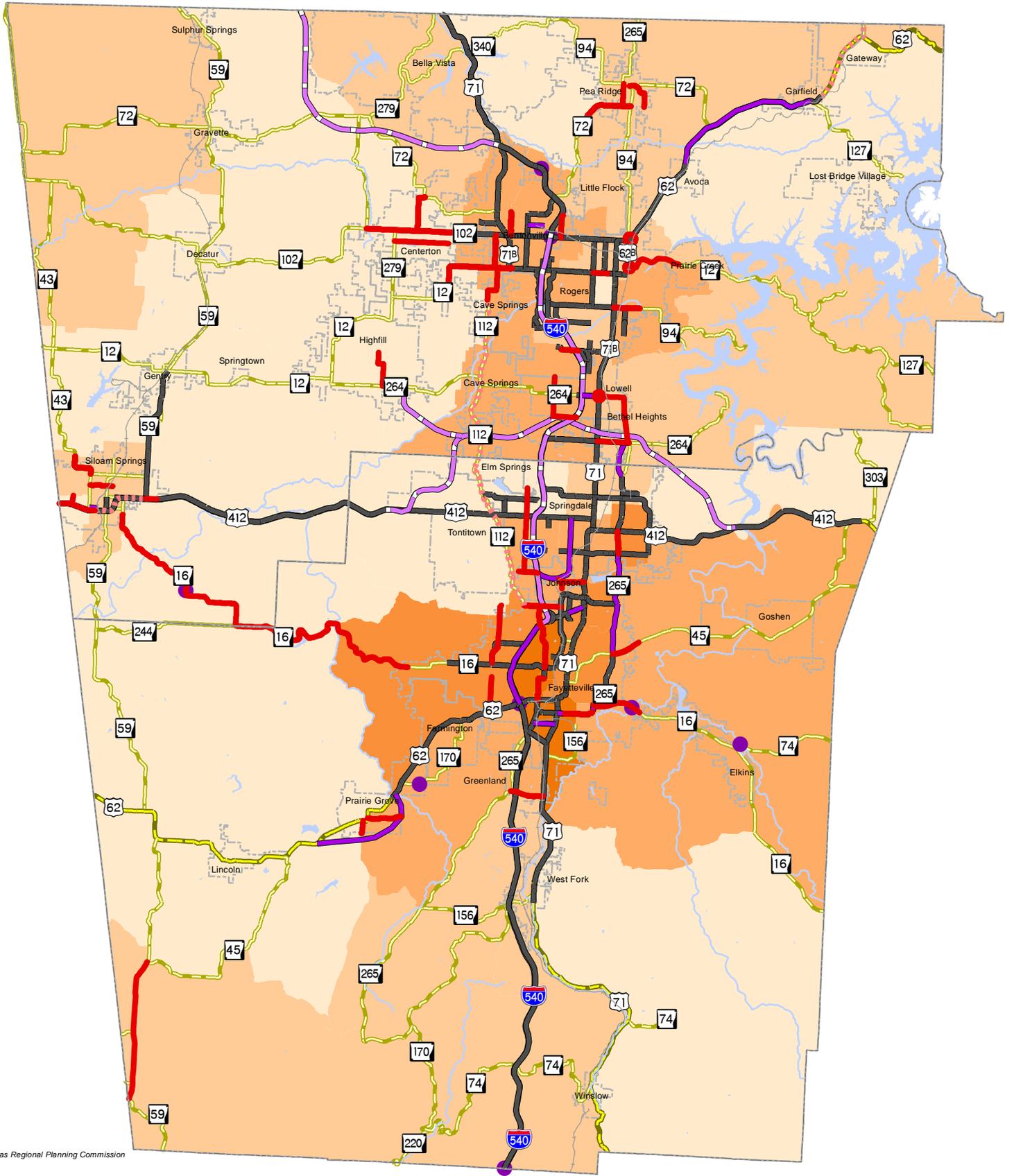
Figure 4.A.5

An analysis of whether highway projects either underserved or unduly impacted minority groups was performed by overlaying the developed list of financially constrained projects over a map depicting concentrations of minority groups.

It was determined that the minority populations were neither underserved nor disproportionately impacted by adverse impacts.

An analysis of whether highway projects either underserved or unduly impacted minority groups was performed by overlaying the developed list of financially constrained projects over a map depicting concentrations of minority groups.

Also it should be noted that a consistent need expressed by minorities was for improved public transportation. The Plan addresses this need in the Transit and Transportation Alternatives Chapter.



Northwest Arkansas Regional Planning Commission
 02/21/2011
<http://nwarpc.org>



- State Highway
- Expressway
- Interstate Highway
- Highway Ramp
- Federal Highway
- Railroad
- City Limits
- Rivers
- Lakes

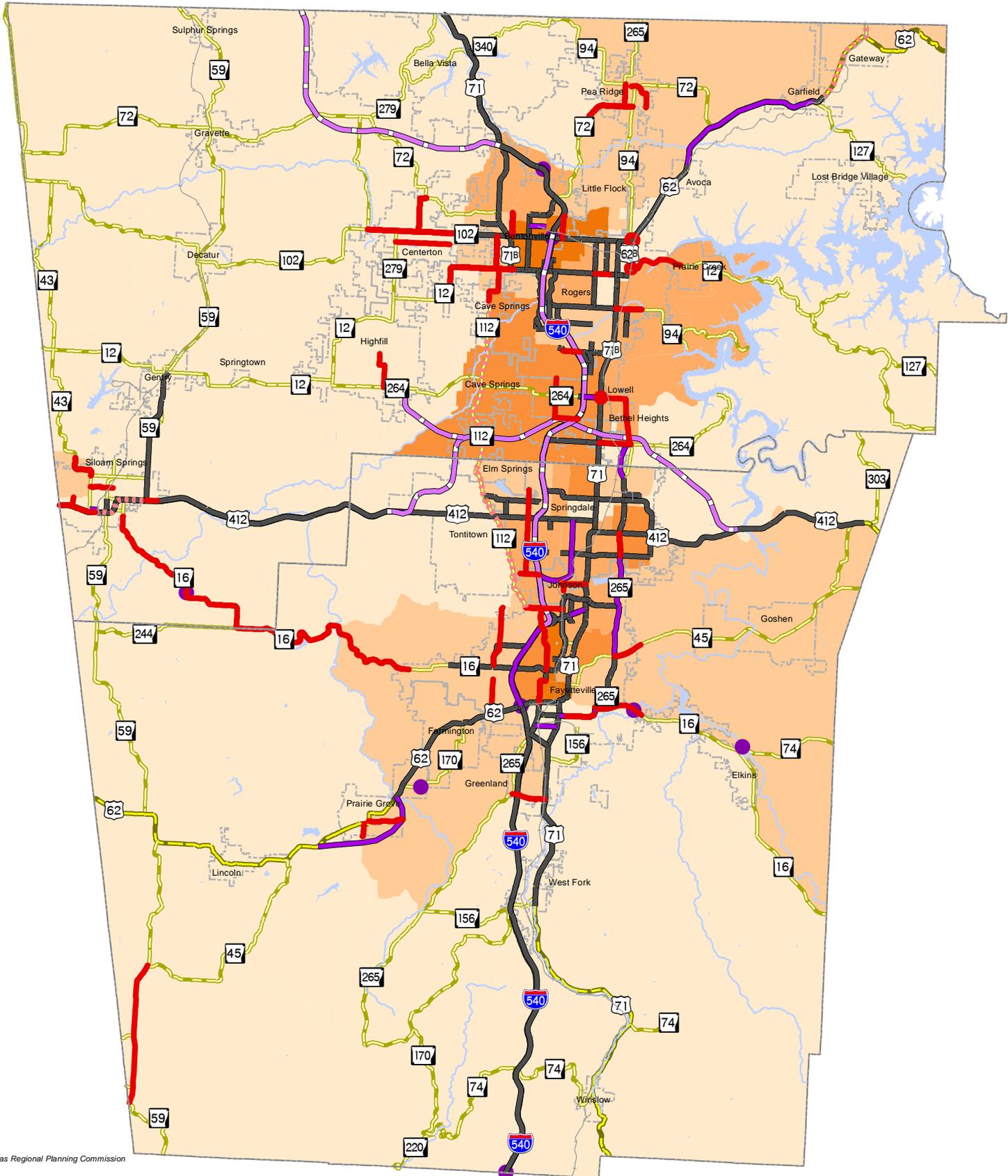
African American Population Concentration Environmental Justice Analysis

- 2035 Fiscally Constrained Plan**
- Fully Funded Projects
 - Partially Funded Projects

- 2010-2013 TIP**
- Fully Funded
 - Partially Funded
 - 2010-2013 Bridges and Interchanges

- 4+ Lanes (2010 TDM)**
- 4+ Lanes

- 2000 Census Tracts**
- African American**
- 3 - 13
 - 14 - 29
 - 30 - 99
 - 100 - 212
 - 213 - 561



Northwest Arkansas Regional Planning Commission
 02/21/2011
<http://nwarpc.org>

- State Highway
- Expressway
- Interstate Highway
- Highway Ramp
- Federal Highway
- Railroad
- City Limits
- Rivers
- Lakes

Asian American Population Concentration Environmental Justice Analysis

2035 Fiscally Constrained Plan

- Fully Funded Projects
- Partially Funded Projects

2010-2013 TIP

- Fully Funded
- Partially Funded
- 2010-2013 Bridges and Interchanges

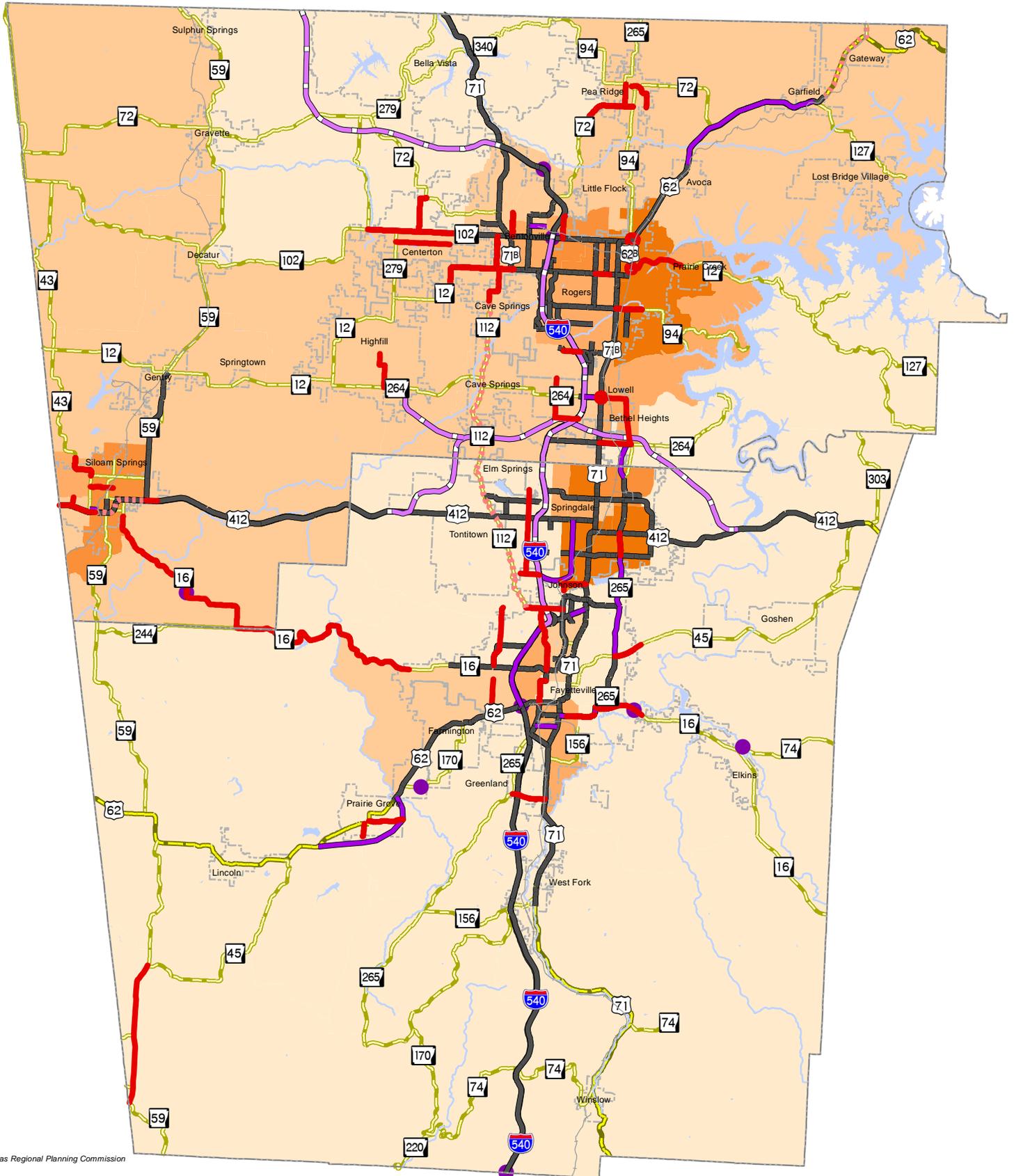
4+ Lanes (2010 TDM)

- 4+ Lanes

2000 Census Tracts

Asian American

- 5 - 29
- 30 - 60
- 61 - 100
- 101 - 175
- 176 - 329



Northwest Arkansas Regional Planning Commission
 02/21/2011
<http://nwarpc.org>

- State Highway
- Expressway
- Interstate Highway
- Highway Ramp
- Federal Highway
- Railroad
- City Limits
- Rivers
- Lakes

Hispanic American Population Concentration Environmental Justice Analysis

2035 Fiscally Constrained Plan

- Fully Funded Projects
- Partially Funded Projects

2010-2013 TIP

- Fully Funded
- Partially Funded
- 2010-2013 Bridges and Interchanges

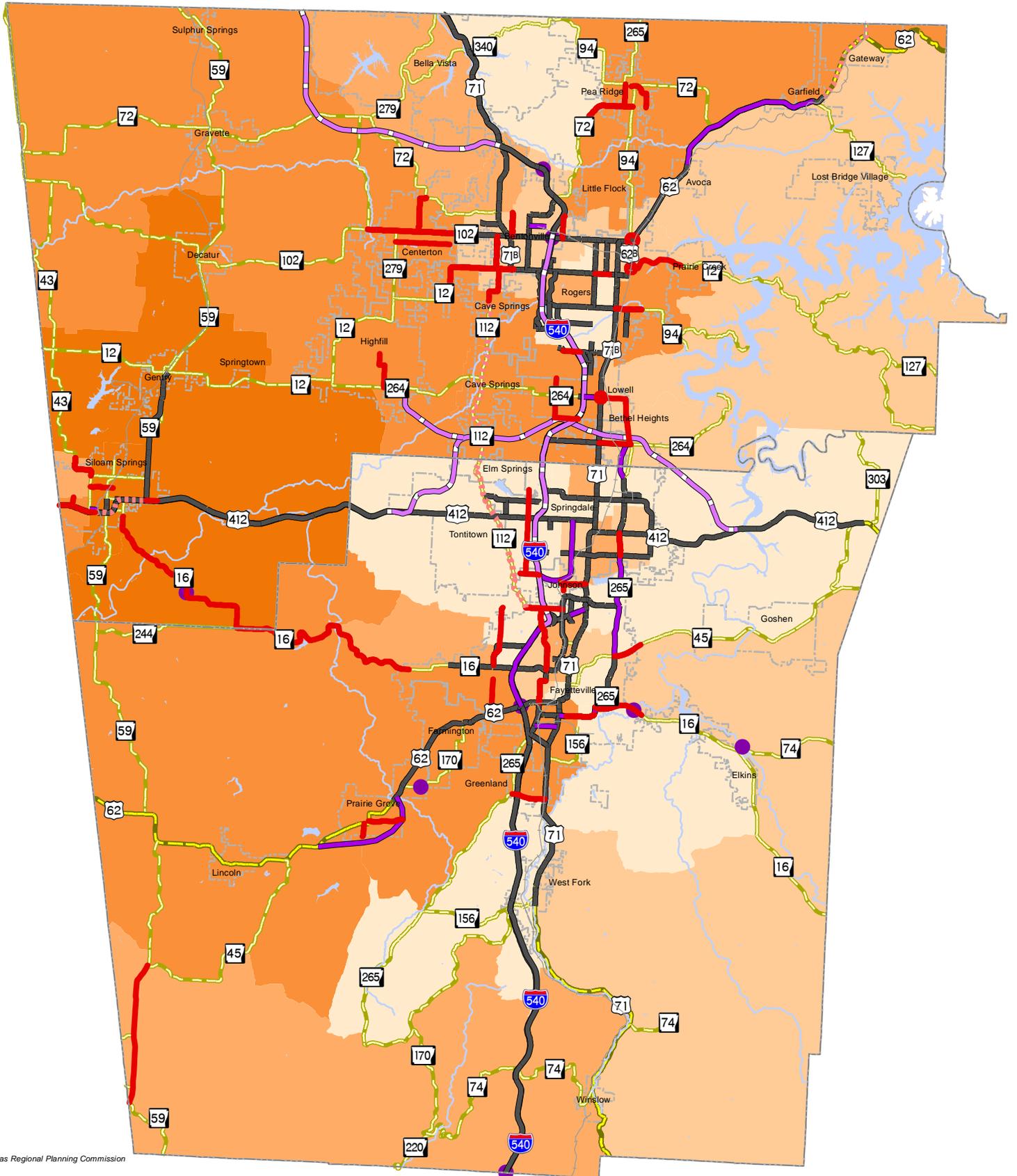
4+ Lanes (2010 TDM)

- 4+ Lanes

2000 Census Tracts

Hispanic American

- 51 - 191
- 192 - 358
- 359 - 529
- 530 - 1115
- 1116 - 2606



Northwest Arkansas Regional Planning Commission
 02/21/2011
<http://nwarpc.org>



- State Highway
- Expressway
- Interstate Highway
- Highway Ramp
- Federal Highway
- Railroad
- City Limits
- Rivers
- Lakes

Native American Population Concentration Environmental Justice Analysis

2035 Fiscally Constrained Plan

- Fully Funded Projects
- Partially Funded Projects

2010-2013 TIP

- Fully Funded
- Partially Funded
- 2010-2013 Bridges and Interchanges

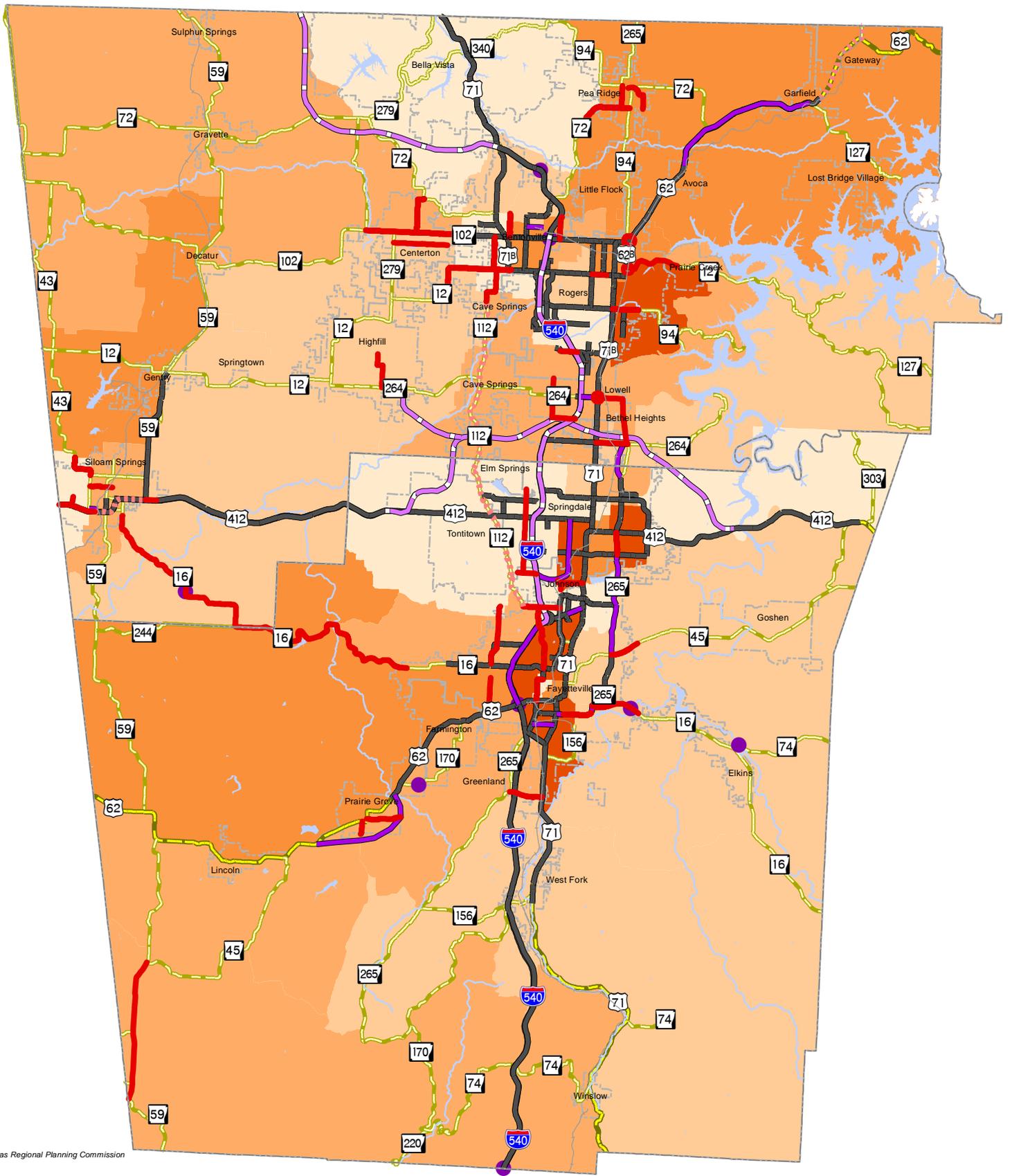
4+ Lanes (2010 TDM)

- 4+ Lanes

2000 Census Tracts

Native American

- 23 - 47
- 48 - 69
- 70 - 94
- 95 - 138
- 139 - 268



Northwest Arkansas Regional Planning Commission
 02/21/2011
<http://nwarpc.org>

- Rivers
- State Highway
- Expressway
- Interstate Highway
- Highway Ramp
- Federal Highway
- Lakes
- City Limits
- Railroad

People Below The Poverty Level (1999) Environmental Justice Analysis

<p>2035 Fiscally Constrained Plan</p> <ul style="list-style-type: none"> Fully Funded Projects Partially Funded Projects 	<p>2010-2013 TIP</p> <ul style="list-style-type: none"> Fully Funded Partially Funded 2010-2013 Bridges and Interchanges 	<p>4+ Lanes (2010 TDM)</p> <ul style="list-style-type: none"> 4+ Lanes 	<p>2000 Census Tracts People Below Poverty Level</p> <ul style="list-style-type: none"> 165 - 351 352 - 550 551 - 683 684 - 891 892 - 2159
---	---	---	---