

ALABAMA DEPARTMENT OF TRANSPORTATION

FY 2019



TITLE VI GOALS AND ACCOMPLISHMENTS
OCTOBER 1, 2018 - SEPTEMBER 30, 2019

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The entire content of this report is available on ALDOT's website at www.dot.state.al.us.

INTRODUCTION

Alabama Department of Transportation Title VI Program FY 2019 Annual Goals and Accomplishment Report

As a recipient of federal funding, the Alabama Department of Transportation (ALDOT) must comply with Title VI of the Civil Rights Act of 1964, as amended. ALDOT must also comply with all related rules and regulations. This report is submitted in response to 23 CFR Part 200.9 4(b) (10), which requires the State to prepare a yearly report of Title VI accomplishments for the past year and goals for the following year. This report will follow the format outlined in the Table of Contents.

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EXECUTIVE SUMMARY

The Title VI Goals and Accomplishment Report is compiled on an annual basis, to comply with the Federal Highway Administration (FHWA), Federal Financial Assistance Programs regulations. The process ensures that Title VI major program areas adheres to the non-discrimination policy, in Federal Financial Assistance Programs based on race, color, national origin, sex, age and disability. There are some elements of the report that are standard such as; the Title VI Assurances, Policy, Complaint Procedure, Program area directives, etc. The purpose and difference in the report annually, is to denote procedural or data changes that may occur in one or more of the major program areas (i.e. Research and Development, Construction, Planning and Modal, Right-of-Way, Maintenance and Design/Environmental/Safety). During the reporting period for fiscal 2018-2019, there were no operational or procedural changes in the major program areas, however, there were data changes in some of the program areas.(i.e. Design Safety, Right of Way, Consultant Management, Local Transportation etc.)

The 2019 Region and Bureau reports will reflect a low production year for highway construction projects. There will always be high and low production years in highway construction, it's the nature of the industry. This fiscal year did not bring a new focus area to the Title VI Program, as previous years have brought such as data collection, language proficiencies, environmental and public involvement plans, ADA mandates etc., but we remain committed to improving on our past accomplishments as compliance activities evolve. This year the Local Transportation Bureau requested the service of the Title VI and Environmental Staff to assist them in the review of documents from 14 Metropolitan Planning Organizations (MPOs). The documents included the Self Certification Plan, the Unified Plan Work Program (UPWP) and the Transportation Improvement Plan (TIP); the documents are essential to ALDOT meeting its Federal requirements for funding through FHWA. This is the first time a collective review of MPO documents have been conducted by the Local Transportation Bureau, the Title VI staff and Environmental staff, prior to final submittal to the Local Transportation Bureau, who has direct oversight of these Organizations. The Bureau's collaborative involvement in the early stage would save review time and may assist in identifying some issues of concern that should be address before the final document is submitted. The review of the documents has only supported what has been the norm for these Organizations, and that is, the MPOs are operating very much within the regulations of ALDOT and FHWA's requirements and guidelines. During this fiscal year, the Title VI Program staff has continuously worked closely with the Regions, Bureaus and Metropolitan Planning Organizations' personnel in assessing the needs of the public and the department.

2019 ANNUAL ACCOMPLISHMENTS

OCTOBER 1, 2018 – SEPTEMBER 30, 2019

- Reviewed one-hundred two (102) consultant contracts and supplemental agreements ([See attachment #1](#)).
- Monitored twelve (12) statewide Public Involvement (PI) Meetings. The meetings were held near the project location site. Monitoring is achieved through analysis of the environmental documents, and direct communication with Region/Bureau personnel. The Title VI staff attends PI meetings when Title VI concerns, such as social, environmental or economic impacts are identified on a project ([See attachment # 2](#)).
- Monitored activities of fourteen (14) Metropolitan Planning Organizations (MPO), and twelve (12) Regional Planning Organizations' (RPO) Title VI Programs. Monitoring is achieved through constant communications with the organization's Directors, reviewing monthly meeting minutes, reviewing the annual Unified Plan Work Program (UPWP) documents, conducting desk audits and random on-site annual audits.
- Conducted a Title VI on-site compliance review of the Calhoun MPO in Anniston, Alabama.
- Conducted thirty-one (31) Title VI reviews in the following areas: ten (10) desk audits among the five Regions; seven (7) on-site Bureau reviews; and fourteen (14) MPO desk audit reviews.
- Reviewed the "2020" Title VI Annual Implementation Plan for any new updates.
- Participated in three (3) webinar training sessions conducted by Federal Highway Administration (FHWA): (1) Title VI Implementation; (2) Title VI Pilot ADA; and (3) Title VI Data and Collection. Invitations for participation to ALDOT's Title VI Representatives in the Regions/Bureaus and to the fourteen (14) MPOs (sub-recipients) are extended on a regular basis.

ALDOT's Consultant Contracts and Supplemental Agreements Attachment #1

July 26, 2018	Neel Schaffer, Inc.	310	Construction Engineering and Inspection	Statewide	Y
July 27, 2018	CDG Engineering & Associates, Inc.	1642	Geotechnical Services for Birmingham Northern Beltline	Statewide	Y
August 28, 2018	Westervelt Ecological Services, Inc.	1925	Mitigation Banking Services	Statewide	Y
September 21, 2018	Selby Environmental, Inc.	2215	Malacological Surveys	Statewide	Y
September 26, 2018	Neel Schaffer, Inc.	95	Topic Phase VII	Jefferson	Y
October 17, 2018	Lisa Joiner	1930	Various Services	Statewide	Y
October 24, 2018	Barge Design Solution	423	Roadway Plans	Madison	Y
November 13, 2018	Volkert Inc.	2045	Transportation Support Service	Statewide	Y
November 13, 2018	TRANSYSTEMS CORPORATION	2043	Transportation Support Service	Statewide	Y
November 13, 2018	Neel-Schaffer, Inc.	2036	Transportation Support Service	Statewide	Y
January 18, 2019	Thompson Engineering	2265	Construction Engineering and Inspection	Houston	Y
January 28, 2019	Bhate Geosciences Corporation	2152	Geotechnical Services	Statewide	Y
January 28, 2019	Thompson Engineering	1274	Supplemental Agreement #6	Mobile	Y
January 28, 2019	Public Resources Advisory Group	2142	Supplemental Agreement #2	Statewide	Y
February 12, 2019	Shop Inspection of Structural Steel	2117	Supplemental Agreement #1	Statewide	Y
February 14, 2019	HMS-Alabama, INC	1736	Supplemental Agreement #4	Gees Bend	Y
February 21, 2019	Affiliated Marketing	2179	Supplemental Agreement #1	Statewide	Y
February 21, 2019	Volkert Inc.	2267	Construction Engineering and Inspection	Coffee	Y
February 28, 2019	TRC Environmental Corporation	2119	Shop Inspection of Structural Steel, Statewide Original Agreement	Statewide	Y
March 13, 2019	Volkert, Inc.	355	Supplemental Agreement #12	Jefferson	Y
March 15, 2019	HDR Engineering, Inc.	2256	Original Agreement	Statewide	Y
March 15, 2019	SKIPPER CONSULTING, INC.	2262	Original Agreement	Statewide	Y
March 15, 2019	Stantec Consulting Services Inc	2263	Original Agreement	Statewide	Y
March 15, 2019	Volkert Inc.	2264	Original Agreement	Statewide	Y
March 21, 2019	Gresham Smith & Partners	2255	Original Agreement	Statewide	Y
March 21, 2019	Micheal Baker International	2259	Original Agreement	Statewide	Y
March 21, 2019	Neel Schaffer, Inc.	2260	Original Agreement	Statewide	Y
March 21, 2019	J.R. Wilburn and Associates, Inc.	2258	Original Agreement	Statewide	Y
March 21, 2019	Cambridge Systematics, Inc.	2123	Supplemental Agreement #1	Statewide	Y
March 29, 2019	Barge Design Solutions, Inc.	423	Supplemental Agreement #11	Madison	Y
March 29, 2019	Atkins North America, Inc.	1898	Supplemental Agreement #3	Houston	Y
April 2, 2019	GONZALEZ-STRENGTH & ASSOCIATES, INC.	1710	Supplemental Agreement #3	Jefferson	Y
April 11, 2019	Sain Associates, Inc.	1988	Supplemental agreement #2	Statewide	Y
April 11, 2019	Atkins North America, Inc.	2254	Original Agreement	Statewide	Y
April 16, 2019	GOODWYN MILLS & CAWOOD, INC.	2270	Original Agreement	Statewide	Y
April 16, 2019	Barge Design Solution	2269	Original Agreement	Statewide	Y

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ALDOT's Consultant Contracts and Supplemental Agreements

April 16, 2019	Robinson and Associates Architecture, Inc.	2271	Original Agreement	Statewide	Y
April 16, 2019	Stephen Ward & Associates	2272	Original Agreement	Statewide	Y
April 16, 2019	Williams Blackstock Architects	2273	Original Agreement	Statewide	Y
April 16, 2019	CDM Smith, Inc.	2277	Original Agreement	Statewide	Y
April 17, 2019	PMG Software Professional	1859	Supplemental Agreement #3	Statewide	Y
April 18, 2019	Volkert, Inc.	1991	Supplemental Agreement #2	Statewide	Y
April 18, 2019	Thompson Engineering	1990	Supplemental Agreement #2	Statewide	Y
April 18, 2019	GONZALEZ-STRENGTH & ASSOCIATES, INC.	1978	Supplemental Agreement #2	Statewide	Y
April 19, 2019	WHITE, LYNN, COLLINS AND ASSOCIATES, INC.	1992	Supplemental Agreement #2	Statewide	Y
April 23, 2019	Center for Archaeological Studies	2283	Environmental Evaluation	Statewide	Y
May 2, 2019	Barge and Design Solution	1977	Survey Service	Statewide	Y
May 1, 2019	HMB PROFESSIONAL ENGINEERS, INC.	1980	Survey Service	Statewide	Y
May 1, 2019	JOHNSON & ASSOCIATES, INC.	1981	Survey Service	Statewide	Y
May 1, 2019	MORELL ENGINEERING, INC.	1985	Survey Service	Statewide	Y
May 9, 2019	McCrory & Williams, Inc.	1984	Survey Service	Statewide	Y
May 9, 2019	HMB PROFESSIONAL ENGINEERS, INC.	2257	Transportation Planning	Statewide	Y
June 12, 2019	TTL, Inc.	2314	Construction Engineering	Statewide	Y
June 12, 2019	CDG Engineering & Associates, Inc.	2295	Construction Engineering	Statewide	Y
June 17, 2019	Goodwyn, Mills and Cawood, Inc.	2300	Construction Engineering	Statewide	Y
June 17, 2019	Micheal Baker International	2304	Construction Engineering	Statewide	Y
June 24, 2019	Thompson Engineering	2188	Supplemental Agreement #2	Statewide	Y
June 24, 2019	Volkert Inc,	2364	Original Agreement	Statewide	Y
June 24, 2019	Thompson Engineering	2313	Original Agreement	Statewide	Y
June 24, 2019	AECOM Technical Service, Inc.	2292	Original Agreement	Statewide	Y
June 24, 2019	Volkert, Inc.	2315	Original Agreement	Statewide	Y
June 24, 2019	Stantec Consulting Services Inc.	2312	Original Agreement	Statewide	Y
June 24, 2019	TTL, Inc.	2355	Original Agreement	Statewide	Y
June 17, 2019	Sain Associates, Inc.	2309	Original Agreement	Statewide	Y
June 17, 2019	Bhate Geosciences Corporation	2293	Original Agreement	Statewide	Y
June 17, 2019	Geotechnical Engineering Testing, Inc.	2299	Original Agreement	Statewide	Y
July 29, 2019	Volkert Inc.	2356	Original Agreement	Statewide	Y
July 29, 2019	Tjompson Engineering	2353	Original Agreement	Statewide	Y
July 29, 2019	Srinteg Corp.	2352	Original Agreement	Statewide	Y
July 29, 2019	Sain Associates, Inc.	2346	Original Agreement	Statewide	Y
July 29, 2019	Kimely-Horn and Assoc. Inc.	2339	Original Agreement	Statewide	Y
July 29, 2019	HMB PROFESSIONAL ENGINEERS, INC.	2335	Original Agreement	Statewide	Y
July 29, 2019	SKIPPER CONSULTING, INC.	2349	Original Agreement	Statewide	Y
July 29, 2019	Hydro, LLC	2336	Original Agreement	Statewide	Y
29-Jul-19	HDR Engineering, Inc.	2333	Original Agreement	Statewide	Y
July 29, 2019	AECOM Technical Service, Inc.	2317	Original Agreement	Statewide	Y
July 29, 2019	Barge Design Solution	2321	Original Agreement	Statewide	Y
July 29, 2019	Neel-Schaffer, Inc	2345	Original Agreement	Statewide	Y
July 29, 2019	Gresham Smith & Partners	2332	Original Agreement	Statewide	Y
July 29, 2019	MORELL ENGINEERING, INC.	2305	Original Agreement	Statewide	Y
July 29, 2019	Neel Schaffer, Inc.	2307	Original Agreement	Statewide	Y
July 29, 2019	ENGINEERING DESIGN TECHNOLOGIES, INC.	2297	Original Agreement	Statewide	Y
July 26, 2019	Stantec Consulting Services Inc.	2350	Original Agreement	Statewide	Y
23-Jul-19	Wiregrass Archaeological Consulting	2357	Original Agreement	Statewide	Y
22-Jul-19	J.R. Wilburn and Associates, Inc.	2338	Original Agreement	Statewide	Y
22-Jul-19	Dynamic Civil Solutions	2327	Original Agreement	Statewide	Y
19-Jul-19	SACOR, LLC	2347	Original Agreement	Statewide	Y
19-Jul-19	Civil Southeast, LLC	2325	Original Agreement	Statewide	Y
19-Jul-19	MORELL ENGINEERING, INC.	2343	Original Agreement	Statewide	Y
19-Jul-19	ENGINEERING DESIGN TECHNOLOGIES, INC.	2328	Original Agreement	Statewide	Y
19-Jul-19	Mott MacDonald Alabama, LLC	2306	Original Agreement	Statewide	Y

ALDOT's Consultant Contracts and Supplemental Agreements

18-Jul-19	GONZALEZ-STRENGTH & ASSOCIATES, INC.	2330	Original Agreement	Statewide	Y
18-Jul-19	Mott MacDonald Alabama, LLC	2344	Original Agreement	Statewide	Y
17-Jul-19	SARCOR, LLC	2310	Original Agreement	Statewide	Y
17-Jul-19	Poly Inc.	2308	Original Agreement	Statewide	Y
17-Jul-19	Southern Engineering Solutions, Inc.	2311	Original Agreement	Statewide	Y
17-Jul-19	Beam, Longest and Neff, LLC	2322	Original Agreement	Statewide	Y
17-Jul-19	MRS Consultants, LLC	2279	Original Agreement	Statewide	Y
12-Jul-19	University of Alabama Museums	2282	Original Agreement	Statewide	Y
12-Jul-19	Poly , Inc.	1987	Supplemental Agreement	Statewide	Y
8-Aug-19	GARVER, LLC	2298	Original Agreement	Statewide	Y
19-Jul-19	Goodwyn, Mills and Cawood, Inc.	2331	Original Agreement	Statewide	Y
12-Aug-19	BURK-KLEINPETER, INC.	2323	Original Agreement	Statewide	Y
13-Aug-19	Corporate Environmental Risk Management,LLVC (CERM)	2326	Original Agreement	Statewide	Y
August 16, 219	GARVER, LLC	2329	Original Agreement	Statewide	Y
16-Aug-19	Shumer Consulting LLC	2348	Original Agreement	Statewide	Y
20-Aug-19	BURK-KLEINPETER, INC.	2294	Original Agreement	Statewide	Y

Environmental Log Attachment # 2

Loxely, Al	9/20/2018	HSIP-0016 (524)	Intersection relocation	n/a
Florence,Al	10/9/2018		Widening Rickwood Rd. from Chisholm Rd. to Helton Drive City of Florence	n/a
Florence,Al	10/15/2018		Bridge Replacement on County Road 16 over Cypress Creek. Lauderdale County	n/a
Madison County	10/30/2018	HSIP-0002 (578)	Operational and Safety Analysis study	n/a
Baldwin	11/15/2018		Intercoastal Waterway	n/a
St. Clair	11/15/2018	STPAA-0025 (549)	Corridor Feasibility Study	n/a
Auburn ,Al	11/15/2018	HSIP-047 (503)	Roundabout at the intersection of SR-147	n/a
Athens, AL	3/19/2019	HSIP-6815(254)/HSIP-002	Traffic Operations and Safety Analysis Study	n/a
Jefferson County	5/14/2019	STPBH-9802 (916)	Improvement on Oxmoor Rd.	n/a
Mobile	5/7/2019	DPI-0030 (005)	Mobile River Beridge and Byway	n/a
Jefferson	8/15/2019	STPBH-3716 (256)	Bridge replacement	n/a
Calhoun	7/11/2019	ST-008-001-005	Alexandria Community Center	n/a
DeKalb	7/16/2019	HSIP-0035 (533)	Corridor Feasibility Study	n/a

TITLE VI 2020 GOALS

Goal 1: Continue to provide Title VI training sessions for the Alabama Department of Transportation (ALDOT) personnel and sub-recipients.

Objective:

- *Title VI training will be conducted annually, and specialized sessions will be conducted on an as-needed basis or upon request.*

Goal 2: Maintain updated demographics profile for all counties in Alabama using the American census data and other data collection tools to document various ethnic population changes.

Objective:

- *Monitor Limited English Proficiency data on specific ethnic growth areas around the state, to be used internally and externally, to provide more technical support in areas/communities where there is a need. (For 2020, the 10-year census data will be reflected in the Title VI Implementation Plan 2021)*

Goal 3: Continue our interdisciplinary approach for Title VI compliance, through monitoring and collaborating with the major program area staff, Region personnel and sub-recipient staff.

Objective:

- *Maintain a proactive approach for monitoring and collaboration to assess Title VI programmatic issues.*

Goal 4: Coordinate the annual reviews and updates for the Title VI Goals and Accomplishments Report and the Title VI Implementation Plan for submittal to the Federal Highway Administration (FHWA) Division Office for approval by October 1, 2019.

Objective:

- *Provide documentation that ALDOT's Regions, Bureaus and its Sub-recipients are meeting their regulatory requirements to ensure that the Title VI Program is in compliance.*

Goal 5: Ensure that Construction and Consultant contracts contain updated EEO requirements, and that Title VI Assurances Appendices A through E are in each contract.

Objective:

- *To ensure ALDOT and its Sub-recipients are aware of and comply with all USDOT Order No. 1050.2A Title VI Assurances.*

TITLE VI ANNUAL GOALS MATRIX

Title VI Program Administration

Activities	Description	Involved Staff	Time Line
Regions: North Region, West Central Region, East Central Region, Southeast Region, and Southwest Region	Conduct annual desk audit review of Title VI activities in the Regions. Title VI activities in the Regions consist of reviewing Right-of-Way, Public Involvement, and Environmental information received, and writing a report.	Title VI Coordinator	The desk audit letters to the Regions will go out August 1 st , and the reports are due in the Title VI office by September 1.
Bureaus: Design/Safety, Local Transportation, Right-of-Way (ROW), Construction, Research & Development (R&D), and Maintenance	Review of the annual activities in these program areas. Assessment of total dollar amount, public benefits and service, statistical data, and the process used, that gives an overview of departmental compliance and accomplishments.	Title VI Coordinator	The review period for Bureaus will begin the last week of August.
Metropolitan Planning Organizations: Auburn-Opelika; Birmingham; Calhoun; Columbus-Phenix City; Decatur; Southeast Wiregrass (Dothan); Eastern Shore; Florida-Alabama; Gadsden/Etowah; Huntsville; Mobile; Montgomery; Shoals; Tuscaloosa	Review of the fourteen Planning organizations that have direct responsibilities for implementing State projects. Review of staffing, Federal funds utilization, minority participation, and public involvement activities. This will include random annual on-site reviews of MPOs.	Title VI Coordinator	The onsite reviews will be conducted in August. The desk audit letters will go out August 1 st , and the reports are due back in the Title VI office by September 15th.

Activities	Description	Involved Staff	Projected Time Line
<u>Public Involvement/ Hearings:</u>	Review Public Involvement documents (i.e. environmental impact statements, categorical exclusions, and finding of no significant impact studies). Document and make note of any Title VI issues. Attend any Public Involvement meetings that have major Title VI concerns.	Title VI Coordinator	The review of these documents is an ongoing process. The Title VI staff will attend Public Involvement meetings based on direct/possible Title VI issues.
Title VI Training:	Identify Title VI training that is needed for department personnel that have Title VI responsibilities, as well as provide any Sub-recipient training that is needed.	Title VI Coordinator	Title VI training will be provided annually to internal staff and Sub-recipients.

REGION REPORTS

NORTH REGION – TITLE VI UPDATE

On September 1, 2019, a Title VI Review was conducted via a questionnaire with the North Region (Tuscumbia and Guntersville Area Offices). Two program areas were reviewed: Design/Pre-Construction and Right-of-Way (ROW).

Design/Pre-Construction

There were no complaints filed during this reporting period. The North Region (Tuscumbia) reported four (4) Public Involvement Meetings during this reporting period. They are as follows: Project # STPOA-3914(251) Bridge Replacement, Project# STPOA-3915(250) Widening Rickwood Road, US-72 Traffic Operation and Safety Analysis Study and ST-042-888-037 Widening on CR-24 west of SR-3 (US-31). The project meetings were held in facilities that were ADA compliant, and were adequately staffed with ALDOT representatives to accommodate questions and concerns. There were no Limited English Proficiency (LEP) concerns or Title VI issues reported. The local newspaper was the major form of advertisement. There were no Pre-Construction activities in the North Region (Guntersville).

Right-of-Way (ROW)

During this reporting period, there were no formal complaints filed. In the North Region Guntersville and Tuscumbia areas, there were eight (8) relocations conducted during this review period two (2) businesses and six (6) residential. The relocates can be contacted for comments. Six (6) of the relocations involved were minorities. There were no relocation appeals filed. Currently, there are no minority appraisers on the approved list in the North Region.

The North Region Title VI Review was found in compliance with Title VI regulations and guidelines.

EAST CENTRAL REGION – TITLE VI UPDATE

On August 30, 2019, a Title VI Review was conducted via a questionnaire with the East Central Region (Alexander City and Birmingham Area Offices). Two program areas were reviewed: Design/Pre-Construction and Right-of-Way (ROW).

Design/Pre-Construction

There were no complaints filed during this reporting period.

The Alexander City Area hosted one (1) Public Involvement Meeting during this reporting period. The meeting was an Access Management Study Along SR(US-431) from Anniston Eastern Bypass to SR - 144. The meeting was adequately staffed to address citizens' concerns. There were no Limited English Proficiency (LEP) or Title VI issues that occurred during this reporting period. Advertisement of the projects were in local newspapers- Anniston Star, and Star Plus.

The Birmingham Area hosted three (3) Public Involvement Meetings during this reporting period. The meetings were as follows: STPAA-0025(549) Feasibility Study; STPBH-9802(916) Oxmoor Blvd-Green Springs to Barber Court and Oxmoor Rd. and I-65 and Continuous Two-Way Turn Lane; STPBH-3716(256) Bridge Reconstruction and Rehabilitation for Old Brook Trail Bridge. The meetings were adequately staffed. The meetings were held in a facility that was ADA accessible. There were no Limited English Proficiency (LEP) concerns or Title VI issues reported. The following forms of advertisement were used: Internal/External memorandums; display advertisement published in project area papers; flyers were mailed to residents/interested parties; and posted on websites - ALDOT, project sponsor and newspapers announcement.

Right-of-Way (ROW)

During this reporting period, Alexander City Area reported no complaints filed. There were no residential relocations during this period. There were no relocation appeals filed, and no current contracts with minority appraisers.

During this reporting period, Birmingham Area had no relocations. There were no relocation appeals or complaints filed during this reporting period.

The East Central Region Title VI Review was found in compliance with Title VI regulations and guidelines.

SOUTHEAST REGION – TITLE VI UPDATE

On August 30, 2019, a Title VI Review was conducted via a questionnaire with the Southeast Region (Montgomery and Troy Area Offices). Two program areas were reviewed: Design/Pre-Construction and Right-of-Way (ROW).

Design/Pre-Construction

There were no complaints filed during this reporting period. The Southeast Region hosted one (1) Public Involvement Meetings during this reporting period. The meeting was project HSIP-0147(503) a Farmville Roundabout . The meeting was adequately staffed. There were no Limited English Proficiency (LEP) or Title VI issues reported during this period. The forms of advertisement used was the local newspaper.

Right-of-Way (ROW)

During this reporting period, the Southeast Region Right-of-Way section, had no formal or informal complaints filed. There were two (2) business relocations, both relocates were minorities, they can be contacted for comments and there were no complaints. Reference project # are BR-0009 (541) Crenshaw County and STPAAF 0014 (509) Elmore County. There was a minority appraiser used for one of the relocations.

The Southeast Region Title VI Review was in compliance with Title VI regulations and guidelines.

SOUTHWEST REGION – TITLE VI UPDATE

On August 29, 2019, a Title VI Review was conducted via a questionnaire with the Southwest Region (Mobile and Grove Hill Area Offices). Two program areas were reviewed: Design/Pre-Construction and Right- of-Way (ROW).

Design/Pre-Construction

There were no complaints filed during this reporting period. The Southwest Region hosted five (5) Public Involvement Meetings during this reporting period. The meetings were as follows: DPI-0030(005) Mobile River Bridge and Bay Project, two meetings were held in Mobile and Baldwin County; ST-002-000-015 Waterway Blvd Connector; SR-8 (US-80) and SR-25 Restrictive Crossing U-Turn Intersection; SR-16(US-90) at SR-59 in Loxley Intersection Relocation. There were no public involvement meetings conducted in the Grove Hill Region during this reporting period. The meetings held in the Mobile Region were adequately staffed and held in facilities that were ADA accessible. There were no Limited English Proficiency (LEP) concerns or Title VI issues reported. The forms of advertisement used were mailing invitations, placement of posters and distribution of news releases in the Press Register.

Right-of-Way (ROW)

There were no formal or informal complaints filed during this reporting period with the Right-of-Way section. The Southwest Region had thirteen (13) relocations during this period, two (2) in the Mobile Region and eleven (11) in the Grove Hill Region. There were four (4) minorities relocates. The relocation Projects are on file in Region Office for review. There were no complaints filed by the relocates. The relocates may be contacted for comments on their relocation process. Form 11 Relocation Assistance Contact Reports are on file in the Southwest Region Offices. There was one (1) business owner who required / received LEP services during the relocation process. There was a female minority appraiser used during the relocation process.

The Southwest Region Title VI Review was found in compliance with Title VI regulations and guidelines.

WEST CENTRAL REGION – TITLE VI UPDATE

On August 30, 2019, a Title VI Review was conducted via a questionnaire with the West Central Region (Tuscaloosa and Fayette Area Offices). Two program areas were reviewed: Design/Pre-Construction and Right-of- Way (ROW).

Design/Pre-Construction

There were no formal or informal complaints filed during this reporting period. There were no Public Involvement meetings held during this reporting period. There were no Limited English Proficiency (LEP) concerns or Title VI issues reported.

Right-of-Way (ROW)

During this reporting period, the West Central Region had no formal or informal complaints filed and no relocation appeal complaints. Also, during this reporting period there were no right-of-way acquisitions or minority appraisers used; most appraisal work was done in house.

The West Central Region Title VI Review was found in compliance with Title VI regulations and guidelines.

BUREAU REPORTS

CONSTRUCTION BUREAU – TITLE VI UPDATE

On September 10, 2019, the Title VI Coordinator conducted a Title VI Review in the Construction Bureau with the Bureau Chief. There were formal and informal complaints filed during this reporting period. The complaints were filed on the Birmingham Central Business District (CBD) projects. The complaints were filed with the Federal Highway Administration FHWA and they have directed the Construction Bureau to investigate the findings. The investigation is ongoing and as of this report period it has not been finalized.

During this reporting period, the Disadvantaged Business Enterprises (DBE) program was moved into the Construction Bureau. The purpose of the merger was for “operating a more efficient internal program, where Contractors and Sub-Contractors issues could be more readily addressed in one place”.

The Title VI Coordinator was informed of no major changes in the operational procedures of the Bureau or changes in the Specification Manual during this reporting period. The Construction Bureau continues to use a diversified staff to monitor and inspect work done by the State. All Local Public Agency (LPA) projects are inspected by consultants or local entities, but ultimately signed off by Regional State Inspectors. The Bureau used work analysis and opportunity measures to assess and mitigate issues of concern in safety, air/noise impacts, and contracting goals. One example of a mitigating measure is the use of the Commercial Useful Function guidelines for Sub-Contractors, to ensure they can do the work they were hired to perform.

The Construction Bureau solicits and encourages subcontractor’s feedback, and assistance is provided through the (DBE) Supportive Services Program. The DBE Program assists in meeting contractual goals fairly by working from a Race Neutral Basis. The Program also provides training, certification assistance, and networking with prime contractors, so they can fulfill their DBE goals.

ALDOT's Region Offices still have the authority to make changes in contracts when the amount is less than \$100,000.00, and the responsibility to ensure uniformity in the approval of plan changes and supplemental agreements. The uniformity is assured through Guidelines for Operations (GFO) regulations, pages 3-5 for Plan changes and 4-6 for Supplemental Agreements.

The review of the Construction Bureau is operationally and procedurally in compliance with Title VI regulations and guidelines.

DESIGN BUREAU – TITLE VI UPDATE

On August 22, 2019, a Title VI Review was conducted in the Design Bureau, with the Bureau Chief, Environmental Coordinator, Asst. Consultant Management Manager, and the Traffic and Safety Coordinator. There have been no procedural changes in this Bureau during this reporting period.

Environmental Section The Environmental Section received no formal or informal complaints during this reporting period. The Environmental section hosted two (2) training sessions this fiscal year for the Region, Bureau and Sub-recipient personnel; a one (1) day training on National Environmental Protection Agency (NEPA) Transportation Decision Making; and a one (1) day training on Environmental Justice Analysis. The Environmental Section also participated in training provided by Foreign Language Services (FLS) on Limited English Proficiency (LEP) technology usage. The Environmental Section continues to collect public information for input in the conceptual designs, through the use of iPads and kiosks booths. They collect input from the public before, during, and after the scheduled public meetings. The kiosks are used in the vicinity of the project proposal area. The Environmental Section has entered a Memorandum of Agreement (MOA) with the Fish and Wildlife Agency, that allows them to proceed without Fish and Wildlife approval on low level environmental projects that have little or no impact; this agreement is for 5 years. The Design Bureau continues to use the Geographical Information System (GIS) to assess community make-up, as well as the American Community Survey Data. The sections newest on-line census tool used for socioeconomic and EJ analysis is, <http://onthemap.ces.census.gov/>. The Environmental Section had oversight responsibility for approximately twelve (12) Public Involvement Meetings this fiscal year, of which there were no formal complaints filed. All comment sheets and input received from the Public Involvement Meetings are assessed. If there are overwhelming issues conveyed by a community about a project, the Environmental Section will take extra precautions to mitigate those concerns before proceeding. The early coordination process with individuals in the proposed project areas continues to be a vital tool to deter possible discriminatory issues.

Consultant Management Consultant Management is responsible for all consultant contracts that ALDOT execute, (original and supplemental contracts). All executed consultant contracts contain the Title VI Assurance Appendices (A& E). The Consultant Management Section has a process for selection of Architect and or Engineering Services and no changes have occurred during this fiscal year report in the procedures. The process was designed to give transparency to the procedures as to how the consultants are chosen. The procedure involves an evaluation, ranking and selection process for each consultant conducted by the Selection Committee. After the evaluation, the top three (3) consultants are given to the Director of ALDOT for his final decision. The process gives Disadvantaged Business Enterprises (DBE) a greater consideration in the procurement of engineering and design related service contracts. The minority business certification process allows a business to be certified and placed on an approved ALDOT pre-qualified list, the process is open to the public and is advertised on ALDOT's website. Currently, there are ten (10) minority consultants on ALDOT's pre-qualified list. Currently, there are five (5) minority firms performing consultant work during this reporting period (See attached [Five Year Comparative Analogy](#)). The review of the Design section is in compliance with Title VI regulations and guidelines.

Five Year Comparative Analogy

Year	Total Contracts	Total Minority	# of Minority Firm	+/-
2014	\$450,255,267.52	\$17,670,000.00	10	3.9%
2016	\$390,743,689.58	\$16,070,000.00	11	4.15%
2017	\$387,029,590.85	\$11,695,000.00	6	3.2%
2018	\$463,789,212.59	\$16,125,000.00	8	3.8%
2019	\$451,973,047.40	\$15,412,481.00	5	3.4%

DESIGN/SAFETY – TITLE VI UPDATE

On August 22, 2019, an on-site Title VI Review was conducted with the Traffic & Safety Operations Section Manager of the Design Bureau. The operational procedure for the Safety Section has not changed during this reporting period.

The Traffic and Safety Operations Sections (TSOS) procedures are as follows: It is responsible for administering and providing oversight of the Highway Safety Improvement Program (HSIP). In order to make HSIP funding decisions, the TSOS has the responsibility of developing a prioritized list of proposed HSIP projects for funding consideration. All HSIP project funding decisions are based on a safety cost-effectiveness method using benefit/cost ratio.

Potential HSIP projects may come from a variety of sources, including the analysis by ALDOT of crash data, field observations by ALDOT and /or local governments, law enforcement agencies, emergency response organizations and others. These proposed projects must address the stated goal(s) of the Alabama Strategic Highway Safety Plan, including the reduction of crashes, fatalities, injuries or property damage in support of the State's established safety performance measures. There must also be a documented description of the safety issues(s) along with supporting data and quantitative and/or qualitative information on the proposed safety countermeasures. The TSOS will then review and/or approve the HSIP project application if it is confirmed that the project is eligible for funding, it is consistent with SHSP focused areas, it is based on sound technical engineering analyses, and has non-federal matching funds available for the project ([See attached 2019 Safety data collection](#)).

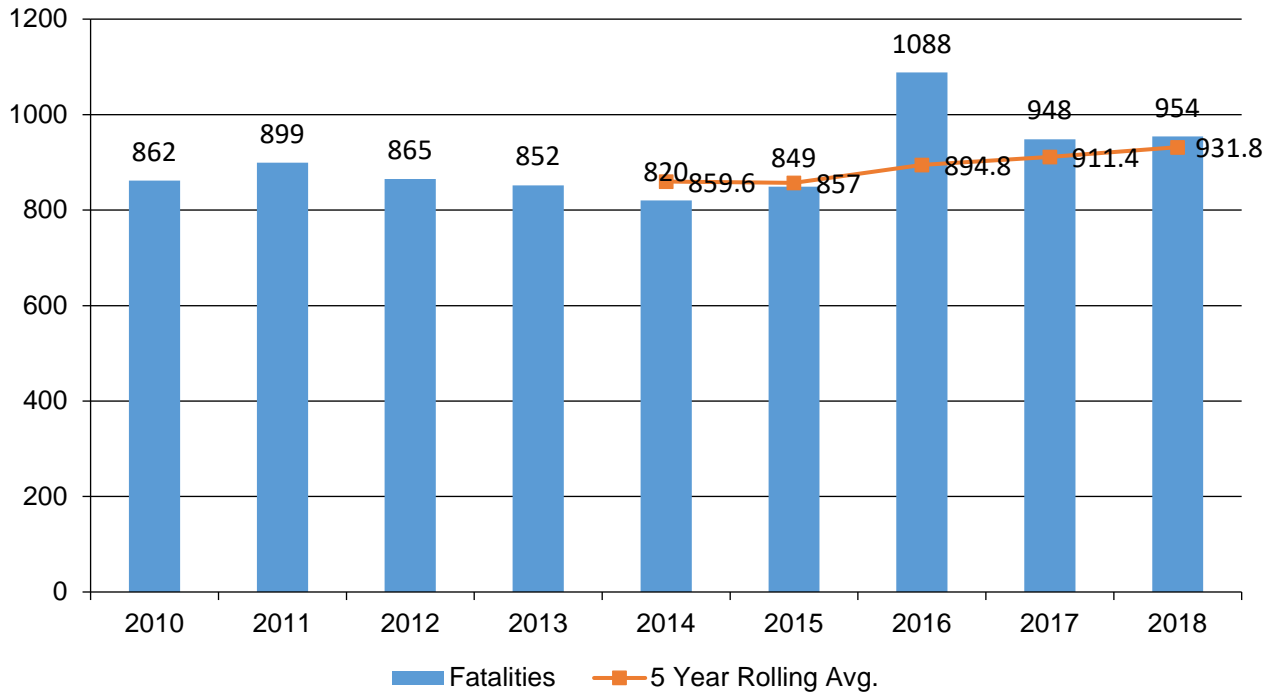
Once a project is approved for funding ,the TSOS will work with the project sponsor on how best to proceed with the project including (1) confirming the project schedule and letting date; (2) confirming the project budget; (3) confirming either systemic or non-systemic safety improvement(s) to be implemented; (4) complying with plan preparation requirements; and (5) complying with project delivery requirements. The TSOS will also serve as a technical advisor to ALDOT Regional Offices and other project sponsors on HSIP program requirements and will approve/disapprove requests for HSIP project schedule revisions in coordination with the Region Offices. A project's status will be continually monitored by the TSOS. If there are significant project delays, it will be determined whether to cancel an HSIP project, require the project sponsor to take corrective actions, and/or reprogram the HSIP funding to other eligible project(s).

The review of the Design Bureau Safety Section is in compliance with Title VI regulations and guidelines.

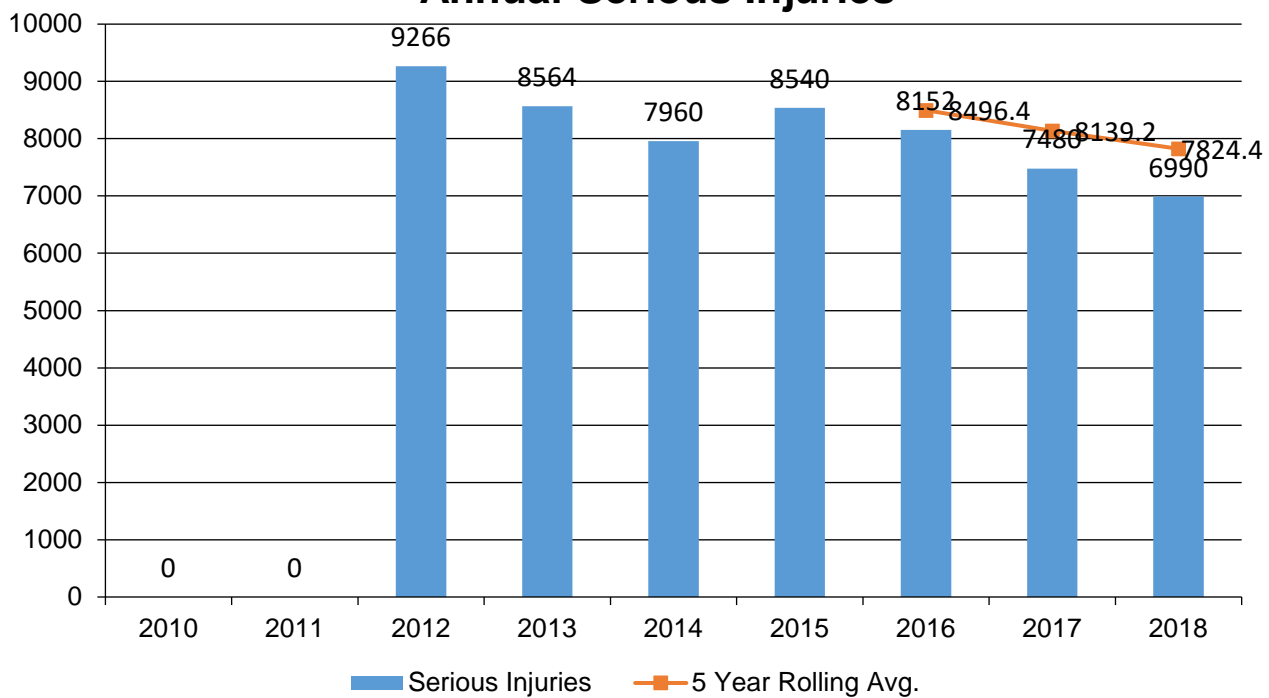
30. Present data showing the general highway safety trends in the State for the past five years.

PERFORMANCE MEASURES	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatalities	862	899	865	852	820	849	1,088	948	954
Serious Injuries	0	0	9,266	8,564	7,960	8,540	8,152	7,480	6,990
Fatality rate (per HMVMT)	1.340	1.380	1.330	1.310	1.250	1.240	1.600	1.380	1.350
Serious injury rate (per HMVMT)	0.000	0.000	14.250	13.170	12.140	13.020	12.000	10.640	11.080
Number non-motorized fatalities	68	89	86	64	103	105	127	121	115
Number of non-motorized serious injuries	0	0	331	322	264	274	258	249	231

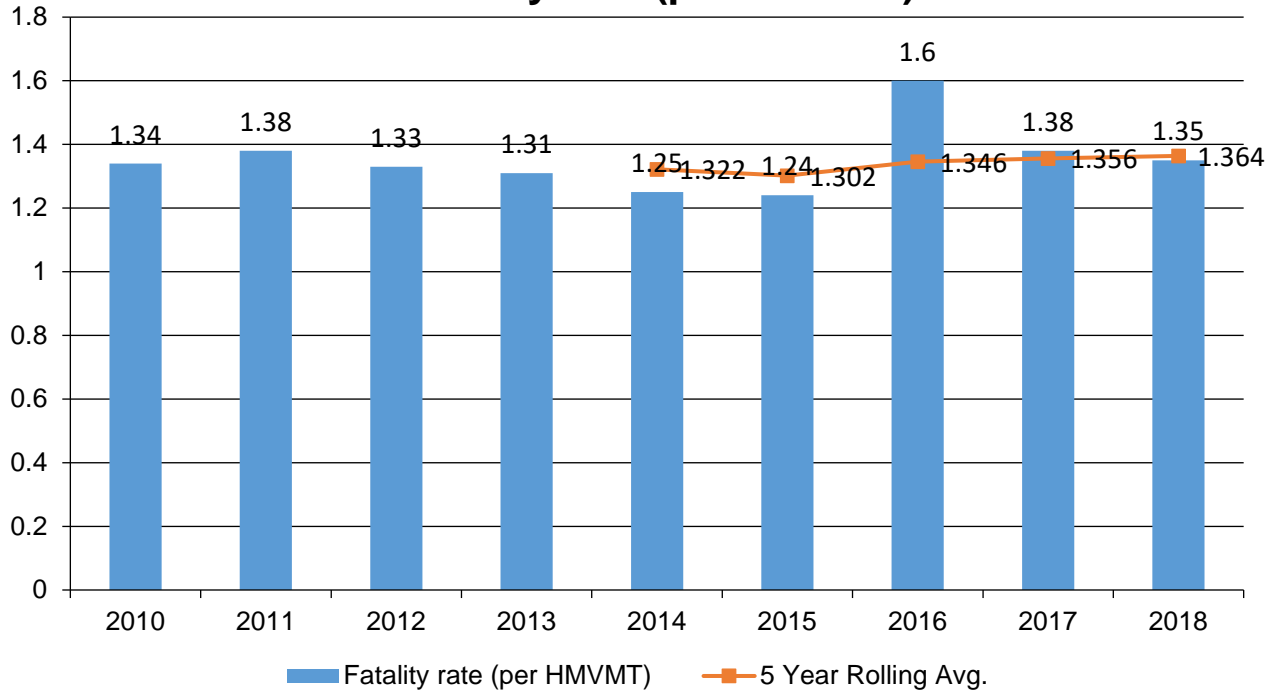
Annual Fatalities



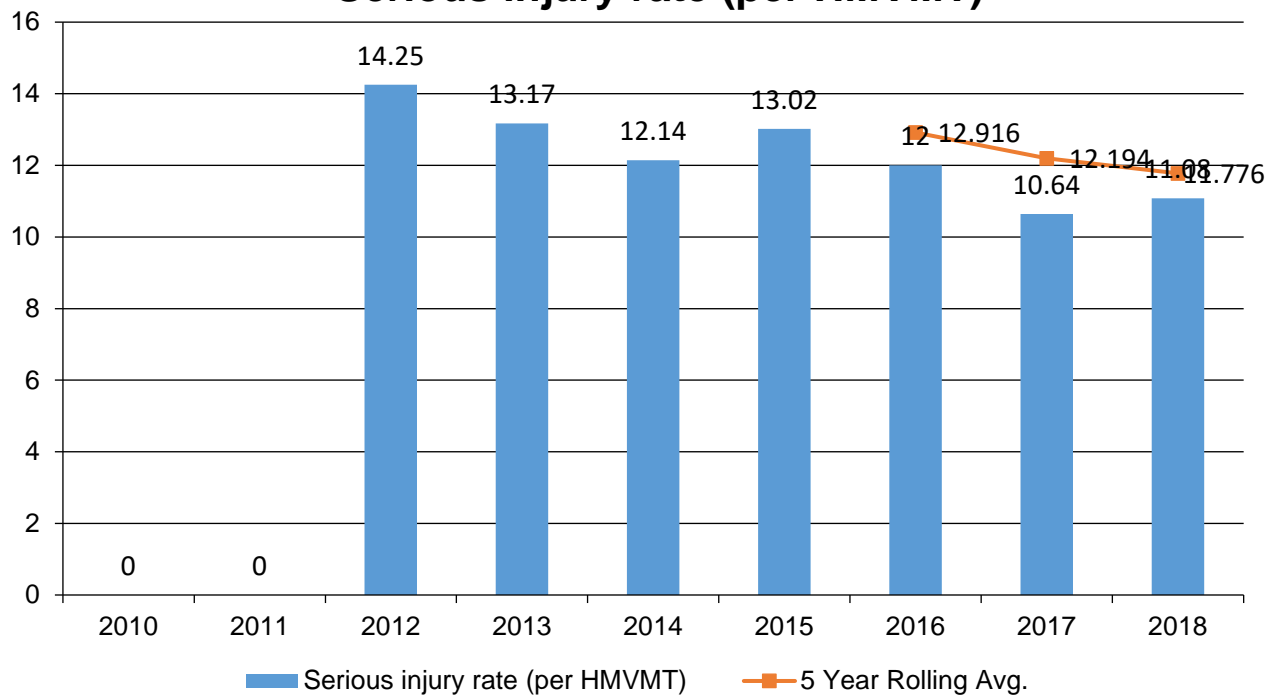
Annual Serious Injuries



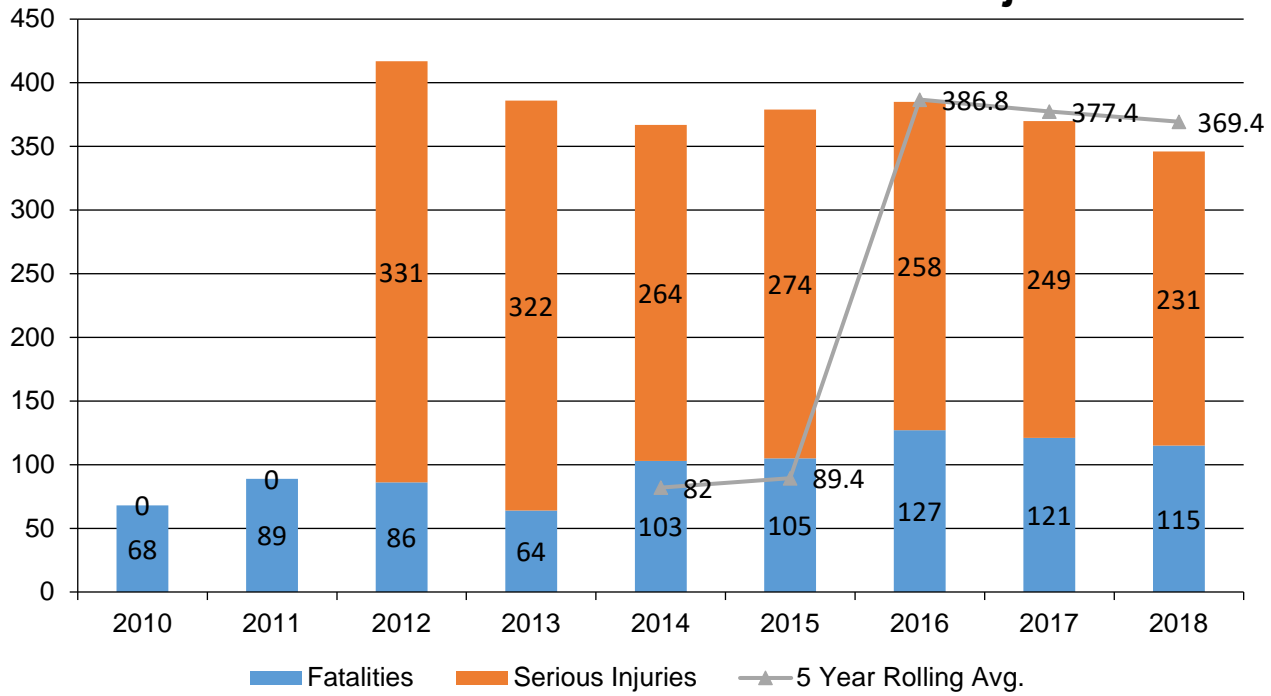
Fatality rate (per HMVMT)



Serious injury rate (per HMVMT)



Non Motorized Fatalities and Serious Injuries



At the time of this submittal, FARS has not reported its data for 2018. The 2018 annual performance measure data was pulled from the state's Critical Analysis Reporting Environment (CARE).

MAINTENANCE BUREAU – TITLE VI UPDATE

On August 26, 2019, a Title VI Review of the Maintenance Bureau was conducted with the Program Manager. During this reporting period, there were no formal complaints filed.

*The Maintenance Bureau is not a major program area; therefore, the review of this Bureau is limited in scope. Most of the Title VI issues are addressed in the early stages of a project development, prior to a project moving into the maintenance stage. The Maintenance Bureau evaluates its Title VI process of maintenance through-out the State in a fair/equitable and cost-efficient manner. [See attached Business Maintenance Model and Data Collection Process](#)

The standard operation procedure and process for the Maintenance Bureau has not changed during fiscal year 2019 reporting period. The Bureau's main function is to maintain the State's highways, roads and bridges and to achieve this function in a non-discriminatory manner. This process is achieved as follows: The Bureau has a Technical Advisory Committee (TAC) made up of the Region Engineers, who meet annually and/or when the State Maintenance Engineer deems necessary. The purpose of the meetings are to address issues that may arise from the Road Map System. For each maintenance asset, a criterion was established to rate its condition.

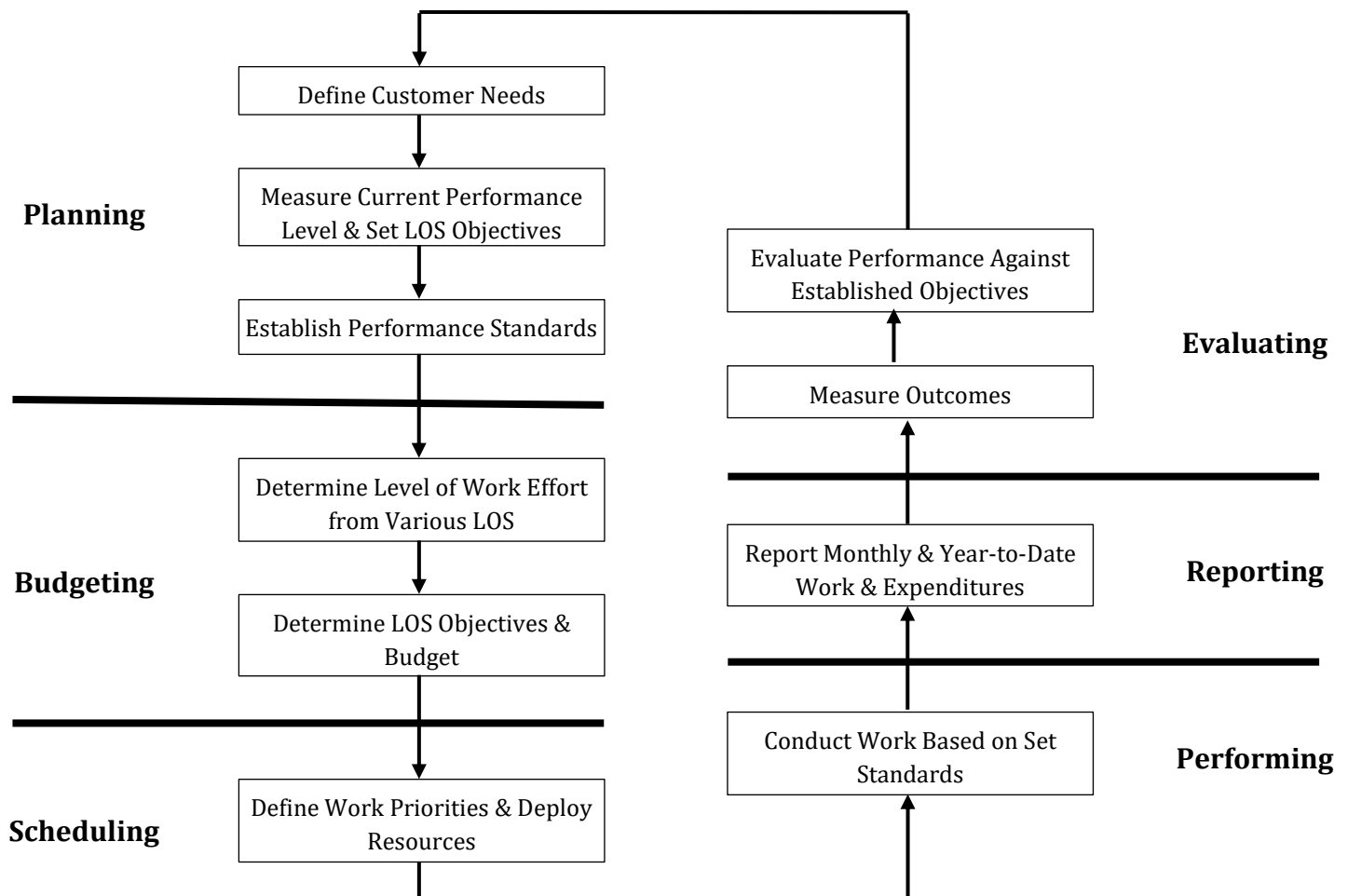
These condition ratings are determined by conducting annual inspections, which are then used to estimate the current Level of Service (LOS) of the maintenance assets. Since the Alabama State Highway System consists of approximately 12,000 miles of roadway, the annual inspections are completed by a statistically significant sampling basis using randomly selected 0.1-mile sample segments. Ample segments are chosen to achieve a 95 percent confidence that the LOS average rating will be within 8 percent of the true system-wide value.

The Maintenance budgets are developed by District Managers based on the Condition Assessment Data and on their knowledge of local needs and priorities. The statewide budget is assembled from those local budgets and reflects those local needs and priorities. The Maintenance Bureau tracks and monitors maintenance work performed during a fiscal year and compares actual expenditures against the original needs-based budgets that were developed.

The Maintenance Bureau was found in compliance with Title VI regulations and guidelines.

Overview of ALDOT Maintenance Management Business Model

The Alabama Department of Transportation (ALDOT) business model is a closed loop process that incorporates planning, budgeting, scheduling, performing, reporting and evaluating, and back to planning. This process allows ALDOT to establish a Level-of-Service (LOS) process that ties Maintenance outcomes to the budgeting and scheduling of work.



II. Data Collection Procedures



A. Organizational Considerations

The field data is most efficiently collected by three-person teams. Three-person teams are desirable for the following reasons:

- One person can drive while the other two are recording data.
- One person can watch for oncoming traffic while the other two are recording data.
- One person can be taking measurements or counting while the other is recording data.
- A second opinion may be advantageous where a judgment call is necessary.
- Three people are less likely to be accosted by evildoers than one person acting alone.

It is desirable to collect all the data in as short a time period as possible so that observed quantities and conditions will be a true representation of the road network at the time the analysis is done for planning and budgeting purposes. For this reason it may be desirable to have a two-person team mark the required sections ahead of the data collection team. This approach has been shown to greatly reduce the time required to cover the required number of samples.

B. Field Sample Segments

Statistical methods will identify randomly selected data sample sites along state-maintained highways. The sites are 0.1-mile segments (528 feet) selected in the 12,033 miles of roads (interstate and non-interstate) maintained by ALDOT. For divided highways, both road directions will be sampled as separate roadways.

The following equation was used to determine the minimum sample size necessary to achieve the desired confidence and precision for LOS measures:

$$n = \frac{(z)(p)(1 - p)}{e^2 + \frac{(z^2)(p)(1 - p)}{N}}$$

where:

n = Sample size (for example, number of 0.1-mile increments)

N = Population size (for example, total number of 0.1-mile increments)

z = Standard normal deviate (that is, number of standard deviations for desired level of confidence)

p = Proportion of the population that meets a specified criteria, expressed as a decimal value from 0.0 to 1.0

1 - p = Remaining proportion of the population

e = Allowable sampling error (or precision), expressed as a decimal

A sampling error of 8 percent and confidence level of 95 percent were used for all roads. It was also assumed that Interstates are in better condition than the rest of the roads in the state. Therefore, the proportion of the samples that meets a passing criterion is assumed to be higher for interstate roads. Thus, for interstate, a value of $p = 80\%$ was used while a value of $p = 70\%$ for the NHS, other state non-NHS and Institution roads was used. It was assumed that Interstates and NHS Non-Interstate routes are divided, requiring separate samples for the northbound and southbound or eastbound and westbound directions. This assumption effectively doubles the number of miles required to sample these road classes. The rest of the roads were not assumed to be divided.

The distribution of these samples by district is shown in Exhibit II-1, and the distribution of samples at the division level is detailed in Exhibit II-2. **Note that in practice the number of samples should be increased by approximately 10 percent to allow for sites that must be rejected due to bridges, construction zones, or unsafe traffic conditions.** As an example, shown below are the calculations carried out to determine the number of samples along Interstate roads for Area 1, District 1:

Area 1, District 1 consists of 55.43 miles, or 111 miles counting both northbound and southbound sides of interstate roads.

Using 0.1-mile sample sections, the population consists of 1110 potential sample sites. For a sample size that will give 95 percent confidence that the LOS average rating will be within 8 percent of the true value, if the pass/fail rate is 80 percent, then the values for the above equation are: $z = 1.96$, $p = 0.8$, $e = 0.08$, and $N = 1110$. Using these values, the required sample size is:

$$n = \frac{(1.96)^2(0.8)(1 - 0.8)}{(0.08)^2 + \frac{(1.96)^2(0.8)(1 - 0.8)}{1110}} = 88$$

In this case, 44 samples will be collected in each travel direction. These sample sites will be selected in a random fashion by generating 44 numbers between 0.0 and 1.0. By multiplying these numbers by the total number of miles in each district, the milepoints of the field sample segments will be obtained. For convenience, the roads in each Area (or District) will be arranged in numerical order, with each road length noted.

All identified features within each field sample segment will be evaluated. The survey is intended to assess the current condition that exists at the point in time when the evaluation takes place. In the future, two or more surveys per year could be conducted to account for seasonal variations.

In every case, the primary concern of data collectors should be the safety of the team and of the road users (safety responsibilities are identified later in this section). Following are the general procedures for collecting field data:

- Using intersections or state boundaries and the vehicle DMI or GPS device, locate and mark the starting and ending milepoint for each field sample segment. These

sample segments will be identified by spray paint at the edge of the shoulder so that they can be located again if needed. Placing a traffic cone on the starting and ending mile points also may help identify the limits of the field sample segment while collecting data.

- If any portion of the field sample segment falls on a bridge, move the sample segment forward or backward as necessary to avoid the bridge. Note any adjustments on the data collection input form, laptop, or PDA.
- Field sample segments falling within construction zones should not be evaluated. Relocate the sample segment outside of the construction area but as close to the original segment as possible. Note any adjustments on the data collection input form, laptop, or PDA.
- If some sample locations that fall on bridges or construction zones, and cannot be relocated due to the proximity of other sample locations, the sample location in question may be rejected. Also, if the working conditions at the site are unsafe for any reason, the sample location may be rejected. The required number of samples was increased by 10 percent to allow for such rejections.
- All linear measurements should be rounded up to the nearest foot. Do not use fractions or increments less than one foot.
- From the starting milepoint, rate all identified features on one side of the roadway in the field sample segment. Return to the starting milepoint and rate the other side from start to end. For safety reasons, walk in the direction facing traffic whenever possible. Distance measurements should be taken from the starting milepoint of the field sample segment in the direction of increasing milepost numbers. The starting and ending milepoints of linear features located within the field sample segment should be measured as distance from the feature's starting milepoint.
- Input each day's condition ratings into the database file.

Maintenance Feature Inventory and Condition Rating Form



Sample Number		Begin MP		Area/District	/	Route		Direction		Date	
Number of Lanes		End MP		Road Class		Adjacent Section (Y/N)			Bifurcated Section (Y/N)		
Reference Number	Company Name			Crew Name							

Features	Measure	Condition
Potholes	Number of potholes ($\geq 6"$ x $6"$ x $1"$)	
Raveling	Surface area distressed (total sq. ft.)	
Shoving	Deficient surface area (total sq. ft.)	

Features	Measure	Condition
Spalling	Number of spalls ($\geq 6"$ x $6"$ x $1"$)	
Faulting	Number of faulted slabs ($\geq 1/4"$ high)	
Joint Sealing	Lin. ft. of joints requiring sealing ($\geq 1/4"$ wide)	
Pumping	Number of slabs deficient	
Punchouts	Number of punchouts ($\geq 6"$ x $6"$)	

Features	Measure (Must Not Exceed 2112', 1056' Unpaved/1056' Paved)	Inventory	Measure (Must Not Exceed Inventory Length)	Condition
Paved Shoulder	Lin. ft. of paved shoulder		N/A	
Potholes	N/A		Number of potholes	
Edge Raveling	N/A		Lin. ft. of edge raveling	
Sweeping (Incl. Curb)	Lin. ft. of shoulder/curb subject to sweeping		Lin. ft. of shoulder/curb needing sweeping	
Unpaved Shoulder	Lin. ft. of unpaved shoulder		N/A	
Shoulder Drop-Off	N/A		Lin. ft. of low shoulder (≥ 2")	
High Shoulder	N/A		Lin. ft. of high shoulder (> 1")	

Features	Measure	Inventory	Measure	Condition
Side Drains	Number of side drains		Number damaged/blocked (>25%)	
Cross Drains	Number of cross drains		Number damaged/blocked (>25%)	
Unpaved Ditches	Lin. ft. of unpaved ditch		Lin. ft. defective or impeding flow	
Paved Ditches	Lin. ft. of paved ditch		Lin. ft. defective or impeding flow	
Drop Inlets, Catch Basins, & Slotted Drains	Number of inlets, catch basins, and slotted drains		Number defective	
Curb & Gutter	Lin. ft. of curb and gutter		Lin. ft. defective (damaged or broken)	

Features	Measure	Inventory	Measure	Condition
Front Slope	Lin. ft. of front slope, measured along centerline		Lin. ft. deficient (washouts >12")	
Back Slope	Lin. ft. of back slope, measured along centerline		Lin. ft. deficient (washouts >18")	
Vegetative Roadside	Lin. ft. of vegetated roadside, measured along shoulder		Lin. ft. of undesirable vegetation, measured along shoulder	
Brush/Tree Control	Lin. ft. of brush or tree growing areas, measured along shoulder		Lin. ft. with undesirable brush or trees, measured along shoulder	
ALDOT Fence	Lin. ft. of right-of-way fences		Lin. ft. of fence damaged	
Litter Control	N/A		Number of objects equal to or greater than fist-sized	

Features	Measure	Inventory	Measure	Condition
Pavement Markings & Legends	Number of pavement markings and legends		Number deficient	
Pavement Striping	Lin. ft. of pavement striping		Lin. ft. worn out or missing	
Raised Pavement Markers	Number of required RPMs		Number missing or damaged	
Delineators	N/A		N/A	
Guardrail/Cable Rail/Barrier Wall	Number of delineators		Number deficient	
Other Delineators	Number of delineators		Number deficient	
Object Markers	Number of object markers		Number deficient	
Signals	Number of signalized intersections (not signal heads)		Number deficient	
Signs - Warning & Regulatory	Number of signs		Number deficient	
Signs - Other	Number of signs		Number deficient	
Guardrail	Lin. ft. of guardrail		Lin. ft. deficient	
Cable Rail	Lin. ft. of cable rail		Lin. ft. deficient	
Impact Attenuators	Number of impact attenuators		Number needing repair	
Barrier Walls	Lin. ft. of barrier walls		Lin. ft. deficient	

31
29-Jun-2016

LOCAL TRANSPORTATION BUREAU – TITLE VI REVIEW

On August 26, 2019, the Title VI Coordinator conducted a Title VI Review of the Local Transportation Bureau. The Bureau was represented by the Bureau Chief, Asst. Bureau Chief, and Transportation Planners. During this reporting period, there were no changes in the operational procedure of this Bureau. Also, there were no formal or informal complaints filed.

The Local Transportation Bureau is responsible for administering, Federal Transit Administration (FTA), Federal Highway Administration (FHWA), State Roads, and Bridge Funds allocated to Local Public Agencies (LPA) in the State of Alabama. The agencies includes 14 Metropolitan Planning Organizations (MPO), 12 Rural Planning Organizations (RPO), Regional small urban and rural transit providers, municipal transit and non-profit organizations. The funds for these agencies are used for planning, design, construction operation and maintenance of locally owned and operated transportation facilities. The funding dictates the enforcement on mandates/directives from FHWA and FTA in 67 counties, and is coordinated with ALDOT, MPO and RPO providers for input on the State Transportation Improvement Plan (STIP).

This year the Title VI Program Staff along with the Design Bureau Environmental Section assisted, the Local Transportation Bureau, in their document reviews of the 14 MPOs and 12 RPOs. The review consisted of three documents that are due for submittal in 2019; the Transportation Improvement Plan (TIP), the Self Certification, and Unified Plan of Work Program. The Title VI staff along with the Environmental staff assisted in the review of these documents respectively, for Title VI language in their documents, LEP plan and the Public Involvement Plan, as well as, data capturing the environmental, social, economic impacts. The coordinating efforts in review of these documents in the draft stage before final submittal should help to insure that the MPOs and RPOs are operating and capturing pertinent data, that is required within the federal guidelines of their contract with ALDOT. The documents are normally reviewed by Title VI staff after the final document is received by Local Transportation, hopefully, the early review process should prove to be more efficient. The collaborative review thus far has shown these Organizations to be operating very much within Federal Regulations guidelines. ([See "2019" urbanized and rural areas allocations](#))

The Local Transportation Bureau has upgraded its Local Public Agencies (LPA) website to include the newest merger into their Bureau the "Innovative Programs Bureau". The Innovated Program initiative under Local Transportation Bureau will continue to direct the activities of the Alabama Transportation Rehabilitation and Improvement Program (ATRIP), Rural Assistance Match Program (RAMP), Alabama Industrial Access Road and Bridge Corporation (IA) initiatives from Alabama Toll Road Authority and programs generated from Legislation addressing State infrastructure Bank finance.

Birmingham	Fee	Invoice#15	Invoice#16	Invoice#17	Invoice#18	Invoice#19	Invoice#20	Invoice#21	Invoice#22	Invoice#23	Invoice#24	Invoice#25	Invoice#26	151,981
		480,000	6,594	5,400	40,523	14,509	21,684	43,621					328,019	
UAH Modeling	Fee	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	
		58,000	4,941			11,830	14,862	12,511	3,011	6,590			4,355	53,745
Auburn University	Fee	Invoice#1	Invoice#2	Invoice#3	Invoice#4	Invoice#5	Invoice#6	Invoice#7	Invoice#8	Invoice#9	Invoice#10	Invoice#11	Invoice#12	
		250,000	1,288	1,134									246,390	3,710
Baker	Fee	Invoice#1	Invoice#2	Invoice#3	Invoice#4	Invoice#5	Invoice#6	Invoice#7	Invoice#8	Invoice#9	Invoice#10	Invoice#11	Invoice#12	
													0	0

Projects are complete
Projects are not complete

9th invoice posted on 12/12 but not paid yet, verify that this is the last invoice for \$6,121

UAH Modeling	Balance	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	
	50,000			3,189			2,396	2,018	6,082	13,402	2,041	6,296	6,384	8,192
UAH Modeling	Balance	Sept												
	8,192	2,817												5,375

2,551 1,917 1,614 4,866 10,722 1,633 5,037 5,107

	By County (25%)		Standard (50%)		By Population (25%)	
Northwest Alabama	5	7.46%	\$10,522.39	1	8.33%	\$23,500.00
South Alabama	3	4.48%	\$6,313.43	1	8.33%	\$23,500.00
Central	3	4.48%	\$6,313.43	1	8.33%	\$23,500.00
Southcentral	6	8.96%	\$12,626.87	1	8.33%	\$23,500.00
Auburn	2	2.99%	\$4,208.96	1	8.33%	\$23,500.00
Top of Alabama	5	7.46%	\$10,522.39	1	8.33%	\$23,500.00
West Alabama	7	10.45%	\$14,731.34	1	8.33%	\$23,500.00
East Alabama	10	14.93%	\$21,044.78	1	8.33%	\$23,500.00
Southeast Alabama	7	10.45%	\$14,731.34	1	8.33%	\$23,500.00
Tombigbee	10	14.93%	\$21,044.78	1	8.33%	\$23,500.00
RPCGB	6	8.96%	\$12,626.87	1	8.33%	\$23,500.00
North Central	3	4.48%	\$6,313.43	1	8.33%	\$23,500.00
Total	67	1	\$141,000.00	12	1	\$282,000.00

Total
 By County \$564,000.00
 By RPO \$141,000.00
 By Population \$282,000.00

	By County (25%)		Standard (50%)		By Population (25%)	
Northwest Alabama	5	7.46%	\$10,727.61	1	8.33%	\$23,958.33
South Alabama	3	4.48%	\$6,436.57	1	8.33%	\$23,958.33
Central	3	4.48%	\$6,436.57	1	8.33%	\$23,958.33
Southcentral	6	8.96%	\$12,873.13	1	8.33%	\$23,958.33
Auburn	2	2.99%	\$4,291.04	1	8.33%	\$23,958.33
Top of Alabama	5	7.46%	\$10,727.61	1	8.33%	\$23,958.33
West Alabama	7	10.45%	\$15,018.66	1	8.33%	\$23,958.33
East Alabama	10	14.93%	\$21,455.22	1	8.33%	\$23,958.33
Southeast Alabama	7	10.45%	\$15,018.66	1	8.33%	\$23,958.33
Tombigbee	10	14.93%	\$21,455.22	1	8.33%	\$23,958.33
RPCGB	6	8.96%	\$12,873.13	1	8.33%	\$23,958.33
North Central	3	4.48%	\$6,436.57	1	8.33%	\$23,958.33
Total	67	1	\$143,750.00	12	1	\$287,500.00

Total
 By County \$575,000.00
 By RPO \$143,750.00
 By Population \$287,500.00

Shoals
 Mobile
 Central
 Southcentral
 Auburn
 Hville
 Tusc
 Anniston
 Dothan
 Tombigbee
 Bham
 Decatur

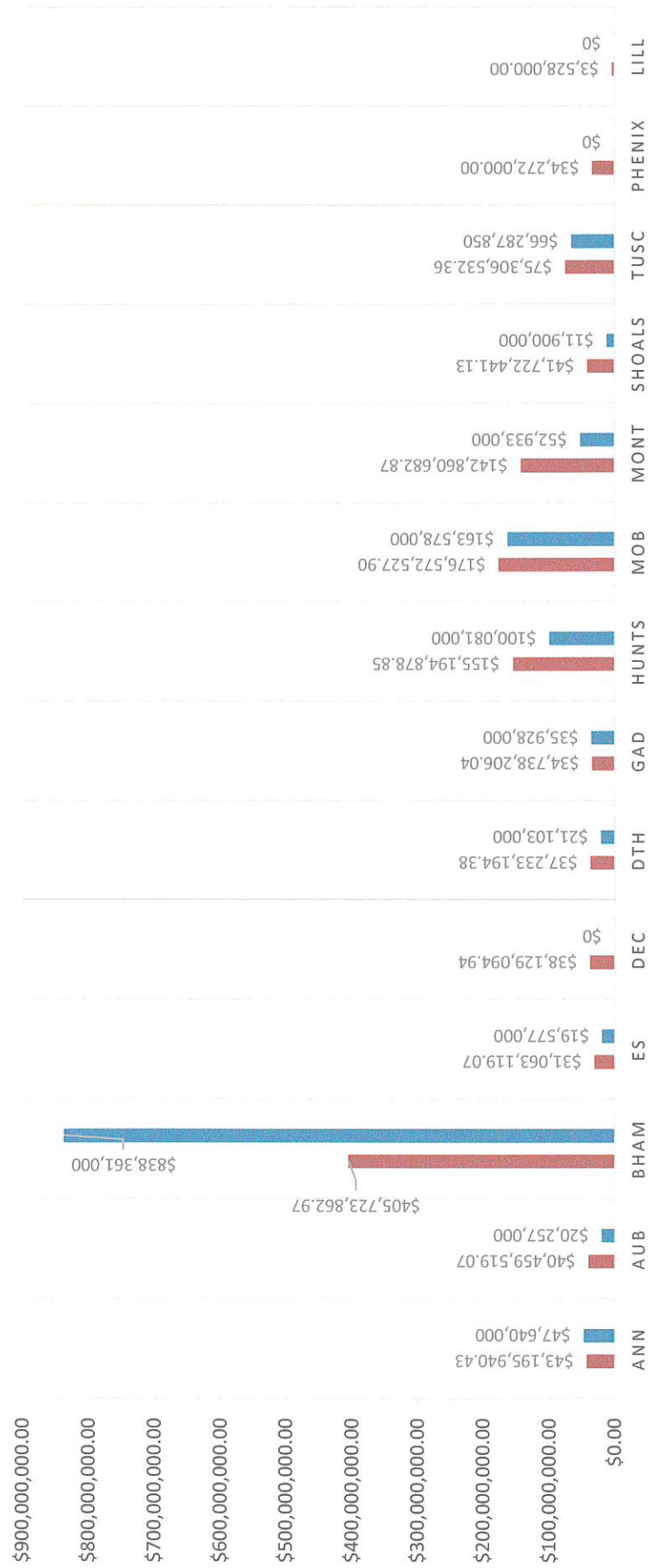
GOAL	FY 2019 UPWP
\$43,020	\$45,400
\$44,139	\$49,400
\$35,505	\$36,400
\$42,511	\$50,900
\$30,986	\$33,900
\$53,978	\$54,900
\$47,102	\$59,400
\$63,254	\$58,900
\$52,114	\$45,400
\$55,686	\$57,400
\$56,505	\$53,900
\$39,199	\$46,900
\$564,000	\$592,800

GOAL	FY 2020	FY 2020
\$43,859	\$46,239	\$46,000
\$45,000	\$50,261	\$50,500
\$36,198	\$37,092	\$37,000
\$43,340	\$51,729	\$52,000
\$31,590	\$34,504	\$34,500
\$55,030	\$55,953	\$56,000
\$48,021	\$60,319	\$60,500
\$64,487	\$60,134	\$60,000
\$53,131	\$46,416	\$46,500
\$56,772	\$58,486	\$58,500
\$57,607	\$55,002	\$55,000
\$39,964	\$47,665	\$48,000
\$575,000	\$603,800	\$604,500

FY18, 16, 15 Figures For Comparison
\$45,000
\$50,000
\$32,000
\$50,000
\$32,000
\$60,000
\$55,000
\$40,000
\$55,000
\$50,000
\$45,000

CAPACITY MONEY VS. CAPACITY PROJECTS

■ \$60M (Federal \$) per year statewide (21 years) ■ System Enhancement Proj, FY2024-2045



* Projects as of Dec 10th * Allocation based on 2010 population * Graph does not include projects funded with MPO Dedicated Money

2020 PL FUNDS ALLOCATION BY URBANIZED AREA

FY 2019 Total Planning Funds \$3,333,954
Less Phenix City / Lillian \$3,233,935

40% divided equally \$1,293,574
Amount for each area (above divided by 12) \$107,798

60% divided by population \$1,940,361.23
Multiplied by the population percentage for each urban area Varies per MPO

CITY	POPULATION	40% (EQUAL)	% OF POP.	60% (POPULATION)	Total
Anniston	79,796	\$107,798	3.5343%	\$68,578	\$176,376
Auburn	74,741	\$107,798	3.3104%	\$64,233	\$172,031
Birmingham	749,495	\$107,798	33.1962%	\$644,126	\$751,924
Eastern Shore	57,383	\$107,798	2.5416%	\$49,316	\$157,114
Decatur	70,436	\$107,798	3.1197%	\$60,534	\$168,331
Dothan	68,781	\$107,798	3.0464%	\$59,111	\$166,909
Gadsden	64,172	\$107,798	2.8423%	\$55,150	\$162,948
Huntsville	286,692	\$107,798	12.6980%	\$246,387	\$354,185
Mobile	326,183	\$107,798	14.4471%	\$280,326	\$388,124
Montgomery	263,907	\$107,798	11.6888%	\$226,805	\$334,603
Shoals / Florence	77,074	\$107,798	3.4137%	\$66,238	\$174,036
Tuscaloosa	139,114	\$107,798	6.1616%	\$119,556	\$227,354
Sum	2,257,774	\$1,293,574	100.0000%	\$1,940,361	\$3,233,935
Phenix City	61,264	\$0	2.7200%	\$90,684	\$90,684
Lillian, Orange Beach	6,266	\$0	0.2800%	\$9,335	\$9,335
	\$2,325,304	\$1,293,574		\$2,040,380	\$3,333,954

2020 5303 FUNDS ALLOCATION BY URBANIZED AREA

CITY	POPULATION	40% (EQUAL)	% OF POP.	60% (POPULATION)	Total
Anniston	79,796	\$28,864	3.5343%	\$18,362	\$47,226
Auburn	74,741	\$28,864	3.3104%	\$17,199	\$46,063
Birmingham	749,495	\$28,864	33.1962%	\$172,472	\$201,336
Eastern Shore	57,383	\$28,864	2.5416%	\$13,205	\$42,069
Decatur	70,436	\$28,864	3.1197%	\$16,209	\$45,073
Dothan	68,781	\$28,864	3.0464%	\$15,828	\$44,692
Gadsden	64,172	\$28,864	2.8423%	\$14,767	\$43,631
Huntsville	286,692	\$28,864	12.6980%	\$65,973	\$94,837
Mobile	326,183	\$28,864	14.4471%	\$75,060	\$103,924
Montgomery	263,907	\$28,864	11.6888%	\$60,730	\$89,594
Shoals / Florence	77,074	\$28,864	3.4137%	\$17,736	\$46,600
Tuscaloosa	139,114	\$28,864	6.1616%	\$32,013	\$60,877
Sum	2,257,774	\$346,368	100.0000%	\$519,553	\$865,921
Phenix City	61,264	\$0	2.7200%	\$24,281	\$24,281
Lillian, Orange Beach	6,266	\$0	0.2800%	\$2,500	\$2,500
	\$2,325,304	\$346,368		\$546,334	\$892,702

RESEARCH AND DEVELOPMENT BUREAU – TITLE VI UPDATE

On August 23, 2019, the Title VI Coordinator conducted a review with the Research and Development Bureau (R&D). The meeting was conducted with the Bureau Chief. There were no formal or informal complaints filed with the Bureau during this reporting period.

The Research & Development Bureau has continued its outreach efforts with Colleges and Universities seeking to perform research projects for the Alabama Department of Transportation (ALDOT). Currently, R&D is working with the University of Alabama, newly created Transportation Research Institute, which is responsible for monitoring traffic patterns, accidents, traffic signs, character of the road and various traffic flow issues across the State. The Institute is also responsible for public awareness and concerns, information distribution and cost factors. The Institute's goal is to increase the amount of traffic flow, by having user friendly roads that are safe and cost efficient in the process.

The Research & Development Bureau continues its participation in the “Peer Exchange” program. This year Alabama, Arkansas and Kentucky met March 4-7, with the objective of examining specific functions and processes of each of the participating DOTs. Each State Research and Development program evaluates the functions and processes used on a specific project based on the practices of the other participating DOTs. The processes and functions of interest for this peer exchange were broken down into four topics: Finances of Research Program/CFR 200 Alternative Funding for Research, Return on Investment for Research Project, Tracking Research Implementation, and Research Program Performance Measures. A summary of what was discussed in each session was created and included in a report which was finalized and approved by the participants on March 7, 2019.

The Research Advisory Committee (RAC) review and approve all research presented to the committee, which is headed by the R&D Bureau Chief. Members of the RAC also chair ALDOT's Project Advisory Committee. ALDOT conducts its research through their research partners, which are currently: Auburn University, Alabama A&M University, National Center for Asphalt Technology (NCAT), The University of Alabama, Tuskegee University, University of Alabama at Birmingham, University of Alabama in Huntsville and University of South Alabama.

The Research and Development Bureau has an ongoing commitment with all the above mentioned schools to assist in the performance of research. The participating schools have an “umbrella agreement” budgetary cap with R&D Bureau of \$2,000,000.00 - 3,000,000.00, and it remains the same each year. The general agreement is for three (3) years and the supplemental agreement is for three (3) years. ([See attached R&D 2019 Estimated Budget](#))

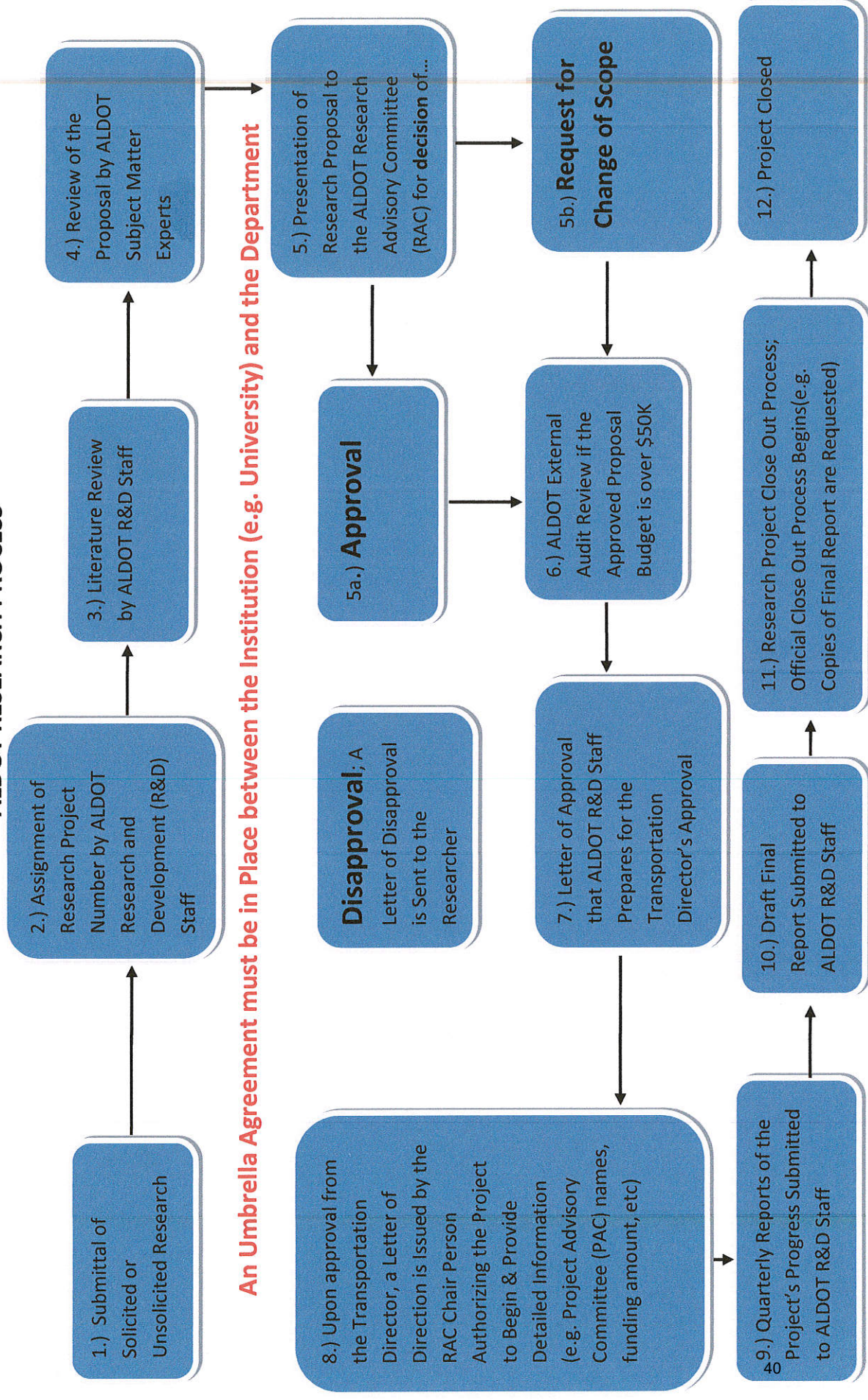
The Research and Development Bureau Review is in compliance with Title VI regulations and guidelines.



Research & Development

ALABAMA DEPARTMENT OF TRANSPORTATION

ALDOT RESEARCH PROCESS





Bureau of Research & Development Guidelines for Preparing an ALDOT Research Need Problem Statement

A research need problem statement provides a brief summary of the proposed research and covers the following:

Research Need Title:	Provide a short descriptive title.
Subject Area:	Provide the subject area(s) to be addressed by the research, i.e. safety, planning, asset management, pavements, structures, geotechnical, environmental, training, operations, maintenance, etc.
Research Need Problem Statement:	Describe the problem or issue that the research can address.
Research Objective(s):	Provide a statement of the specific research objective, defined in terms of the expected final product which relates to the general problem statement given above. Describe specific tasks as necessary to achieve the objective and if known, possible methods of investigation.
Research Significance/Benefit:	Provide an explicit statement of the final product of the research and how it is to be used by ALDOT at the close of the research. Discuss the direct benefit to ALDOT from the proposed research and its possible implementation.
Research Period/Duration:	Indicate the proposed duration of the project. If there is a need to have the research completed by a certain date, please explain this.
Submitter:	Provide the name, title, bureau/division, e-mail address and phone number contact information for the person(s) developing the statement. Attach a separate sheet with this information if there is more than one submitter. Submitters should sign and date the statement. <u>Note</u> : Attach sheets as necessary to complete the above information.
Concurrence:	The Bureau Chief/Division Engineer from whose area the statement originates should sign to indicate that they are aware of the need statement being submitted and are in concurrence with its need.
Return to:	It is very important that the statement is returned to the Bureau of Research & Development by the date highlighted. It can be scanned and returned electronically and this is the preferred method of receipt.



Research & Development

ALABAMA DEPARTMENT OF TRANSPORTATION



Work Program – Part II
Alabama Project – SPR-2(62)

Fiscal Year 2019

FISCAL YEAR 2019 ESTIMATED BUDGET

Estimated Federal Research Revenue:

FY2019 Research Appropriation: \$ 3,943,262

Carryover (FY2017 & Earlier Research Appropriations Not Expended): 300,000

FY2018 Unobligated Funds: 707,650

Total FY2019 Estimated Federal Research Revenue: \$ **4,950,912**

Estimated Special Research Projects: \$ 1,222,203

Estimated Special Research – State Funded Research Projects \$ 771,912

Estimated Transportation Pooled Fund Projects \$ 795,000

Estimated 80% Federal, 20% State Funding Projects \$ 3,506,024

Total FY2019 Research Project Expenditures Proposed \$ **5,523,227**

(SPR only, not including estimated Special Research – State Funded Research Projects
Ongoing Project expenditures are included)

Total Estimated 20% State of AL Matching Contribution: \$ **1,380,807**

Supporting Documentation for the FY2018 R&D Bureau Approved Research Project Funding Report (10/1/2018 through 9/30/2019)

<u>Auburn</u>	
RN:	Funding \$:
930-988	\$243,382.00
930-989	\$132,000.00
930-990	\$199,756.00
930-994	\$133,305.00
931-001	\$300,000.00
Total:	\$1,008,443.00

<u>NCAT</u>	
RN:	Funding \$:
930-971P	\$560,000.00
930-974P	\$150,000.00
930-979	\$160,500.00
Total:	\$870,500.00

<u>UA</u>	
RN:	Funding \$:
930-997	\$256,301.00
931-011	\$99,962.00
Total:	\$356,263.00

<u>UAH</u>	
RN:	Funding \$:
	\$0.00
Total:	\$0.00

<u>Alabama A&M</u>	
RN:	Funding \$:
930-978	\$167,567.00
Total:	\$167,567.00

<u>UAB</u>	
RN:	Funding \$:
930-998	\$58,556.00
Total:	\$58,556.00

<u>Tuskegee University</u>	
RN:	Funding \$:
	\$0.00
Total:	\$0.00

<u>University of S. Alabama</u>	
RN:	Funding \$:
930-980	\$234,826.00
Total:	\$234,826.00

RIGHT-OF-WAY BUREAU – TITLE VI UPDATE

On August 23, 2019, the Title VI Coordinator conducted a review in the Right-of-Way (ROW) Bureau. The meeting was held with the Chief Appraiser and the Chief Relocation and Acquisition Officer.

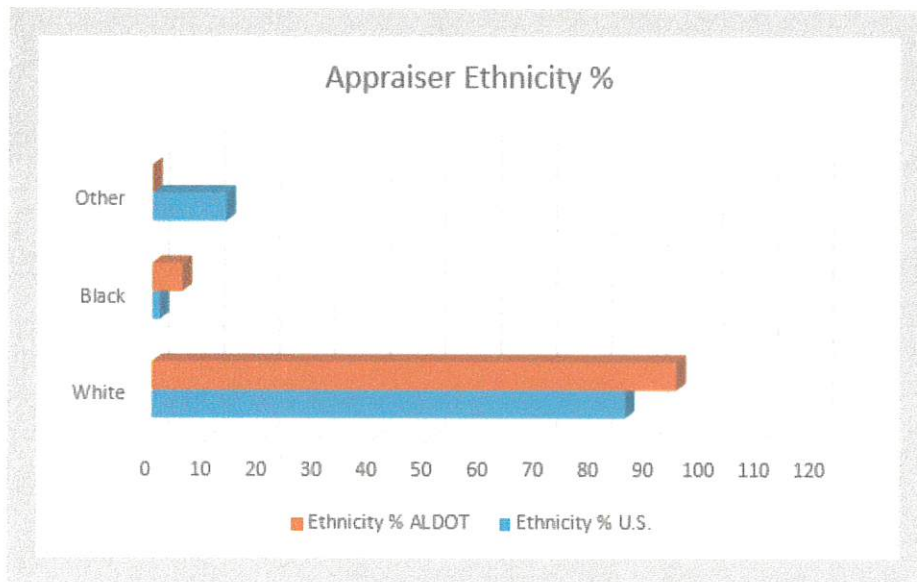
The Right-of-Way Bureau's Appraiser Review revealed an attrition rate on the Appraisal Panel. Last year there were fifty-two (52) appraisers but this year there are fifty-six (56). Currently, ALDOT has nine minority appraisers, same as last year, out of a total of 56 appraisers or 16.1% on the appraisal panel (who qualify as DBE) to do work for ALDOT or LPA projects. Of the nine (9) minorities, six (6) are females and three (3) are males. The six female appraisers are 10.7% of the 56, but the percentage change is also impacted by the higher total number of appraisers on the panel. The 10.7% of females compared to the 2019 Appraisal Institute Fact Sheet of 21.3% appears low, however, female appraisers are predominately certified as residential, as indicated on the attached Appraisal Institute Fact Sheet ([Graph 10](#)). As noted last year and it remains the same this year, ALDOT has no appraisers of Native American, Asian, Latino or any other descent. ([See attached Appraisal Institute Fact Sheet which reflects data as of December 2018 and ALDOT's Appraisal Industry's Comparative Graph](#)).

While the Federal regulations specifically requires ALDOT to have a qualified appraisal review staff to meet its program needs, it is a challenge to keep ALDOT in compliance with this requirement with little or no possible improvement within the short term. The shortfall of qualified appraisers will continue to be an issue, unless there is a salary level increase to attract certified appraisers, and certain barriers are removed such as the stringent appraisal review process, the delay in payment of fees, the increase potential for court preparation/testimony and the availability of more lucrative appraisal assignments. The Appraisal Institute is making an effort to increase minority participation and create a diverse environment, of which on a long-term basis will have a positive impact with the changing demographics of the U.S. ALDOT's project volume is down this year, but the city/county projects (which ALDOT has oversight of) have increased in volume. Efforts to engage the participation of minority appraisers on those projects is the responsibility of the local city/county Local Public Agencies (LPA).

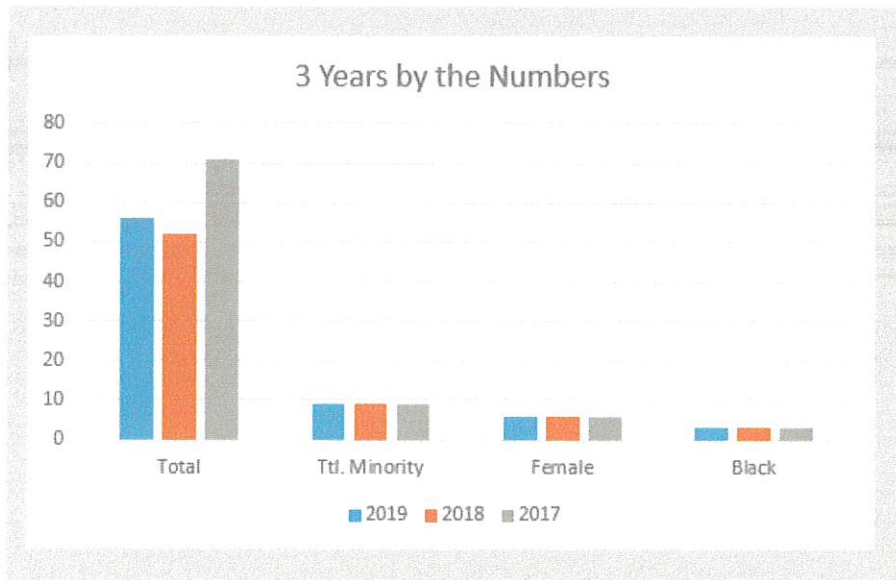
During this reporting period, there were no relocation appeals filed with the Right-of-Way Bureau. All relocations and acquisitions records are kept in the Region and Central Offices Right-of-Way files and are available for public review. There were no Limited English Proficiency issues during this reporting period. Also, there were no formal or informal complaints filed during this reporting period.

The Right-of-Way Bureau Review was in compliance with Title VI regulations and guidelines.

ALDOT COMPARED TO THE APPRAISAL INDUSTRY



Ethnicity as a Percentage	U.S.	ALDOT
White	85.4	94.6
Black	3	3
Other	13.3	0



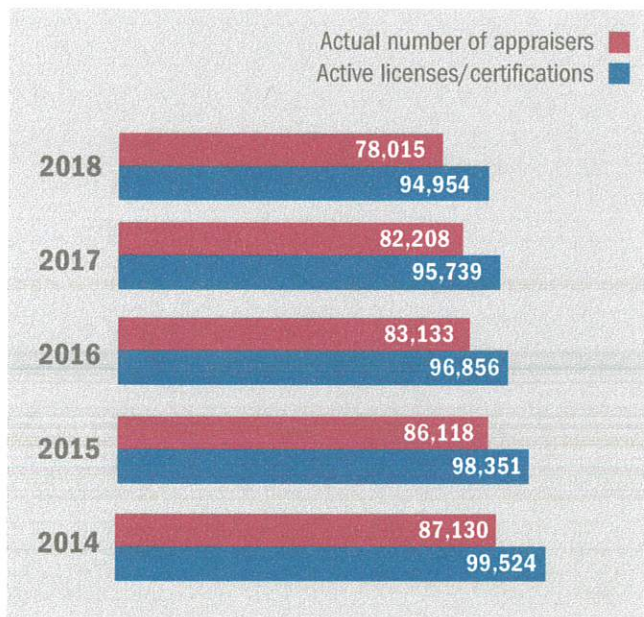
ALDOT Appraisers	2019	2018	2017
Total	56	52	71
Total Minority	9	9	9
Female	6	6	6
Black	3	3	3

U.S. VALUATION PROFESSION FACT SHEET Q1 2019

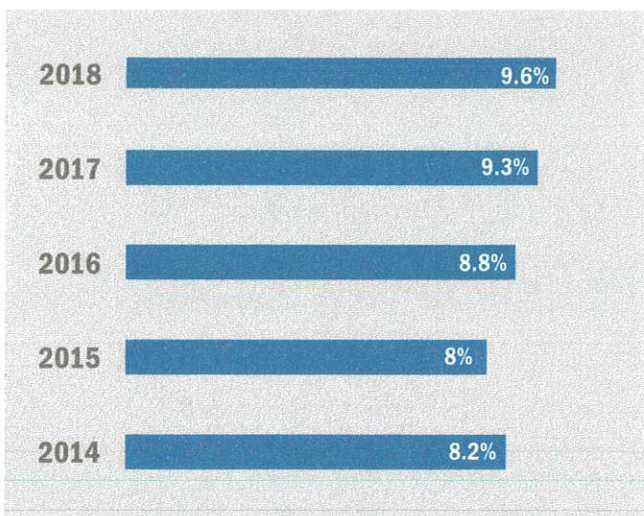
As of Dec. 31, 2018, the number of active real estate appraisers in the U.S. stood at 78,015, a decrease of 5% versus 2017.

The average rate of decrease for the past five years has been approximately 2.6% annually. Broader analysis suggests that declines may continue due to retirements, fewer new people entering the appraisal profession, economic factors, government regulation, and greater use of data analysis technologies.

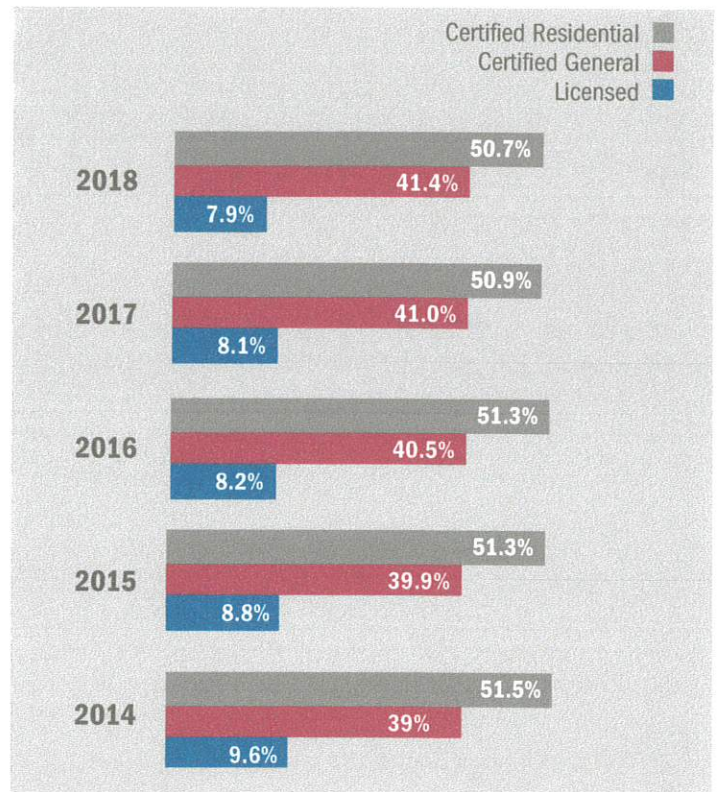
1. TOTAL U.S. APPRAISERS AND NUMBERS OF LICENSES/CERTIFICATIONS



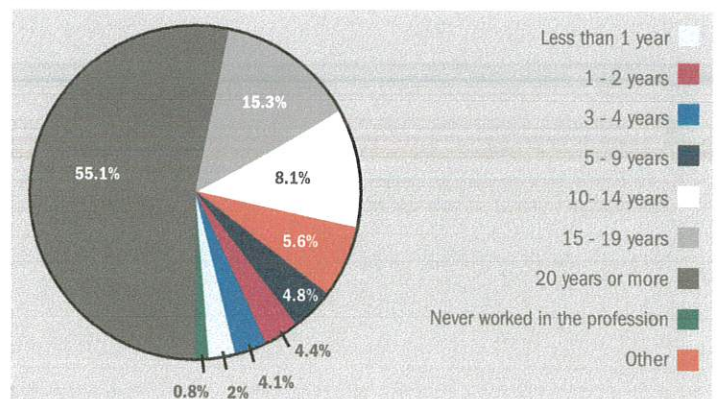
2. APPRAISERS WHO HELD 2 OR MORE LICENSES/CERTIFICATIONS OUTSIDE THEIR HOME STATE



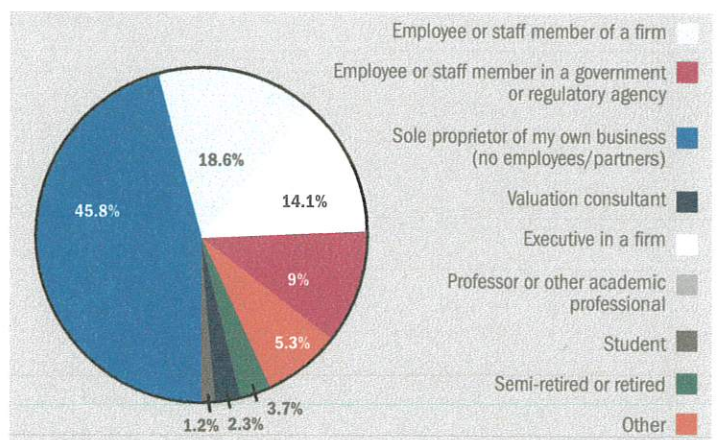
3. PROPORTIONS OF LICENSED AND CERTIFIED APPRAISERS



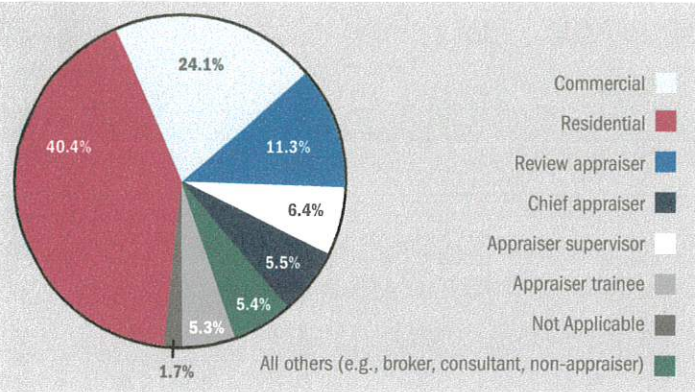
4. TIME IN VALUATION PROFESSION



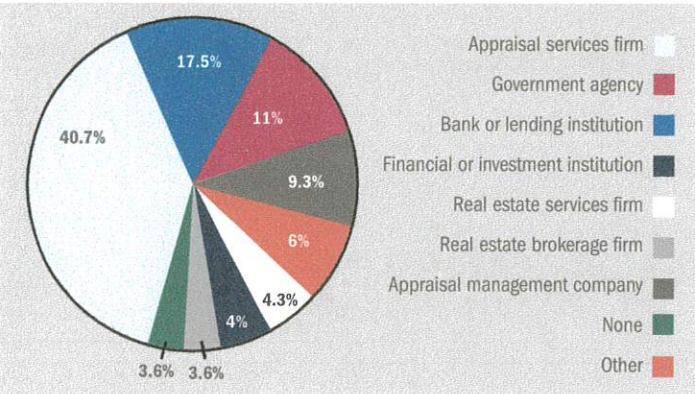
5. EMPLOYMENT STATUS



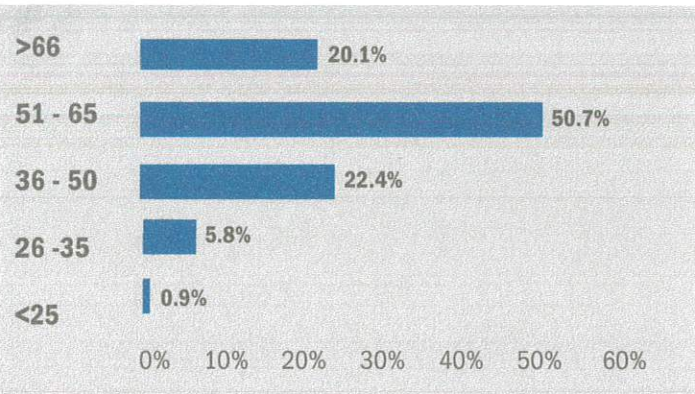
6. PRIMARY JOB FUNCTION



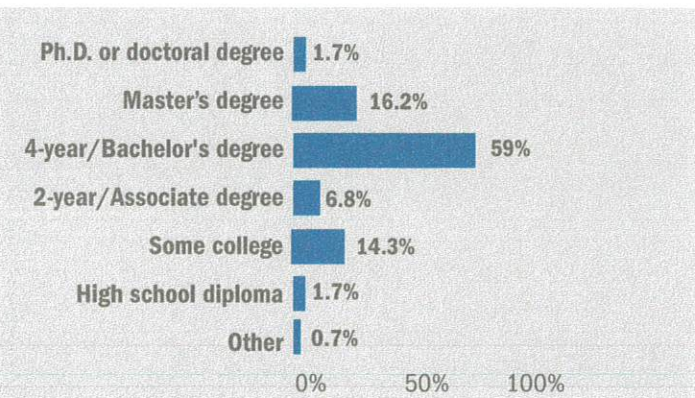
7. TYPE OF COMPANY OR ORGANIZATION



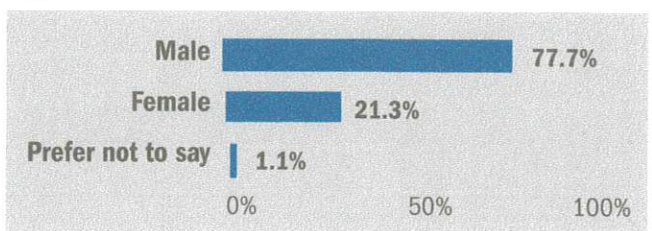
8. AGE



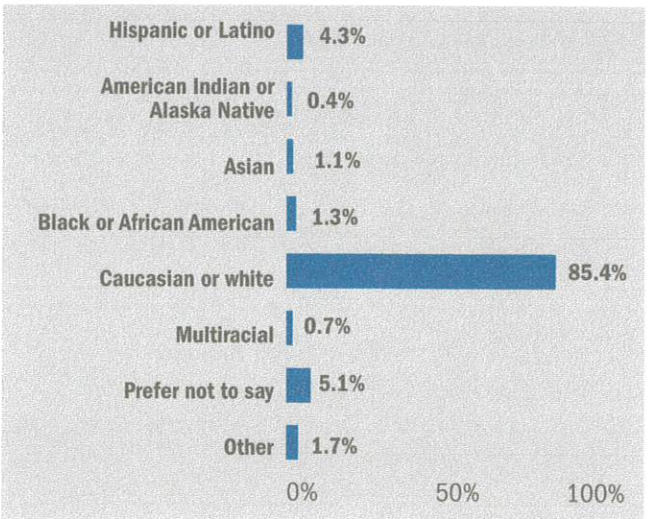
9. EDUCATION LEVEL



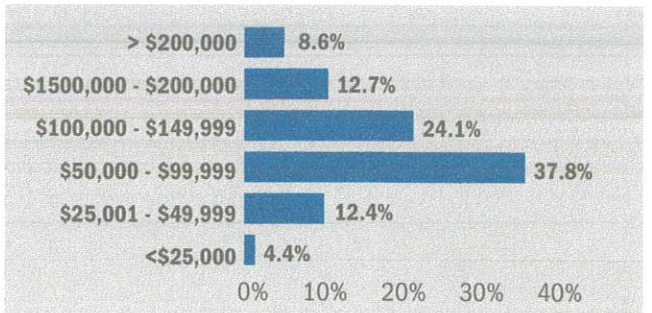
10. GENDER



12. ETHNICITY



12. ANNUAL INCOME



U.S. appraiser population statistics were derived from the ASC National Registry as of Dec. 31, 2018. Additional demographic statistics were derived from Appraisal Institute studies conducted in 2016-2019 that were comprised of randomly selected AI and non-AI real estate valuation professionals. In Q1 2019, the Appraisal Institute invited 15,600 valuation professionals, resulting in 750 responses. This survey's margin of error is approximately +/- 3.56 percentage points at the 95 percent confidence level.

The Appraisal Institute is a global professional association of real estate appraisers, with nearly 18,000 professionals in almost 50 countries throughout the world. Its mission is to advance professionalism and ethics, global standards, methodologies, and practices through the professional development of property economics worldwide.

ALABAMA DEPARTMENT OF TRANSPORTATION

EEOC REPORT

From: 10/01/2018 To: 08/23/2019

Date	Project Name	County	Provider Name	Tracts	Total	Fed (\$)	Type	DBE
10/19/2018	ST-002-180-004	BALDWIN	Hall, John E	1	\$9,000.00	\$7,200.00	Appraisal	0
11/05/2018	ST-045-001-015	MADISON	Armstrong, Thomas M	1	\$8,500.00	\$6,800.00	Appraisal	0
12/06/2018	ST-002-999-006	BALDWIN	Hall, John E	1	\$8,500.00	\$6,800.00	Appraisal	0
12/06/2018	ST-002-180-004	BALDWIN	Rau, Timothy U	1	\$22,500.00	\$18,000.00	Appraisal	0
12/19/2018	BR 0036(503)	MORGAN	Petty, Christopher A	3	\$13,000.00	\$10,400.00	Appraisal	0
01/09/2019	ST-049-110-006	MOBILE	Rich, James R	5	\$24,200.00	\$19,360.00	Appraisal	0
01/11/2019	HPP-STPOAA115(900)	COFFEE	Eidson, Gregory P	2	\$15,500.00	\$12,400.00	Appraisal	0
01/11/2019	ST-049-110-006	MOBILE	Vegliach, Joseph P	1	\$2,000.00	\$1,600.00	Appraisal	0
01/17/2019	ST-045-001-015	MADISON	Armstrong, Thomas M	1	\$5,500.00	\$4,400.00	Appraisal	0
01/25/2019	BR 0006(563)	MONTGOMERY	Lakas, G Scott	2	\$10,250.00	\$8,200.00	Appraisal	0
02/08/2019	ST-049-110-006	MOBILE	McDade, Jennifer P	1	\$4,600.00	\$3,680.00	Appraisal	1
02/08/2019	ST-049-110-006	MOBILE	Powell, Tyler G	1	\$4,000.00	\$3,200.00	Appraisal	0
02/08/2019	STPAA 0110(500)	MONTGOMERY	Thompson, Michael W	1	\$3,000.00	\$2,400.00	Appraisal	0
02/08/2019	ST-063-006-010	TUSCALOOSA	Mullins, David P	1	\$2,500.00	\$0.00	Appraisal	0
02/21/2019	ST-049-110-006	MOBILE	McDade, Jennifer P	1	\$6,800.00	\$5,440.00	Appraisal	1
03/12/2019	ST-002-999-006	BALDWIN	Vegliach, Joseph P	1	\$20,000.00	\$0.00	Appraisal	0
03/19/2019	ST-002-181-008	BALDWIN	Eslava III, Edmond G	1	\$1,500.00	\$1,200.00	Appraisal	0
03/19/2019	ST-063-006-010	TUSCALOOSA	Hall, John E	1	\$2,800.00	\$2,240.00	Appraisal	0
04/30/2019	ST-002-999-006	BALDWIN	Eslava III, Edmond G	1	\$4,000.00	\$3,200.00	Appraisal	0
04/30/2019	HSP 0147(503)	LEE	Darden, David W	1	\$3,000.00	\$2,400.00	Appraisal	0
04/30/2019	ST-049-110-006	MOBILE	McDade, Jennifer P	1	\$4,600.00	\$3,680.00	Appraisal	1
04/30/2019	ST-049-110-006	MOBILE	Eslava III, Edmond G	1	\$5,000.00	\$4,000.00	Appraisal	0
05/30/2019	BR 0074(537)	BLOUNT	Haller, Mark C	3	\$14,500.00	\$11,600.00	Appraisal	0
06/07/2019	HSP 0016(524)	BALDWIN	McDade, Jennifer P	1	\$4,200.00	\$3,360.00	Appraisal	1
06/07/2019	TRC-ST-063-999-029	TUSCALOOSA	Petty, Richard D	5	\$31,500.00	\$25,200.00	Appraisal	0
06/07/2019	TRC-ST-063-999-029	TUSCALOOSA	Petty, Christopher A	4	\$13,500.00	\$10,800.00	Appraisal	0
06/27/2019	ST-049-110-006	MOBILE	Vegliach, Joseph P	1	\$3,250.00	\$2,600.00	Appraisal	0
07/01/2019	HPPF A107(900)	CONECUH	Graham, John L	8	\$28,900.00	\$23,120.00	Appraisal	0
07/01/2019	ST-049-110-006	MOBILE	McDade, Jennifer P	1	\$4,500.00	\$3,600.00	Appraisal	1
08/08/2019	ST-002-999-006	BALDWIN	Eslava III, Edmond G	1	\$6,000.00	\$4,800.00	Appraisal	0
08/02/2019	TRC-ST-063-999-029	TUSCALOOSA	Petty, Christopher A	1	\$4,000.00	\$3,200.00	Appraisal	0
Totals for Appraisal Section				\$291,100.00	\$214,880.00	\$24,700.00	DBE Count	1
08/03/2018	DBMB-STPMB 7550(600)	MOBILE	WALKER, JONES	0	\$366.50	\$293.20	Legal	0

ALABAMA DEPARTMENT OF TRANSPORTATION

EEOC REPORT

From 10/01/2018 To 08/23/2019

Date	Project Name	County	Provider Name	Tracts	Total	Fed (\$)	Type	DBE
08/31/2018	ST-002-999-006	BALDWIN	WALKER, JONES	0	\$728.00	\$0.00	Legal	0
08/31/2018	ST-002-999-006	BALDWIN	WALKER, JONES	0	\$1,199.00	\$0.00	Legal	0
08/31/2018	ACNH39475F 1065(388)	MOBILE	WALKER, JONES	0	(\$148.70)	(\$118.96)	Legal	0
08/31/2018	ACNH39475F 1065(388)	MOBILE	WALKER, JONES	0	\$391.00	\$312.80	Legal	0
09/07/2018	DEMOF RW03(900)	JEFFERSON	Waggoner, Mark	0	\$325.00	\$325.00	Legal	0
09/07/2018	DEMOF RW03(900)	JEFFERSON	Waggoner, Mark	0	\$608.00	\$608.00	Legal	0
09/11/2018	ST-049-110-006	MOBILE	WALKER, JONES	0	\$650.00	\$0.00	Legal	0
10/16/2018	ST-049-110-006	MOBILE	WALKER, JONES	0	\$35,115.00	\$0.00	Legal	0
10/18/2018	ST-049-110-006	MOBILE	WALKER, JONES	0	\$1,629.02	\$0.00	Legal	0
10/19/2018	ACNH39475F 1065(388)	MOBILE	WALKER, JONES	0	\$2,428.00	\$1,942.40	Legal	0
10/19/2018	ACNH39475F 1065(388)	MOBILE	WALKER, JONES	0	\$862.95	\$690.36	Legal	0
10/19/2018	DBMB-STPMB 7550(600)	MOBILE	WALKER, JONES	0	\$639.00	\$511.20	Legal	0
10/22/2018	ST-049-110-006	MOBILE	WALKER, JONES	0	\$25,816.00	\$0.00	Legal	0
10/22/2018	ST-049-110-006	MOBILE	WALKER, JONES	0	\$5,589.50	\$0.00	Legal	0
12/03/2018	ST-049-110-006	MOBILE	WALKER, JONES	0	\$163.10	\$0.00	Legal	0
12/03/2018	ST-049-110-006	MOBILE	WALKER, JONES	0	\$16,626.50	\$0.00	Legal	0
01/02/2019	ST-049-110-006	MOBILE	WALKER, JONES	0	\$98.00	\$0.00	Legal	0
01/02/2019	ST-049-110-006	MOBILE	WALKER, JONES	0	\$10,610.50	\$0.00	Legal	0
01/14/2019	ACNH39475F 1065(388)	MOBILE	WALKER, JONES	0	\$474.50	\$379.60	Legal	0
01/14/2019	DBMB-STPMB 7550(600)	MOBILE	WALKER, JONES	0	\$2,519.50	\$2,015.60	Legal	0
02/27/2019	ST-049-110-006	MOBILE	WALKER, JONES	0	\$725.00	\$0.00	Legal	0
02/27/2019	ST-049-110-006	MOBILE	WALKER, JONES	0	\$725.00	\$0.00	Legal	0
02/27/2019	ST-049-110-006	MOBILE	WALKER, JONES	0	\$650.00	\$0.00	Legal	0
02/27/2019	ST-049-110-006	MOBILE	WALKER, JONES	0	\$950.00	\$0.00	Legal	0
02/27/2019	ST-049-110-006	MOBILE	WALKER, JONES	0	\$725.00	\$0.00	Legal	0
02/27/2019	ST-049-110-006	MOBILE	WALKER, JONES	0	\$650.00	\$0.00	Legal	0
03/07/2019	ACNH39475F 1065(388)	MOBILE	WALKER, JONES	0	\$1,660.00	\$1,328.00	Legal	0
03/07/2019	DBMB-STPMB 7550(600)	MOBILE	WALKER, JONES	0	\$2,009.00	\$1,607.20	Legal	0
03/25/2019	ACNH39475F 1065(388)	MOBILE	WALKER, JONES	0	\$443.75	\$355.00	Legal	0
03/25/2019	ACNH39475F 1065(388)	MOBILE	WALKER, JONES	0	\$2,709.50	\$2,167.60	Legal	0
03/25/2019	DBMB-STPMB 7550(600)	MOBILE	WALKER, JONES	0	\$2,348.00	\$1,878.40	Legal	0
03/27/2019	ST-049-110-006	MOBILE	WALKER, JONES	0	\$14.50	\$0.00	Legal	0
03/27/2019	ST-049-110-006	MOBILE	WALKER, JONES	0	\$4,379.50	\$0.00	Legal	0

ALABAMA DEPARTMENT OF TRANSPORTATION

EEOC REPORT

From: 10/01/2018 To: 08/23/2019

Date	Project Name	County	Provider Name	Tracts	Total	Fed (\$)	Type	DBE
04/03/2019	ST-049-I10-006	MOBILE	WALKER, JONES	0	\$2,000.00	\$0.00	Legal	0
04/04/2019	ST-049-I10-006	MOBILE	WALKER, JONES	0	\$9,499.50	\$0.00	Legal	0
04/04/2019	ST-049-I10-006	MOBILE	WALKER, JONES	0	\$64.70	\$0.00	Legal	0
04/24/2019	ST-002-999-006	BALDWIN	WALKER, JONES	0	\$275.00	\$0.00	Legal	0
04/24/2019	ACNH39475F 1065(388)	MOBILE	WALKER, JONES	0	\$60.00	\$48.00	Legal	0
04/24/2019	ACNH39475F 1065(388)	MOBILE	WALKER, JONES	0	\$3,139.50	\$2,511.60	Legal	0
04/24/2019	DBMB-STPMB 7550(600)	MOBILE	WALKER, JONES	0	\$2,142.50	\$1,714.00	Legal	0
05/02/2019	ST-045-001-015	MADISON	Johnson, Lavin	0	\$4,500.00	\$0.00	Legal	0
05/07/2019	ST-049-I10-006	MOBILE	WALKER, JONES	0	\$725.00	\$0.00	Legal	0
05/07/2019	ST-049-I10-006	MOBILE	WALKER, JONES	0	\$650.00	\$0.00	Legal	0
05/07/2019	ST-049-I10-006	MOBILE	WALKER, JONES	0	\$650.00	\$0.00	Legal	0
05/07/2019	ST-049-I10-006	MOBILE	WALKER, JONES	0	\$800.00	\$0.00	Legal	0
05/20/2019	ACNH39475F 1065(388)	MOBILE	WALKER, JONES	0	\$1,633.00	\$1,306.40	Legal	0
05/20/2019	DBMB-STPMB 7550(600)	MOBILE	WALKER, JONES	0	\$865.00	\$692.00	Legal	0
05/30/2019	ST-049-I10-006	MOBILE	WALKER, JONES	0	\$73.00	\$0.00	Legal	0
05/30/2019	ST-049-I10-006	MOBILE	WALKER, JONES	0	\$9,789.00	\$0.00	Legal	0
06/17/2019	ST-049-I10-006	MOBILE	WALKER, JONES	0	\$1,558.20	\$0.00	Legal	0
06/17/2019	ST-049-I10-006	MOBILE	WALKER, JONES	0	\$9,702.00	\$0.00	Legal	0
06/24/2019	ACNH39475F 1065(388)	MOBILE	WALKER, JONES	0	\$402.00	\$321.60	Legal	0
06/24/2019	DBMB-STPMB 7550(600)	MOBILE	WALKER, JONES	0	\$13.00	\$10.40	Legal	0
06/24/2019	DBMB-STPMB 7550(600)	MOBILE	WALKER, JONES	0	\$533.00	\$426.40	Legal	0
07/22/2019	STPOAF-NHF-RPF 0133(506)	COLBERT	HESTER, SHARON	0	\$149.00	\$119.20	Legal	1
Totals for Relocation Section				Federal Share	DBE Share	DBE Count		
				\$173,903.02	\$21,445.00	\$149.00	1	
Totals for ALL OF RIGHT OF WAY				Federal Share	DBE Share	DBE Count		
				\$465,003.02	\$236,325.00	\$24,849.00	2	

METROPOLITAN PLANNING ORGANIZATION REPORTS

The Metropolitan Planning Organizations (MPOs) major function is to provide a comprehensive and continuous transportation plan for urbanized areas; for input in the State Transportation Improvement Plan (STIP). There are currently fourteen (14) MPOs in the State. The annual review of the MPOs found all the Organizations in compliance with Title VI regulations and guidelines. During this reporting period an on-site review was conducted, with Calhoun Area MPO office staff. The on-site review revealed a comprehensive Title VI Plan and a staff of one (1) who understands the Title VI procedures, policies and responsibilities. ([See attached MPO fiscal summary](#))

METROPOLITAN PLANNING ORGANIZATION SUMMARY
2018-2019

	Auburn	Birmingham	Calhoun	Columbus	Decatur	Dothan	Eastern Shore	Fl-Ala	Gadsden	Huntsville	Mobile	MGM	Shoals	Tuscaloosa
Minority Board Representation	10%	31%	30%	25%	18%	11%	18%	17%	8.30%	30%	27%	20%	10%	20%
Board appointment by elections	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Are minority and female included	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Number of contracts awarded	0	23	0	0	0	0	9	2	0	0	0	0	1	0
ALDOT qualified consultant list used	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Contracts awarded to minorities	0	8 or 35%	0	0	0	0	0	1	0	0	0	1	0	0
Type contracts awarded	0	Consultant	0	0	0	0	Planning	Planning	0	0	0	Planning	Feasibility Study	0
MPO ADA Transition Plan	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
MPO LEP Plan	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Public Involvement Plan	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Demographic Data collection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Title Complaint or Issues	No	No	No	No	No	No	No	No	No	No	No	No	No	No

**METROPOLITAN PLANNING ORGANIZATION (MPO)
REVIEW & EVALUATION FORM**
(Under SAFETEA-LU (PL-109-59§ 6001 (135) (d)) the planning factors for statewide and metropolitan planning have been combined.)

Name of the MPO: Auburn-Opelika MPO

Date: 19 August 2019
FY 2019
(10/1/18– 9/30/19)

1. List the members of your MPO and indicate the percentage of minority and gender representation.

Mayor Gary Fuller
Mayor Ron Anders
Councilman David Canon
Councilman Tommy Dawson
Judge Bill English
Commissioner Johnny Lawrence
Steve Graben
Mark Bartlett (non-voting member)
D.E. Phillips, Jr. (non-voting member)
Courtney Roberts (non-voting member)

Voting Member % Minority Representation: 0%

Voting Member Gender Representation: Male 100%, Female %0

Voting and Non-voting Member % Minority Representation: 0%

Voting and Non-voting Gender Representation: Male 90%, Female %10

2. Indicate the percentage of representation of minorities on your Technical & Citizen Committees.

TAC: 8%

CAC: 20%

3. How are the MPO members selected?

By position – the chief elected official from each MPO member government, one councilperson/commissioner from each MPO member government, ALDOT Division Engineer, ALDOT Multimodal Engineer and FHWA-Alabama Administrator

4. Are minorities and females included in this process?

Yes. Women and/or minorities are present in the Policy Board, Technical Advisory Committee, and the Citizens' Advisory Committee. These members have full voting privileges for their respective committee.

5. What is the total dollar amount received from the DOT?

\$213,228 in FY2019

6. Are dollars designated for special project(s) or at the discretion of your MPO?
Yes, funds are designated for special projects on approval of the MPO Policy Board.
7. What is the total number of contracts awarded?
1 in FY2019
8. What is the process by which contractors are selected?
ALDOT-approved contractors are selected based on experience and qualifications.
9. How many contracts are awarded to minorities?
0 in FY2019
10. What is the total dollar amount awarded to minorities?
No contracts were awarded in FY2019.
11. What type of contracts were awarded?
A contract was awarded to Neel-Schaffer, Inc. for development of the LRTP 2045.
12. Does your MPO maintain an active list of contractors? No If so, please list.
The MPO utilizes the ALDOT Contractor List and DBE Directory.
Link to ALDOT Contractor List:
http://alletting.dot.state.al.us/Docs/ALDOT_Contractors_list.pdf
Link to DBE list:
<https://cpmsapps2.dot.state.al.us/alucp/default.aspx?agency=1>
13. What types of programs or projects are placed on the MPO bid list?
Professional services and equipment purchases over \$15,000.
14. What strategies and efforts has the planning process developed for ensuring, demonstrating, and substantiating compliance with Title VI?
MPO meetings and public involvement meetings are advertised through newspapers, bulletin boards and the MPO webpage. When applicable, staff identifies traditionally-underserved groups and work to involve them in the transportation planning process. (These techniques are documented in the MPO's Public Participation Plan.)
15. Has the planning process developed a demographic profile of the metropolitan planning area or State that includes identification of the locations of socio-economic groups, including low-income and minority populations as covered by the EO on EJ (12989) and Title VI provisions?
Yes, the MPO has used census data to identify these groups.

16. Have there been provisions made to ensure compliance with EO 13166, Limited English Proficiency (LEP), within the planning process?
Should a LEP issue arise, many avenues for compliance with EO 13166 are available through Auburn University such as the Intensive English Program, the Department of Foreign Languages and/or the International Education Office.
17. What strategies, if any, have been implemented to reduce participation barriers?
MPO meetings and public involvement meetings are advertised through newspapers, bulletin boards and the MPO webpage. Meetings are held at central locations in an effort to provide the highest degree of accessibility. In addition, accommodations for those with special needs are available.
18. Is there routine coordination with Indian Tribal Governments in statewide metropolitan transportation planning?
The Auburn-Opelika MPO has no coordination with any Indian Tribal Government as there are no known Indian Tribal Governments within or near the MPO boundary.
19. What effort by the MPO has been made to engage low-income and minority populations in the certification review process?
For all public involvement endeavors, the MPO observes public comment periods and places documents at libraries accessible by public transportation. Documents are also available on the MPO website and at the MPO office. In addition, meetings are generally held during business hours because the local transit service is operating at that time.
20. What were the public outreach efforts?
Public outreach efforts include posting flyers in low-income areas, libraries, city halls and the county courthouse; sending e-mail notifications; MPO website postings; and newspaper display ads or newspaper community calendar postings.
21. During public forums, what issues have been raised, how are their concerns documented, and how do they reflect on the performance of the planning process in relation to Title VI requirements?
No Title VI issues were raised in FY2019. Had an issue been brought fourth, it would have been documented, recorded, investigated and responded to in writing.
22. Are the social, economic, and environmental (SEE) impacts being identified and described consistently?
If a planning project were to have a negative SEE impact, it would be documented and included in the planning process.

23. Are there contracting opportunities for planning studies, corridor studies, or other work being provided to minorities and women?

Yes

a. What efforts, if any? Describe in detail.

The MPO utilizes the ALDOT Contractor List, the ALDOT DBE Directory and advertises contract opportunities in general circulation newspapers.

24. Are minority and diverse language media appropriately included in all notification processes for public meetings or public review of agency documents?

There are no known minority or diverse language media of significance in the area. There were no minority and diverse language media requests during the reporting period.

25. Is technical information available in formats and in places and times conducive to review by the public? (This may require provision of information to people with visual impairments, non-English and LEP speakers, or to persons without extensive formal schooling.)

Yes, the availability of technical information is advertised through newspapers, bulletin boards and the MPO webpage. The technical information itself is made available at local libraries, the MPO office and the MPO webpage. The resources cited in the answer to question #16 and other similar resources would be utilized to address visual impairments, non-English and LEP speakers, or to persons without extensive formal schooling.

26. Do meeting formats encourage participation by minorities or people with disabilities?

Yes

27. Are persons traditionally underserved by transportation systems such as low-income, minorities, or LEP persons actively sought out for involvement?

Yes

28. Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transportation investments included in the plan and TIP (or STIP)?

Yes

a. If imbalances are identified, how does the planning process respond?

The MPO strives to provide fair and equal service to all citizens. Demographic information is used as a part of the effort to identify potential imbalances. Should an imbalance be identified, the MPO would seek the assistance of ALDOT and FHWA as it takes steps to alleviate and/or mitigate the issue.

(NOTE: Please answer questions using bold, underline or different font color.)

CERTIFICATION

The MPO assures that no persons or disadvantaged business enterprise shall on the grounds of race, color, sex, disability, or national origin be excluded from participation, be denied the benefits of or be otherwise subjected to discrimination under the project in Federally-assisted programs. It also assures that the project, when formulated, was designed to pay particular attention to the existence, composition, and distribution of minority population groups and disadvantaged business enterprises in the project service area.

Lee-Russell Council of Governments

Name of Applicant Agency

 Executive Director

Signature and Title of Authorized Official

19 August 2019

Date

**METROPOLITAN PLANNING ORGANIZATION
REVIEW & EVALUATION FORM**

(Under SAFETEA-LU (PL-109-59§ 6001 (135) (d)) the planning factors
for statewide and metropolitan planning have been combined.)

NAME: **Birmingham Metropolitan Planning Organization**

DATE: **FY 2019 (September 30, 2019)**

1. List the members of your MPO and indicate the percentage of minority and female representation:

13 of 42 members = 31%

Last Name	First Name	Membership District	Minority/Female
Abbott	Valerie	City of Birmingham	Yes
Ammons	Steve	Unincorporated Jefferson County	
Armstrong	Allen	Blount County Public Transportation	
Beard	Cletus	St. Clair County	
Brasseale	Jerry	Jefferson County Municipalities- Pleasant Grove	
Brocato	Frank	Jefferson County Municipalities - Hoover	
Carter	Heather	Unincorporated Jefferson County	Yes
Choat	Buddy	Jefferson County Municipalities- Trussville	
Cole	Randy	Shelby County	
Curry	Ashley	Jefferson County Municipalities – Vestavia	
Davis	Clark “Julio”	Jefferson County Municipalities- Graysville	Yes
Fowler	James	City of Birmingham	
Hall	Mark	Shelby County	
Hatcher	Chris	City of Birmingham	Yes
Hawkins	Fred	Shelby County - Alabaster	
Henderson	Thomas	Jefferson County Municipalities- Center Point	
Hester	Christie	Shelby County	Yes
Hogeland	Stan	Jefferson County Municipalities- Gardendale	
Holladay	Scott	Shelby County	
Jacks	Tim	St. Clair County Public Transportation	
Knight	Joe	Unincorporated Jefferson County	
Leonard	DeJarvis	ALDOT East Central Region	Yes
Long	Rod	Hoover - Shelby County	
Lowery	Jim	Jefferson County Municipalities-Fultondale	
Markert	Cal	Unincorporated Jefferson County	
McCondichie	Roger	Jefferson County Municipalities- Brookside	
Nolen	Maranda	St. Clair County	Yes
O’Quinn	Darryl	City of Birmingham	

Parker	William	City of Birmingham	Yes
Parsons	Steven	Jefferson County Municipalities - Sylvan Springs	
Ragland	Jimmy	Jefferson County Municipalities - Warrior	
Revell	Edwin	City of Birmingham	Yes
Rice	Allan	Hoover -Jefferson County	
Richardson	Gary	Jefferson County Municipalities- Midfield	Yes
Shepherd	Rick	Shelby County	
Smith	Theodore	Birmingham-Jefferson County Transit Authority	Yes
Stephens	Jimmie	Unincorporated Jefferson County	
Tuck	Loxcil	Jefferson County Municipalities- Tarrant	Yes
Washburn	Nick	Blount County	
Waters	Gary	Shelby County	
Westhoven	Tim	Hoover - Jefferson County	
Woodfin	Randall	City of Birmingham	Yes
Vacant		City of Birmingham	
Vacant		City of Birmingham	

2. Indicate the percentage of representation of minority and female on your Technical and Citizens Committees:

Technical Committee: 8 of 42 = 19%

Citizens Committee: 9 of 17 = 53%

3. How are the MPO members selected?

Appointed by geographic area.

4. Are minorities and females included in this process?

Authority appoints representative for MPO.

5. What was the total dollar amount received from the Department of Transportation?

U.S. DOT funds received under Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) programs totaled \$4,409,990 federal in the FY 2019 Unified Planning Work Program (UPWP).

6. Are dollars designated for special project(s) or at the discretion of your MPO?

Planning dollars are designated in the UPWP. Construction dollars are authorized by the MPO through the Transportation Improvement Program (TIP).

7. What was the total number of competitive contracts awarded?

FY 2019 - 23

8. What is the process by which contractors are selected?
Professional and consultant services are procured through either the ALDOT consultant selection process or the FTA third-party contracting procedures.
9. How many contracts were awarded to minorities and women?
FY 2019 – 8 or 35%
10. What was the total dollar amount awarded to minorities and women?
FY 2019 - \$295,533 or 31%
11. What type of contracts were awarded?
Professional/consultant services and independent contractors
12. Does your MPO maintain an active list of contractors?
No. On some projects, the MPO compiles a list of qualified contractors for specific tasks.
13. What types of programs or projects are placed on the MPO bid list?
Planning and professional services.
14. What strategies and efforts has the planning process developed for ensuring, demonstrating, and substantiating compliance with Title VI?
The Birmingham MPO emphasizes the commitment mandated in Executive Order 12898 to protect minority communities/citizens from disproportionate adverse impacts based on planning and implementation of projects and programs. The strategies identified in previous Title VI reporting are still in effect and have been augmented.

All planning processes include a public involvement process that considers and includes minority populations. Documents produced for plan projects are translated to other languages upon request. The RPCGB also uses interactive participation technology to ensure all participants can provide input.

Further information is available in the Public Participation Plan of April 2014, and the 2045 Regional Transportation Plan (RTP), Appendix C - Environmental Justice Report.

15. Has the planning process developed a demographic profile of the metropolitan planning area or State that includes identification of the locations of socio-economic groups, including low-income and minority populations as covered by the EO on EJ (12989) and Title VI provisions?
Yes; also mapped and documented in the 2045 RTP, Appendix C - Environmental Justice Report.
16. Have there been provisions made to ensure compliance with EP 13166, Limited English Proficiency, within the planning process?
The Limited English Proficiency (LEP) Plan addresses the Birmingham Metropolitan Planning Organization's (MPO) responsibilities as a recipient of federal financial assistance. The LEP Plan is part of the Public Participation Plan of April 2014.
17. What strategies, if any, have been implemented to reduce participation barriers?
Public meetings are held at a time and place that is ADA accessible and close to public transit. Information is presented in layman's terminology for increased awareness and understanding. Language interpreters are available with a 3-day advance notice.
18. Is there routine coordination with Indian Tribal Governments in statewide metropolitan planning?
The RPCGB is not responsible for statewide metropolitan planning. There are no Indian Tribal Governments possessing land in the Birmingham Metropolitan Planning Area.
19. What efforts by MPOs have been made to engage low-income and minority populations in the certification review process?
As documented in the Certification Report for the Birmingham Transportation Management Area, February 23, 2016, the federal review team held a public involvement meeting to provide an opportunity for the public to comment on the planning process.
20. What were the public outreach efforts?
Consistent with the MPO's adopted public involvement procedures, notices were mailed to the Public Participation Plan contact list, which includes agencies/organizations serving individuals who are underserved, transient, low-income, disabled, and/or minority. Flyers were mailed to neighborhood associations, libraries and local municipal offices throughout the MPA, asking them to notify their patrons/citizens.
21. During public forums, what issues have been raised, how are their concerns documented, and how do they reflect on the performance of the planning process in relation to Title VI requirements?
Public involvement meetings were held in November 2018 and May 2019.

22. Are the social, economic and environmental (SEE) impacts being identified and described consistently?

The social, economic, and environmental (SEE) impacts are identified and described consistently. Population maps by race and ethnicity are updated to reflect current census data. Current employment data is used to reflect the MPA's employment distribution and characteristics. Finally, the Birmingham MPO's traffic analysis zones, primarily used in regional travel demand forecasting, have been updated to reflect changes in population and employment.

23. Are there contracting opportunities for planning studies, corridor studies, or other work being provided to minorities and women?

Table 1 of the FY 2020 UPWP identifies, by task, funds budgeted for contracting. Selection of a firm and fee amount is determined by the consultant selection process of the Alabama Department of Transportation (ALDOT) for projects funded by Federal Highway Administration. For projects funded through the FTA, their third-party consultant selection process is used.

- a. What efforts if any? Please describe in detail.

The proposal process for contractor selection identifies a DBE goal, normally 10%, used as one of the evaluation criteria in the ranking of proposals. For FY 2019, \$955,160 was paid to contractors, with \$295,533 of that amount (31%) paid to minorities and women.

24. Are minority and diverse language media appropriately included in all notification processes for public meetings or public review of agency documents?

The Public Participation Plan contact list is updated annually and used for notification of public involvement meetings. Organizations representing these populations are included, along with media releases.

25. Is technical information available in formats and in places and times conducive to review by the public? (This may require provision of information to people with visual impairments, non-English and LEP speakers or to persons without extensive formal schooling).

All public involvement meeting announcements and advertisements include a point of contact for any person requiring special arrangements related to the Americans with Disabilities Act (ADA) or for individuals with Limited English Proficiency.

26. Do meeting formats encourage participation by minorities or people with disabilities?

Public meetings allow for one-on-one discussion of displays and meeting materials. All participants are encouraged to engage in the question/answer segment of the meetings.

Participants are also encouraged to fill out comment sheets and are provided additional time after the meeting to submit questions and/or comments. All meeting facilities are ADA accessible.

27. Are persons traditionally underserved by transportation systems such as low-income, minorities or LEP persons actively sought out for involvement?

Announcements are placed in public areas targeting this group of individuals. Nonprofit organizations and government agencies that assist and/or are in contact with these groups are used to disseminate information. Public meetings are held at a time and place accessible to public transportation.

28. Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transportation investments included in the plan and TIP (or STIP)?

Demographic distributions in relation to RTP projects for: (1) minority percentage of population; (2) percent of families below poverty; and (3) total households with no vehicle are mapped and documented in the Birmingham MPO's 2045 RTP, Appendix C - Environmental Justice Report.

- a. If imbalances are identified, how does the planning process respond?

As noted under question 14, RTP projects are first compared against the distribution of environmental justice populations. Projects, particularly capacity expansions or other capital improvement projects that have the potential to be disruptive to the community, are flagged for more detailed evaluation if it appears that they will have potential impacts to environmental justice communities. This includes minorities, low income, elderly, and disabled.

Concerning mobility and accessibility, RTP projects are assessed by using a Congestion Index and its inverse, the Travel Time Index, in the project priority process. Projects that address mobility and accessibility through actions that increase the use of transit or other modes, improve mobility within existing communities, or improve accessibility by eliminating physical barriers receive higher priority.

CERTIFICATION

The Metropolitan Planning Organization of Birmingham, Alabama assures that no persons or business enterprise shall, on the grounds of race, color, sex, disability, income, or national origin, be excluded from participation, be denied the benefits of, or be otherwise subjected to discrimination under any project in federally-assisted programs. It also assures that the project, when formulated, was designed to pay attention to the existence, composition, and distribution of minority population groups and disadvantaged business enterprises in the project service area.

**Regional Planning Commission of Greater Birmingham
as staff for the Birmingham Metropolitan Planning Organization**



Charles Ball, Executive Director

Date: August 29, 2019

**METROPOLITAN PLANNING ORGANIZATION (MPO)
REVIEW & EVALUATION FORM**
(Under SAFETEA-LU (PL-109-59§ 6001 (135) (d)) the planning factors for statewide and metropolitan planning have been combined.)

Name of the MPO: Calhoun Area MPO Date: August 6, 2019

1. List the members of your MPO and indicate the percentage of minority representation.

	<u>Mn</u>	<u>M/F</u>
a. <u>Calhoun County Comm.</u>	<u>50%</u>	<u>2/0</u>
b. <u>City of Jacksonville</u>	<u>0%</u>	<u>2/0</u>
c. <u>City of Anniston</u>	<u>0%</u>	<u>2/0</u>
d. <u>City of Hobson City</u>	<u>100%</u>	<u>0/2</u>
e. <u>City of Weaver</u>	<u>0%</u>	<u>2/0</u>
f. <u>City of Oxford</u>	<u>0%</u>	<u>2/0</u>
g. <u>East Central ALDOT</u>	<u>100%</u>	<u>1/1</u>

2. Indicate the percentage of representation of minorities on your Technical & Citizen Committees. TAC 5%, CAC 13%
3. How are the MPO members selected? Mayor/Commission Chairman plus one additional elected official from each jurisdiction.
4. Are minorities and females included in this process? Yes, if elected officials.
5. What is the total dollar amount received from the DOT? \$223,602 (PL funds)
6. Are dollars designated for special project(s) or at the discretion of your MPO? MPO discretion
7. What is the total number of contracts awarded? One.
8. What is the process by which contractors are selected? ALDOT – Sec. IX and X “Alternate Selection Procedures for Cities and Counties”, January 6, 2006.
9. How many contracts are awarded to minorities? None.
10. What is the total dollar amount awarded to minorities? None.
11. What type of contracts were awarded? Long-Range Transportation Program (LRTP)
12. Does your MPO maintain an active list of contractors? If so, please list. A list is provided by ALDOT and is valid for the following 6 months.

13. What types of programs or projects are placed on the MPO bid list? Technical studies and transit services.
14. What strategies and efforts has the planning process developed for ensuring, demonstrating, and substantiating compliance with Title VI? Minority consultants are encouraged to respond, and minority participation and input into the transportation planning process is solicited. Documentation of open selection process in files retained by agency for 2 years.
15. Has the planning process developed a demographic profile of the metropolitan planning area or State that includes identification of the locations of socio-economic groups, including low-income and minority populations as covered by the EO on EJ (12989) and Title VI provisions? Yes, as part of Calhoun Area MPO Environmental Justice Analysis, Coordinated Human Services Transit Plan, and the Draft Title VI and Language Assistance Plans.
16. Have there been provisions made to ensure compliance with EO 13166, Limited English Proficiency (LEP), within the planning process? Yes. There has been increased visualization in the planning process. Draft plans are made available on the www.earpdc.org webpage, by mail, in office, and city hall lobbies, block ad announcements of public meetings and options to review plans are published in the local paper of largest circulation, mailed to transportation providers, local Hispanic agencies are added to regular mailing list and Spanish translation can be secured if/when requested.
17. What strategies, if any, have been implemented to reduce participation barriers? See #16, all documents available at: www.earpdc.org/Planning/MPO. Furthermore, a teletypewriter (TTY) device is maintained by the EAC to assist hearing impaired persons.
18. Is there routine coordination with Indian Tribal Governments in statewide metropolitan transportation planning? N/A.
19. What effort by the MPO has been made to engage low-income and minority populations in the certification review process? See #16. All draft plans can be obtained in the EAC lobby during normal working hours, by mail upon request, copies of block ad announcements of public meetings distributed to senior centers, public libraries, veterans' agencies, public housing offices, and on occasions underserved churches, beauty and barber shops.
20. What were the public outreach efforts? See #15, #16 and #19.
21. During public forums, what issues have been raised, how are their concerns documented, and how do they reflect on the performance of the planning process in relation to Title VI requirements? Comment forms are provided at public forums, and responses are solicited. All written comments are included in final document and all comments are reviewed and addressed by the MPO before final plan adoption.

22. Are the social, economic, and environmental (SEE) impacts being identified and described consistently? Yes, to the extent required.
23. Are there contracting opportunities for planning studies, corridor studies, or other work being provided to minorities and women? Yes, see #16.
a. What efforts, if any? Describe in detail. See #8, #12, #14 and #16.
24. Are minority and diverse language media appropriately included in all notification processes for public meetings or public review of agency documents? Yes, see #16.
25. Is technical information available in formats and in places and times conducive to review by the public? (This may require provision of information to people with visual impairments, non-English and LEP speakers, or to persons without extensive formal schooling.) Unless there is a request, it is usually printed information that is distributed and in a variety of places, times and ways to obtain and review information or draft plans either in person or on-line at: www.earpdc.org/Programs.
26. Do meeting formats encourage participation by minorities or people with disabilities? Yes. Information for public meetings are available in several locations at various times and these meetings are always held in handicapped accessible buildings and rooms.
27. Are persons traditionally underserved by transportation systems such as low-income, minorities, or LEP persons actively sought out for involvement? Yes, see #16, #17 and #19 and including appointments to the Citizens Advisory Committee (CAC).
28. Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transportation investments included in the plan and TIP (or STIP)? Yes.
a. If imbalances are identified, how does the planning process respond? Review and modify and /or mitigate if necessary.

(NOTE: Please answer questions using bold, underline or different font color.)

CERTIFICATION

The MPO assures that no persons or disadvantaged business enterprise shall on the grounds of race, color, sex, disability, or national origin be excluded from participation, be denied the benefits of or be otherwise subjected to discrimination under the project in Federally-assisted programs. It also assures that the project, when formulated, was designed to pay particular attention to the existence, composition, and distribution of minority population groups and disadvantaged business enterprises in the project service area.

Calhoun Area Metropolitan Planning Organization (MPO)

Name of Applicant Agency



Elizabeth (Libby) Messick, Regional Planner

East Alabama Regional Planning and Development Commission

Signature of Authorized Official

August 6, 2019

Date

METROPOLITAN PLANNING ORGANIZATION (MPO)

REVIEW & EVALUATION FORM

(Under SAFETEA-LU (PL-109-59§ 6001 (135) (d)) the planning factors for statewide and metropolitan planning have been combined.)

Name of the MPO: Columbus-Phenix City Transportation Study Date: September 4, 2019

1. List the members of your MPO and indicate the percentage of minority and gender representation. **See Attached List**
2. Indicate the percentage of representation of minorities on your Technical & Citizen Committees. 25%
3. How are the MPO members selected? The TCC and the PCC members are selected by titles within the city/county, state and federal governments. The CAC is open to anyone who would like to join with no more than 25 members. This includes females, minorities, and disabled persons.
4. Are minorities and females included in this process? Yes
5. What is the total dollar amount received from the DOT? From GDOT – Federal \$274,277.28 and Local (City of Columbus) \$68,569.32. We do not get a set amount from Alabama DOT. Currently we are receiving \$114,965.04 from ALDOT and \$28,741.26 from the City of Phenix City. The amount from ALDOT and Phenix City includes money for transit.
6. Are dollars designated for special project(s) or at the discretion of your MPO? MPO discretion within the UPWP.
7. What is the total number of contracts awarded? The MPO is currently reviewing two (2) RFP's to perform corridor studies in the City of Columbus, GA. As of today, neither project has been awarded.
8. What is the process by which contractors are selected? See Attached
9. How many contracts are awarded to minorities? See Attached
10. What is the total dollar amount awarded to minorities? See Attached
11. What type of contracts were awarded?
12. Does your MPO maintain an active list of contractors? For city projects, the list is maintained by the Counties/Cities or the DOT's. For any projects and / or studies utilizing Federal funds, the MPO will advertise a RFP. If so, please list.

13. What types of programs or projects are placed on the MPO bid list? All of our documents and/or programs are normally done in house. All of our road projects are bid out by the DOT's or by the County/City Governments.
14. What strategies and efforts has the planning process developed for ensuring, demonstrating, and substantiating compliance with Title VI? The MPO continues publishing a majority of our planning documents in Spanish. The public information process concerning road projects includes having a Citizens Advisory Committee. This committee is made up of citizens within the project area. This includes our low income and minority citizens.
15. Has the planning process developed a demographic profile of the metropolitan planning area or State that includes identification of the locations of socio-economic groups, including low-income and minority populations as covered by the EO on EJ (12989) and Title VI provisions? Yes
16. Have there been provisions made to ensure compliance with EO 13166, Limited English Proficiency (LEP), within the planning process? Yes
17. What strategies, if any, have been implemented to reduce participation barriers? MPO will continue to have a translator at all public meetings as well as a person who is proficient in sign language.
18. Is there routine coordination with Indian Tribal Governments in statewide metropolitan transportation planning? GDOT and ALDOT coordinate with the Indian Tribal Governments in the planning stages of projects.
19. What effort by the MPO has been made to engage low-income and minority populations in the certification review process? The MPO Certification is advertised in several ethnic papers and the final public participation portion is televised.
20. What were the public outreach efforts? See 19.
21. During public forums, what issues have been raised, how are their concerns documented, and how do they reflect on the performance of the planning process in relation to Title VI requirements? ALDOT and GDOT and the cities/counties within Alabama and Georgia do all the public participation on projects.
22. Are the social, economic, and environmental (SEE) impacts being identified and described consistently? Yes
23. Are there contracting opportunities for planning studies, corridor studies, or other work being provided to minorities and women? Yes, they are able to bid on projects unless it is a local project. If it is a local project (Georgia side), then we have a contract list that the local government chooses from. This list is put out for contract every three years. All

Federal Funded projects will advertised for bids.

- a. What efforts, if any? Describe in detail.
24. Are minority and diverse language media appropriately included in all notification processes for public meetings or public review of agency documents? Yes
25. Is technical information available in formats and in places and times conducive to review by the public? (This may require provision of information to people with visual impairments, non-English and LEP speakers, or to persons without extensive formal schooling.) Our documents are on our website.
26. Do meeting formats encourage participation by minorities or people with disabilities? Yes
27. Are persons traditionally underserved by transportation systems such as low-income, minorities, or LEP persons actively sought out for involvement? Yes
28. Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transportation investments included in the plan and TIP (or STIP)? Yes. This is one of the key elements that we include when selecting projects (Georgia side).
- a. If imbalances are identified, how does the planning process respond? We coordinate all of our public meetings with METRA to assist handicap citizens who would like to attend. We also conduct our meetings throughout the community and we make sure that all meetings are ADA assessable.
- b.

(NOTE: Please answer questions using bold, underline or different font color.)

CERTIFICATION

The MPO assures that no persons or disadvantaged business enterprise shall on the grounds of race, color, sex, disability, or national origin be excluded from participation, be denied the benefits of or be otherwise subjected to discrimination under the project in Federally-assisted programs. It also assures that the project, when formulated, was designed to pay particular attention to the existence, composition, and distribution of minority population groups and disadvantaged business enterprises in the project service area.

Columbus-Phenix City Transportation Study MPO

Name of Applicant Agency

Ronald Sample

Principal Transportation Planner

Signature and Title of Authorized Official

9-4-19

Date

Any Federal Funded Project will go through the Bid process by the City of Columbus' Finance Department. The City of Columbus (Finance and Engineering Departments) maintains a list of GDOT approved contractors for any locally paid road projects. This list will be good for 3 years with an option for an additional 2 years if the contractor has done excellent work. Once the 3 years is completed than the City will send it out for bid. Anyone who is GDOT approved can respond to the bid. We do not get involved with the contractors on the Alabama side.

The MPO committees are listed below on the following sheet. The minorities on the CAC are in bold. The TCC and PCC are chosen by title.

TRANSPORTATION PLANNING COMMITTEES

POLICY COMMITTEE

VOTING: Mayor Barry "Skip" Henderson, Columbus – Chair
Mayor Eddie Lowe, Phenix City – Vice-Chair
Lisa Sandt, Lee Russell Council of Governments, PEX
Gerald Douglas, Chairman, Cusseta-Chattahoochee County Commission
Bill English, Chairman, Lee County Commission
Rosa Evans, Director of METRA (Transit), Columbus
Steve Graben, Southeast Regional Engineer, Alabama DOT
Wanda Jenkins, Interim Chairman, Citizens Advisory Committee
Rick Jones, Director of Planning, Columbus
Peggy Martin, Chairman, Russell County Commission
Russell McMurry, Commissioner, Georgia DOT
Sam Wellborn, Georgia State Transportation Board

ADVISORY: Rodney Barry, Division Administrator, FHWA, Georgia
Mark D. Bartlett, Division Administrator, FHWA, Alabama
Joe Nix, Alabama DOT
Michael Presley, District Engineer, Georgia DOT
Randy R. Stroup, Acting Bureau Chief, Model Programs, Alabama DOT
Radney Simpson, Office of Planning, Georgia DOT
George Steuber, Garrison Commanders Office, Fort Benning

TECHNICAL COORDINATING COMMITTEE

VOTING: Rick Jones, Director of Planning, Columbus
Jim Adcock, Master Planner, Chief of Master Planning, Fort Benning
Tyler Ashmore, Montgomery Area Traffic Engineer, Alabama DOT
Tom Bickel, Board of Commissioners, Chattahoochee County
Shawn Blakeney, Russell County Engineer
Jim Livingston, Executive Director, River Valley RC
Felton Grant, Transportation Planning Coordinator, Columbus
Jacqueline Williams, Transportation Planning Specialist, GA. DOT
Justin Hardee, Lee County Engineer
Pam Hodge, Deputy City Manager, Columbus
Richard Howell, Director, Columbus Airport
Wallace Hunter, City Manager, Phenix City
Kevin Khoo, Traffic Engineer, Columbus

Matt Leverette, Division Pre-Construction Engineer, Alabama DOT
Angel Moore, City Engineer, Phenix City
Adam Smith, Pre-Construction Engineer, Georgia DOT
Jeremy Whittlesey, METRA Transit, Columbus

ADVISORY:

Clint Andrews, Federal Highway Administration, Alabama
Vance Beck, District Engineer, Alabama DOT
Lisa Sandt, Lee-Russell Council of Governments
Carol Comer, Multi-Model Planning Division, Georgia DOT
Andrew Edwards, Planning Team Leader, FHWA, Georgia
Wanda Jenkins, Interim Chairman, Citizens Advisory Committee
Olivia Lewis, Inter-Modal Planning Engineer, FHWA, Georgia
Michael Hora, PE, Asst. State Local Transportation Engineer, Planning, Alabama DOT
Harland Smith, District Planning & Programming Coordinator, Georgia DOT
Tim Toomy, Area Engineer, Georgia DOT

CITIZENS ADVISORY COMMITTEE

VOTING:

Wanda Jenkins, Columbus – Chair
Jim Pound, Columbus – Vice-Chair
Oree Crittenden, Columbus
Sally Bork Lasseter, Columbus
Patrick McHenry, Columbus
Jonnell Carol Minefee, Columbus
Mike See, Columbus
Alfred Stewart, Columbus
Dennis Caliyo
Daisy Lynton, Russell County, Alabama
Annie C. Mazyck, Columbus

ADVISORY:

Rick Jones, Director of Planning – Secretary
Herbert Hill, Muscogee County School District
Steven Dewitt, METRA
Steve Vaughn, Civil Engineer Operations & Maintenance, Fort Benning
Vacant, Columbus Chamber of Commerce
Vincent Crosse, Chairman, Phenix City Chamber of Commerce

**METROPOLITAN PLANNING ORGANIZATION (MPO)
REVIEW & EVALUATION FORM**
(Under SAFETEA-LU (PL-109-59§ 6001 (135) (d)) the planning factors for statewide and metropolitan planning have been combined.)

Name of the MPO: Decatur Area MPO Date: 9-2-2019

1. List the members of your MPO and indicate the percentage of minority representation.

<u>Melvin Duran, Chairman</u>	<u>Kristi Hill</u>
<u>Randy Garrison, Vice-Chairman</u>	<u>Tab Bowling</u>
<u>Randy Garrison</u>	<u>Paige Bibbee</u>
<u>Ray Long</u>	<u>Charles Kirby</u>
<u>Collin Daly</u>	<u>Curtis Vincent</u>
<u>Vaughn Goodwin</u>	<u></u>

18% minority representation

2. Indicate the percentage of representation of minorities on your Technical & Citizen Committees. **15%**
3. How are the MPO members selected? **Appointed by Elections according to the MPO Bylaws**
4. Are minorities and females included in this process? **Yes**
5. What is the total dollar amount received from the DOT? **\$176,000**
6. Are dollars designated for special project(s) or at the discretion of your MPO? **MPO**
7. What is the total number of contracts awarded? **0**
8. What is the process by which contractors are selected? **N/A**
9. How many contracts are awarded to minorities? **0**
10. What is the total dollar amount awarded to minorities? **0**
11. What type of contracts were awarded? **0**

12. Does your MPO maintain an active list of contractors? If so, please list.

For Transportation Services the MPO uses the ALDOT preferred listing of contractors

13. What types of programs or projects are placed on the MPO bid list?
Computer Equipment, Transportation Plans and Studies
14. What strategies and efforts has the planning process developed for ensuring, demonstrating, and substantiating compliance with Title VI? **See Page 1**
15. Has the planning process developed a demographic profile of the metropolitan planning area or State that includes identification of the locations of socio-economic groups, including low-income and minority populations as covered by the EO on EJ (12989) and Title VI provisions? **Yes from the 2010 Census**
16. Have there been provisions made to ensure compliance with EO 13166, Limited English Proficiency (LEP), within the planning process? **Yes**
17. What strategies, if any, have been implemented to reduce participation barriers?
See Page 1
18. Is there routine coordination with Indian Tribal Governments in statewide metropolitan transportation planning? **We have no Tribal Governments in the MPO Planning Area**
19. What effort by the MPO has been made to engage low-income and minority populations in the certification review process? **See Page 1**
20. What were the public outreach efforts? **See Page 1**
21. During public forums, what issues have been raised, how are their concerns documented, and how do they reflect on the performance of the planning process in relation to Title VI requirements? **See Page 1**
22. Are the social, economic, and environmental (SEE) impacts being identified and described consistently? **Yes**
23. Are there contracting opportunities for planning studies, corridor studies, or other work being provided to minorities and women? **Yes**
 - a. What efforts, if any? Describe in detail. **See Page 1**
24. Are minority and diverse language media appropriately included in all notification processes for public meetings or public review of agency documents? **Yes**
25. Is technical information available in formats and in places and times conducive to review by the public? (This may require provision of information to people with visual impairments, non-English and LEP speakers, or to persons without extensive formal

HRFORM T-6-11
schooling.) Yes

26. Do meeting formats encourage participation by minorities or people with disabilities? Yes

27. Are persons traditionally underserved by transportation systems such as low-income, minorities, or LEP persons actively sought out for involvement? Yes

28. Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transportation investments included in the plan and TIP (or STIP)? **Yes**

a. If imbalances are identified, how does the planning process respond?

See Page 2

(NOTE: Please answer questions using bold, underline or different font color.)

CERTIFICATION

The MPO assures that no persons or disadvantaged business enterprise shall on the grounds of race, color, sex, disability, or national origin be excluded from participation, be denied the benefits of or be otherwise subjected to discrimination under the project in Federally-assisted programs. It also assures that the project, when formulated, was designed to pay particular attention to the existence, composition, and distribution of minority population groups and disadvantaged business enterprises in the project service area.

Decatur Metropolitan Planning Organization

Name of Applicant Agency

Dewayne Hellmz, Director, Decatur MPO
Signature and Title of Authorized Official

9/3/2019

Date

14. What strategies and efforts has the planning process developed for ensuring demonstrating, and substantiating compliance with Title VI?

The Decatur Area MPO has, and will continue to ensure that no person or group is excluded from participation in the transportation planning process regardless of race, color, creed, or national origin. The MPO has contacted low/moderate income communities seeking resident's involvement and input into transportation related issues. All meeting notices and documentation has been posted to the MPO website, advertised on the MPO Facebook page, and placed at city halls, town halls, and courthouses to allow for public review and comment. The MPO Policy Board solicits the opinions and ideas of the general public and considers these opinions before any final decisions are made. The MPO has taken, and will continue to take all reasonable actions possible to minimize or mitigate any negative impacts whether perceived or real whenever possible.

17. What strategies, if any, have been implemented to reduce participation barriers?

The MPO held and will continue to hold all meetings concerning the transportation planning process to the general public. These meetings are posted to the MPO website, the MPO Facebook site, emailed to the local media, as well as attended by the local media to better inform the general public about the transportation planning process. The MPO staff also works with the local planning staffs with community meetings.

19. What effort by the MPO has been made to engage low-income and minority populations in the certification review process?

The MPO has developed plans, studies, and other documents with involvement from low to moderate income areas and minority populations within the planning area. The MPO has meetings in low income areas as well as minority neighborhoods. The MPO also has representation of these groups on committees concerning the transportation planning process.

20. What were the public outreach efforts?

The MPO advertises all meetings concerning the transportation planning process. The notices for all meetings of the MPO Policy Board and Technical Coordinating Committee meetings are posted 10 days before the meeting is to be held. Transportation is also available to persons with disabilities to any public meeting with advanced notice. Also, if needed, language assistance is available with advanced notice to the MPO staff.

21. During public forums, what issues have been raised, how are their concerns documented, and how do they reflect on the performance of the planning process in relation to Title VI requirements?

When issues arise, such as environmental concerns, project locations, alignments, and right-of-way questions, the MPO documents each issue in written comments. The written comments are carefully evaluated and documented by the Technical Coordinating Committee (TCC), as well as the Policy Board of the MPO.

23. Are there contracting opportunities for planning studies, corridor studies, or other work being provided to minorities and women? Yes

a. What efforts, if any? Describe in detail.

If the MPO contracts any planning related studies, plans, or other types of work, the MPO uses the ALDOT approved listing of contractors for the type of work being done. The MPO also follows all federal, state and local bid laws and requirements in the process of selecting consultants.

28. Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transportation investments included in the plan and TIP (or STIP)?
Yes

a. If imbalances are identified, how does the planning process respond?

The MPO has taken, and will continue to take all reasonable actions possible to ensure a transportation planning process that is available, well documented, and advertised in minority and low to moderate income areas in the planning area. Issues, comments, and complaints are documented, and evaluated by the MPO Policy Board and Technical Coordinating Committee during the transportation planning process.

METROPOLITAN PLANNING ORGANIZATION (MPO)
REVIEW & EVALUATION FORM
(Under SAFETEA-LU (PL-109-59§ 6001 (135) (d)) the planning factors for statewide and
metropolitan planning have been combined.)

Name of the MPO: Southeast Wiregrass Area MPO

Date: September 3rd, 2019

1. List the members of your MPO and indicate the percentage of minority representation.

Voting Members

Mayor Mark Saliba, City of Dothan, ***MPO Chairman***
Commissioner Janasky Fleming, City of Dothan Commission
Commissioner John Ferguson, City of Dothan Commission
Mayor Carole Barfield, City of Ashford
Mayor Ray Marler, City of Headland
Mayor Billy M. Snell Jr, City of Taylor
Mayor Randy Roland, Town of Cowarts
Mayor Billie Joe Dasinger, Town of Grimes
Mayor Charles Douglas, Town of Kinsey
Mayor Joann Grimsley, Town of Midland City
Mayor Greg Ballard, Town of Napier Field
Mayor Bobby Boreland, Town of Pinckard
Mayor Joe Collins, Town of Rehobeth
Mayor Cindy Buie, Town of Webb
Honorable Mark Blankenship, Dale County Commission Chairman
Honorable David Money, Henry County Commission Chairman
Honorable Toby Seay, Geneva County Commission Chairman
Mr. Mark Culver, Houston County Commission Chairman, ***MPO Vice Chairman***
Mr. Doug Sinquefield, Houston County Commission
Mr. Steve Graben, Southeast Regional Engineer, Alabama Department of Transportation

Non- Voting Members

Mr. Clint Andrews, Federal Highway Administration
Mr. D.E. (Ed) Phillips, J.R., P.E., Bureau Chief of Local Transportation, Alabama
Department of Transportation
Mr. Scott Farmer, Executive Director, Southeast Alabama Regional Planning &
Development Commission

Minority representation is 11% of the total MPO Policy Board.

2. Indicate the percentage of representation of minorities on your Technical & Citizen Committees.

There are no minorities on the Technical Advisory Committee. The MPO does not have a Citizens Advisory Committee.

3. How are the MPO members selected?

MPO Members are selected by virtue of elected position(s). Elected Mayors and County Commission Chairs are asked to represent their municipality/commissions as a Policy Committee Member of the MPO.

4. Are minorities and females included in this process?

Yes, minorities and females are included in the MPO member selection process.

5. What is the total dollar amount received from the DOT?

The Southeast Wiregrass Area MPO receives about \$1.7 million in annual funding.

6. Are dollars designated for special project(s) or at the discretion of your MPO?

The Southeast Wiregrass Area MPO employs a project submittal process when determining the use of MPO funds. The proposed projects are submitted to MPO staff, generally by the county/city engineer. Once MPO staff receives a project submittal request the project is reviewed by the Technical Advisory Committee (TAC). The TAC reviews the project both feasibility and eligibility. If it is determined the proposed project is feasible and eligible, the project will be presented to the Policy Committee. The Policy Committee will vote to determine if the proposed project will be funded.

7. What is the total number of contracts awarded?

The Southeast Wiregrass Area MPO did not award any contracts during FY 2019.

8. What is the process by which contractors are selected?

Contractors employed by the Southeast Wiregrass Area MPO are selected via the competitive bid process in compliance with the State of Alabama Bid Law. To initiate the contract selection process, the MPO Chairman requests permission, by letter, from ALDOT to engage in a consultant selection process to provide professional services. After receiving concurrence from the ALDOT, MPO staff will proceed with the selection process. To ensure compliance of ALDOT's selection procedures, MPO staff will send Request for Proposals (RFP) from the ALDOT Pre-Qualified consultant list to selected firms. MPO Staff then forms a consultant selection committee to rate the firms RFP responses. The selection committee is composed of TAC members. Individual responses are scored according to a point system described in the RFP. Following a review and open discussion of the individual proposals received the consultant selection committee recommends a consultant to provide professional services. The selection committee's recommendation is reviewed by the full TAC and forwarded to the Policy Committee. Continuing to comply with ALDOT's selection procedures, MPO staff requests written approval from ALDOT to enter into negotiation with the selected firm to determine the cost of the services to be performed. MPO staff will not continue the process until written approval from ALDOT to enter into negotiation is received.

9. How many contracts are awarded to minorities?

There were no contracts awarded to minorities.

10. What is the total dollar amount awarded to minorities?

The total amount of contract dollars awarded to minorities was \$0.00.

11. What types of contracts were awarded?

They were no contracts awarded.

12. Does your MPO maintain an active list of contractors? If so, please list.

The MPO uses the Alabama Department of Transportation's Pre-Qualified consultant list to select contractors.

13. What types of programs or projects are placed on the MPO bid list?

Professional Services projects as well as any other appropriate programs and/or projects would be placed on the MPO bid list.

14. What strategies and efforts has the planning process developed for ensuring, demonstrating, and substantiating compliance with Title VI?

The Wiregrass MPO makes every effort to ensure that ample advance notice is provided to the public, including posting of notices in public buildings, display ads in the *Dothan Eagle* newspaper and notice on the city's website. MPO staff also outreaches to the media. Public Involvement Meetings are scheduled and conducted in a manner and in a location that is accessible to disadvantaged population groups. Technical Advisory Committee meetings are advertised and conducted in the same manner at which detail plan review of proposed projects occur before they are presented to MPO. MPO Policy Committee meetings are similarly advertised and conducted before a project is included and the TIP or Long Range Plan is amended. In December of 2013, MPO finalized their 2013 Public Participation Plan.

15. Has the planning process developed a demographic profile of the metropolitan planning area or State that includes identification of the locations of socio-economic groups, including low-income and minority populations as covered by the EO on EJ (12989) and Title VI provisions?

Yes, a socio-economic demographic profile of the community including the location of low income and minority groups is documented in the Long Range Transportation Plan and relies on census data and CTTTP data.

16. Have there been provisions made to ensure compliance with EO 13166, Limited English Proficiency (LEP), within the planning process?

The Southeast Wiregrass Area MPO is committed to ensuring all interested parties have equal access to all public meeting and documents. When necessary the MPO Staff is prepared to provide public notices, documents, etc. in various languages. Any person(s) needing assistance is directed to contact the MPO staff directly, where accommodations will be addressed.

17. What strategies, if any, have been implemented to reduce participation barriers?

- i. All documents are made available for review during office hours. MPO staff is available to provide assistance in reviewing and interpreting planning documents and answering questions about the transportation planning process.
- ii. MPO staff is available to speak to any interested group about the transportation planning process.
- iii. Media outreach using press releases, public service announcements, the cities website, etc.
- iv. Public Involvement Meetings are held at convenient locations with time and format conducive to public discussion.
- v. Maps and graphic displays are used that help visualize project impact and promote understanding.

- vi. Public Notice of meetings are advertised in the legal section and posted in public places and also placed as a display ad in the *Dothan Eagle*.
- vii. Production of information flyers and distributed by direct mail to community civic and religious groups.
- viii. All Citizen Advisory, Technical Advisory and Policy Committee meetings are advertised and open to the public.
- ix. All Transportation Planning related information is posted on the City of Dothan's website.

18. Is there routine coordination with Indian Tribal Governments in statewide metropolitan transportation planning?

There aren't any Tribal Governments located in the Southeast Wiregrass Study Area.

19. What effort by the MPO has been made to engage low-income and minority populations in the certification review process?

The Wiregrass MPO will implement the strategies outlined above to engage these population groups in certification review. The public outreach efforts used will be legal and display advertising, distribution of flyers, posting notice, announcement at other public meetings of government bodies and media outreach.

20. What were the public outreach efforts?

The public outreach efforts used will be legal and display advertising, distribution of flyers, posting notice, announcement at other public meetings of government bodies and media outreach.

21. During public forums, what issues have been raised, how are their concerns documented, and how do they reflect on the performance of the planning process in relation to Title VI requirements?

There were no issues raised during public forums in 2019. However any concerns, general or specific in nature, will be addressed promptly. Any concerns raised during a public forum will be addressed orally by staff and/or consultants unless requested in writing. There have been no issues raised concerning Title VI requirements.

22. Are the social, economic, and environmental (SEE) impacts being identified and described consistently?

Potential SEE impacts were addressed during the plan formulation stage and modified as necessary by public comment.

23. Are there contracting opportunities for planning studies, corridor studies, or other work being provided to minorities and women?
a. What efforts, if any? Describe in detail.

The Southeast Wiregrass Area MPO makes every effort to ensure contracting opportunities for minorities and women. MPO Staff meets potential plan consultant(s) to discuss project detail and also meet with consultant staff.

24. Are minority and diverse language media appropriately included in all notification processes for public meetings or public review of agency documents?

Legal notices, press releases of meetings and planning documents and studies were released only in English. However the MPO is prepared to contact a media representative to have documents converted and distributed in other languages.

25. Is technical information available in formats and in places and times conducive to review by the public? (This may require provision of information to people with visual impairments, non-English and LEP speakers, or to persons without extensive formal schooling.)

Technical information is provided in spreadsheet format and widely distributed. MPO staff is available during normal business hours to discuss transportation planning issues. Accommodations are made for visually or hearing impaired individuals when notice is provided for need.

26. Do meeting formats encourage participation by minorities or people with disabilities?

All meeting places are handicapped accessible and special accommodations are made for individuals with disabilities. All individuals regardless of race, income and national origin are encouraged to attend.

27. Are persons traditionally underserved by transportation systems such as low-income, minorities, or LEP persons actively sought out for involvement?

Wiregrass MPO strives to provide information directly to these population groups regarding opportunities for public involvement as described above.

28. Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transportation investments included in the plan and TIP (or STIP)?

Yes, the socio-economic information provided through the census data and CTTTP supplements data on minority groups collected during redistricting activities. It is considered as part of project formulation.

- a. If imbalances are identified, how does the planning process respond?

The process would first identify the nature of the imbalance and determine what degree of mitigation would be necessary for implementation. If social and economic costs are too high, the project sponsor will be asked to consider alternatives.

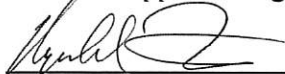
(NOTE: Please answer questions using bold, underline or different font color.)

CERTIFICATION

The MPO assures that no persons or disadvantaged business enterprise shall on the grounds of race, color, sex, disability, or national origin be excluded from participation, be denied the benefits of or be otherwise subjected to discrimination under the project in Federally-assisted programs. It also assures that the project, when formulated, was designed to pay particular attention to the existence, composition, and distribution of minority population groups and disadvantaged business enterprises in the project service area.

Southeast Wiregrass Area Metropolitan Planning Organization

Name of Applicant Agency



Signature and Title of Authorized Official

09/03/2019

Date

METROPOLITAN PLANNING ORGANIZATION (MPO)
REVIEW & EVALUATION FORM
(Under FAST Act (PL-109-59§ 6001 (135) (d)) the planning factors for statewide and
metropolitan planning have been combined.)

Name of the MPO: Eastern Shore MPO Date: 8/29/2019

1. List the members of your MPO and indicate the percentage of minority representation.

Mayor Dane Haygood, City of Daphne, Chairperson
Councilmember Jack Burrell, Fairhope City Council, Vice Chairperson
Commissioner Joe Davis, Baldwin County Commission District 2
Councilmember Ron Scott, Daphne City Council
Mayor Karin Wilson, City of Fairhope
Commissioner Billie Jo Underwood, Baldwin County Commission District 3
Mayor Mike McMillan, City of Spanish Fort
Mayor Richard Teal, Town of Loxley
Mr. Matthew Eriksen, P.E., Southwest Region Engineer, Alabama Department of Transportation

Non-Voting Members:

Mr. Mark Bartlett, P.E., Division Administrator, Federal Highway Administrator
Mr. Ed Phillips, P.E., Bureau Chief, Transportation Planning and Modal Programs, ALDOT
Mr. Richard Johnson, P.E., Chairperson of the Technical Advisory Committee
Mr. Andrew James, Chairperson of the Citizen Advisory Committee

Percentage Minority of Voting Members: 18%

2. Indicate the percentage of representation of minorities on your Technical & Citizen Committees.

Technical Advisory Committee (voting members): 10%
Citizens Advisory Committee: 27%
Bicycle and Pedestrian Advisory Committee: 33%

3. How are the MPO members selected?

MPO membership is set in the ESMPO Bylaws and the MPO 3-C Planning Agreement.
The MPO Policy Board shall consist of the following representatives, serving terms coinciding with the terms of their respective offices:
Mayor, City of Daphne
Mayor, City of Fairhope
Mayor, City of Spanish Fort
Elected Official of City Council, City of Daphne
Elected Official of City Council, City of Fairhope

Elected Official of City Council, Town of Loxley
Baldwin County Commissioner; District 2
Baldwin County Commissioner; District 3
Southwest Region Engineer, ALDOT
Non-Voting Members:
Bureau Chief, Transportation Planning and Modal Programs, ALDOT
Division Administrator, Federal Highway Administration
Chair, Technical Advisory Committee
Chair, Citizen Advisory Committee

4. Are minorities and females included in this process?

Females and minorities are encouraged to apply for the Citizens Advisory Committee and Bicycle and Pedestrian Advisory Committee.

Policy Board and Technical Advisory Committee representatives are set by the Eastern Shore MPO bylaws. If a female or minority holds the particular position (e.g. Daphne Planning Director) then they are automatically on the committee by virtue of the position that they hold.

5. What is the total dollar amount received from the DOT?

\$1,450,000 in STP funds have been awarded and approximately \$1,218,304 in 5307 funds (this money has been allocated but has not actually been spent).

6. Are dollars designated for special project(s) or at the discretion of your MPO?

Dollars are awarded at the discretion of the Eastern Shore MPO.

7. What is the total number of contracts awarded?

PL funds have been obligated for six contracts.

STP funds have been awarded through nineteen (19) contracts.

8. What is the process by which contractors are selected?

The MPO utilizes ALDOT's on-call consulting list and an Open Bid process through each member government. The process that is used seeks the most qualified consultant available.

9. How many contracts are awarded to minorities?

Unidentified

10. What is the total dollar amount awarded to minorities?

Unidentified

11. What types of contracts were awarded?

N/A

12. Does your MPO maintain an active list of contractors? If so, please list.

No.

13. What types of programs or projects are placed on the MPO bid list?

The MPO member governments has or will seek bids for design and construction including widening and resurfacing, sidewalk construction, etc.

14. What strategies and efforts has the planning process developed for ensuring, demonstrating, and substantiating compliance with Title VI?

The MPO has developed and approved a Title VI Plan and a Limited English Proficiency Plan. The MPO has also incorporated Title VI and LEP into its planning documents.

15. Has the planning process developed a demographic profile of the metropolitan planning area or State that includes identification of the locations of socio-economic groups, including low-income and minority populations as covered by the EO on EJ (12989) and Title VI provisions?

Yes, a demographic profile of the ESMPO planning area has been prepared for inclusion in the Title VI plan. Maps displaying minority population distributions and low-income populations were also produced by MPO staff and included in the MPOs planning documents.

16. Have there been provisions made to ensure compliance with EO 13166, Limited English Proficiency (LEP), within the planning process?

Yes, the MPO has a Language Accessibility Plan in place.

17. What strategies, if any, have been implemented to reduce participation barriers?

MPO staff makes a concerted effort to hold meetings throughout the Planning Area and at times that are convenient and accessible to the minority, low-income, and LEP populations.

18. Is there routine coordination with Indian Tribal Governments in statewide metropolitan transportation planning?

No, there are no Indian Tribal Governments within our planning area.

19. What effort by the MPO has been made to engage low-income and minority populations in the certification review process?

Public Meetings were held for the Draft and Final Transportation Improvement Program and all meetings regarding the Transportation Improvement Program.

20. What were the public outreach efforts?

Flyers and mailers were sent to a compiled list of identified minority and low-income populations. MPO staff actively sends information regarding projects, meetings, and public comment opportunities to the compiled list.

21. During public forums, what issues have been raised, how are their concerns documented, and how do they reflect on the performance of the planning process in relation to Title VI requirements?

There have been relatively few issues raised at public forums in general - mostly just general discussions regarding bike/pedestrian needs, etc. We provide comment forms to all attendees and ask them to fill out the forms. We respond in writing to all comment forms received. MPO staff draft a response and email it to the Policy Board and all committees for review. Any comments from the MPO are incorporated and the response is sent to the commenter.

A representative from the NAACP (Baldwin County) attended the MPO meeting in 2015 in which the MPO Title VI plan was adopted. The representative was pleased with the plan and had no further comments regarding its content or the outreach methods used by MPO staff. No comments were received, and no members of the public attended the meetings regarding the 2018 Title VI Plan.

22. Are the social, economic, and environmental (SEE) impacts being identified and described consistently?

Yes.

23. Are there contracting opportunities for planning studies, corridor studies, or other work being provided to minorities and women?

MPO staff, along with member governments, has promoted all planning and project opportunities to DBE's and minorities. MPO staff will continue to provide contracting opportunities to minorities and women in the future when possible.

24. Are minority and diverse language media appropriately included in all notification processes for public meetings or public review of agency documents?

We do not have sufficient LEP populations to warrant publishing meeting notices in other languages. We do include a statement in Spanish on each public notice stating that translation is available upon request.

25. Is technical information available in formats and in places and times conducive to review by the public? (This may require provision of information to people with visual impairments, non-English and LEP speakers, or to persons without extensive formal schooling.)

We include a great deal of information about the MPO on the MPO website (www.easternshorempo.org), including options to translate that information. The County call center has the ability to assist the hearing impaired. Planning documents that are going before the Policy Board for approval are first distributed to nineteen different public locations throughout the Planning Area.

26. Do meeting formats encourage participation by minorities or people with disabilities?

Meetings encourage participation by all members of the public. Accommodations are made for those with disabilities, upon request. Members of the public are provided with an opportunity to address the Policy Board and Advisory Committees during the meeting. All meetings are held in locations that are ADA compliant.

27. Are persons traditionally underserved by transportation systems such as low-income, minorities, or LEP persons actively sought out for involvement?

We have made an effort to reach out to EJ populations by sending MPO information to churches, federal housing areas, community centers, senior centers, and schools throughout the Planning Area. MPO staff will continue to seek input from the specified populations to ensure equal opportunity to participate in transportation planning.

28. Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transportation investments included in the plan and TIP (or STIP)?

Yes, a map showing minority populations is overlaid by with a project map in the Title VI Plan to ensure the underserved populations are being addressed.

a. If imbalances are identified, how does the planning process respond?

No imbalances have been identified, but MPO staff will adjust outreach methods and improve communication efforts if imbalances are identified in the future.

(NOTE: Please answer questions using bold, underline or different font color.)

CERTIFICATION

The MPO assures that no persons or disadvantaged business enterprise shall on the grounds of race, color, sex, disability, or national origin be excluded from participation, be denied the benefits of or be otherwise subjected to discrimination under the project in Federally-assisted programs. It also assures that the project, when formulated, was designed to pay particular attention to the existence, composition, and distribution of minority population groups and disadvantaged business enterprises in the project service area.

Eastern Shore Metropolitan Planning Organization

Name of Applicant Agency

Dan Hart Deslak - MPO Coordinator
Signature and Title of Authorized Official

8/29/2019
Date

TRANSPORTATION PLANNING ORGANIZATION (TPO)
REVIEW & EVALUATION FORM

d(Under SAFETEA-LU (PL-109-59§ 6001 (135) (d)) the planning factors for statewide and metropolitan planning have been combined.)

Florida-Alabama TPO

August 29, 2019

1. List the members of your TPO and indicate the percentage of minority and gender representation.
1. Charles F. Gruber, Baldwin County Commission
2. Cherry Fitch, City of Gulf Breeze Mayor
3. Mary Ellen Johnson, Milton City Council
4. Jerry Johnson, Orange Beach City Council
5. Jewel Cannada-Wynn *, Pensacola City Council
6. Ann Hill, Pensacola City Council
7. Jared Moore, Pensacola City Council
8. P.C. Wu*, Pensacola City Council
9. Steven Barry, Escambia County Commission
10. Jeff Bergosh, Escambia County Commission
11. Lumon May*, Escambia County Commission
12. Robert Bender, Escambia County Commission
13. Doug Underhill, Escambia County Commission
14. Robert Cole, Santa Rosa County Commission
15. Lane Lynchard, Santa Rosa County Commission
16. Sam Parker, Santa Rosa County Commission
17. Don Salter, Santa Rosa County Commission
18. Dave Piech, Santa Rosa County Commission

*Minority: 17%
Male: 78%
Female: 22%

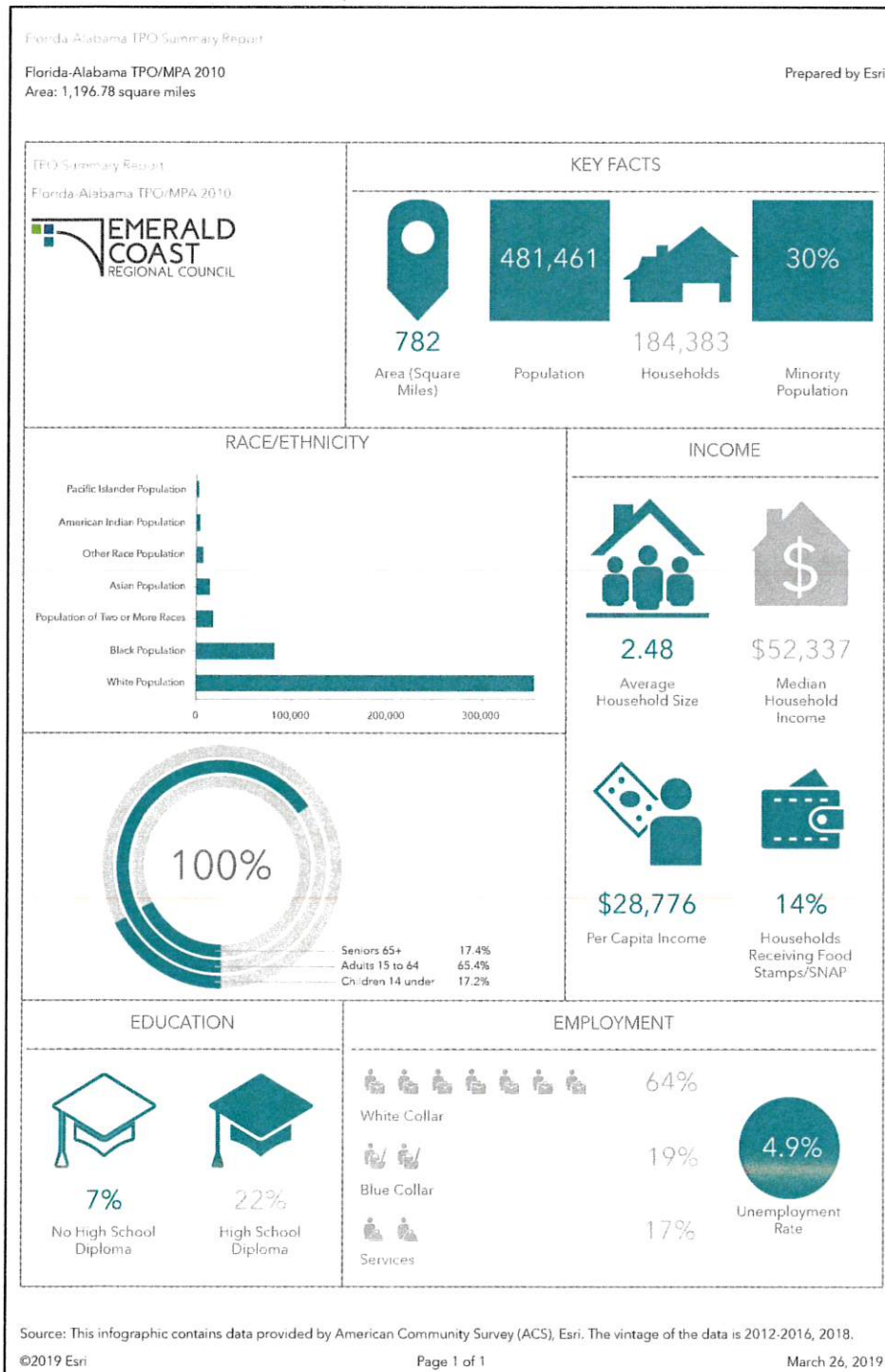
3. How are the MPO members selected?
TPO members are appointed by local governments.
4. Are minorities and females included in this process?
Yes, minorities and females are included in the process. Minorities are focused on for outreach efforts whenever possible.
5. What is the total dollar amount received from the DOT?
The total dollar amount received from ALDOT in 2019 is \$13,891.
6. Are dollars designated for special project(s) or at the discretion of your MPO?
Dollars are designated for special projects at the discretion of TPO.
7. What is the total number of contracts awarded?
The TPO currently has two consultants under contract. The consultants have sub-consultants identified in the contract.
8. What is the process by which contractors are selected?
Consultants are selected through a Request for Proposal (RFP) process.
9. How many contracts are awarded to minorities?
The TPO's current consultants both have one minority-owned sub-consultant (same sub-consultant).
10. What is the total dollar amount awarded to minorities?
The total dollar amount awarded is dependent on individual task order(s).
11. What type of contracts were awarded?
The TPO awards General Planning Consultant contracts.
12. Does your MPO maintain an active list of contractors?
A list of contractors is part of a statewide database monitored by the Unified Certification Program.
13. What types of programs or projects are placed on the MPO bid list?
Programs and projects for general planning consultants are placed on the bid list.

14. What strategies and efforts has the planning process developed for ensuring, demonstrating, and substantiating compliance with Title VI?

Outreach efforts are recorded via interactive map with demographic data and projects, with emphasized attention paid to special populations that may be affected as a result of plans and programs. Mapping this data shows corresponding projects relative to communities that would be most impacted and allows staff to identify populations most affected by the plans and programs. The interactive map, along with U.S. Census demographic data, is utilized to focus outreach efforts in communities of traditionally underserved and limited English proficiency populations. Enhanced outreach methods, such as community pop-up events, can be implemented to involve traditionally hard to reach populations in the transportation planning process. Additionally, the bylaws of the Citizen Advisory Committee address diversity requirements for minority representation to ensure all members of the public have every opportunity to be involved in the transportation planning process. Learn more about the Florida-Alabama TPOs outreach strategies by viewing the [Florida-Alabama TPO Public Participation Plan](#).

15. Has the planning process developed a demographic profile of the metropolitan planning area or state that includes identification of the locations of socio-economic groups, including low-income and minority populations as covered by the EO on EJ (12989) and Title VI provisions?

Yes, developing a demographic profile during the planning process falls under our ETDM activities as well as our community profile project, which is an ongoing task.



16. Have there been provisions made to ensure compliance with EO 13166, Limited English Proficiency (LEP), within the planning process?

Yes, LEP is included in our Title VI Process per FHWA instruction. A disclaimer is also included on all material for those needing access to translation services.

17. What strategies, if any, have been implemented to reduce participation barriers?

We implement a broad variety of public involvement strategies and techniques to reduce participation barriers for low-income and minority populations; including an emphasis on participation in events held in traditionally underserved communities and non-traditional outreach such as pop-up events.

18. Is there routine coordination with Indian tribal governments in statewide metropolitan transportation planning?

Yes, Florida-Alabama TPO maintains a relationship with the Santa Rosa Creek Indian Tribe for this geographic region and maintains electronic correspondence with the Miccosukee Tribe of Indians of Florida, Mississippi Band of Choctaw Indians, Muscogee (Creek) Nation, Poarch Band of Creek Indians, Seminole Nation of Oklahoma, Seminole Tribe of Florida.

19. What effort by the MPO has been made to engage low-income and minority populations in the certification review process?

Public workshops and meetings were noticed in on the TPO website, on local community calendars, and via news release. News releases were sent to radio stations and newspapers that serve the low-income and minority communities as well as traditional media including local television. Social media is also used to publicize the certification review process to the homeless and younger generations who rely on their cell phones as a news source. Public outreach events are held and attended in low-income and minority communities. Learn more about the Florida-Alabama TPOs outreach strategies by viewing the [Florida-Alabama TPO Public Participation Plan](#).

20. What were the public outreach efforts?

Public outreach events are held and attended in low-income and minority communities to provide transportation information and an opportunity for underserved populations to comment and participate in the planning process. In addition, we have fitted children and adults at these events with free bicycle helmets to help save lives and increase awareness of bicycle safety. Learn more about the Florida-Alabama TPOs outreach strategies by viewing the [Florida-Alabama TPO Public Participation Plan](#).

21. During public forums, what issues have been raised, how are their concerns documented, and how do they reflect on the performance of the planning process in relation to Title VI requirements?

TPO staff continues to provide alternate methods for the public to interact during meetings to assist in compliance with Title VI regulation. These concerns are documented using speaker request cards.

22. Are the social, economic, and environmental (SEE) impacts being identified and described consistently?
Yes, SEE impacts are a specific section of our ETDM responsibilities. These are also a part of our Community Profiles and will be further developed during LRTP updates in regard to Community Impact Assessments. See demographic profile display for question #15.
23. Are there contracting opportunities for planning studies, corridor studies, or other work being provided to minorities and women?
Yes.
a. What efforts, if any? Describe in detail.
Our General Planning Consultant solicitation process provides contracting opportunities to minorities and women. Minorities and women are also invited and have spoken at the Annual Emerald Coast Transportation Symposium. Please see the Fifth Annual Emerald Coast Transportation Symposium program.
24. Are minority and diverse language media appropriately included in all notification processes for public meetings or public review of agency documents?
Yes, news releases are sent to diverse language media in the MPO area.
25. Is technical information available in formats and in places and times conducive to review by the public? (This may require provision of information to people with visual impairments, non-English and LEP speakers, or to persons without extensive formal schooling.)
Yes, agendas are displayed and available in a variety of formats. Language translation is available upon request.
26. Do meeting formats encourage participation by minorities or people with disabilities?
Yes. Participation by minorities and persons with disabilities is strongly encouraged and assisted when requested.
27. Are persons traditionally underserved by transportation systems such as low-income, minorities, or LEP persons actively sought out for involvement?
Yes, the majority of outreach activities are held in low-income and minority areas of the TPO. Alternative means of advertising and promoting and providing information are used to include members of these traditionally underserved populations.
28. Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transportation investments included in the plan and TIP (or STIP)?
Outreach efforts are recorded via interactive map with demographic data and projects, with emphasized attention paid to special populations that may be affected as a result of plans and programs.
a. If imbalances are identified, how does the planning process respond?
Any identified imbalances are examined in public outreach efforts early planning process

as well as in the project criteria in accordance with the outcome of the Community Impact Assessment.

CERTIFICATION

The TPO assures that no persons or disadvantaged business enterprise shall on the grounds of race, color, sex, disability, or national origin be excluded from participation, be denied the benefits of or be otherwise subjected to discrimination under the project in federally-assisted programs. It also assures that the project, when formulated, was designed to pay particular attention to the existence, composition, and distribution of minority population groups and disadvantaged business enterprises in the project service area.

Florida-Alabama Transportation Planning Organization

Brittany Ellers, Public Involvement/Title VI Coordinator

August 29, 2018

METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

The Alabama Department of Transportation and the Florida-Alabama Transportation Planning Organization for the Pensacola Urbanized Area hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450, subpart C;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Fixing America's Surface Transportation Act (FAST Act) (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Florida-Alabama TPO
Metropolitan Planning Organization



Signature

Jeff Bergosh
Printed Name

Chairman
Title

6-12-19
Date

Alabama
State Department of Transportation


Signature

John R. Cooper
Printed Name

Director
Title

7/25/2019
Date

METROPOLITAN PLANNING ORGANIZATION (MPO)
REVIEW & EVALUATION FORM
(Under MAP-21, Sections 1201 and 1202 July 2012 the planning factors for statewide and
metropolitan planning have been combined.)

NAME: Gadsden-Etowah MPO

DATE: September 4, 2019

1. List the members of your MPO and indicate the percentage of minority and gender representation:

- | | |
|-----------------------------------|--|
| 1. <u>Mr. Curtis Vincent</u> | 7. <u>Mr. Meinrad Tabengwa</u> |
| 2. <u>Mayor Larry Means</u> | 8. <u>Mayor Charles Gilchrist</u> |
| 3. <u>Commissioner Tim Ramsey</u> | 9. <u>Mayor Scott Reeves</u> |
| 4. <u>Mayor Sherman Guyton</u> | 10. <u>Mayor Terry John Calhoun, Jr.</u> |
| 5. <u>Mr. Heath Williamson</u> | 11. <u>Mayor Phil Colegrove</u> |
| 6. <u>Mr. Nick Hall</u> | 12. <u>Mayor Wally Burns</u> |

The percentage of minority and gender representation is 8.3%.

2. Indicate the percentage of representation of minorities on your Technical & Citizen Committees: On average 11.11%.
3. How are the MPO members selected? The Policy Committee members are elected officials. Other members are selected by the elected officials of the City of Gadsden.
4. Are minorities and females included in this process? Yes.
5. What is the total dollar amount received from the DOT? \$201,970.
6. Are dollars designated for special project(s) or at the discretion of your MPO? The MPO has the discretion to designate dollars for special projects.
7. What is the total number of contracts awarded? No contracts were awarded in FY 2019.
8. What is the process by which contractors are selected? (Please answer using additional pages.) Contracts for Preliminary Engineering and Construction are awarded through competitive bids by the sponsoring municipalities.
9. How many contracts are awarded to minorities? None.
10. What is the total dollar amount awarded to minorities? None.
11. What type of contracts was awarded? None.

12. Does your MPO maintain an active list of contractors? No. If so, please list.
13. What types of programs or projects are placed on the MPO bid list? Each project sponsor performs their own bidding. There is no MPO bid list.
14. What strategies and efforts has the planning process developed for ensuring, demonstrating, and substantiating compliance with Title VI? Implemented provisions of the Public Participation Plan (PPP) and submitted Title VI Report to FTA.
15. Has the planning process developed a demographic profile of the metropolitan planning area or State that includes identification of the locations of socio-economic groups, including low-income and minority populations as covered by the EO on EJ (12989) and Title VI provisions? Yes.
16. Have there been provisions made to ensure compliance with EO 13166. Limited English Proficiency (LEP), within the planning process? Yes.
17. What strategies, if any, have been implemented to reduce participation barriers? None.
18. Is there routine coordination with Indian Tribal Governments in statewide metropolitan transportation planning? No.
19. What effort by the MPO has been made to engage low-income and minority populations in the certification review process? The MPO observes public comment periods and places documents at the MPO office, which is accessible by public transportation. Also, documents are placed on the MPO website.
20. What were the public outreach efforts? The PPP process.
21. During public forums, what issues have been raised, how are their concerns documented, and how do they reflect on the performance of the planning process in relation to Title VI requirements? All public comments are documented, kept on file and used in the planning process.
22. Are the social, economic, and environmental (SEE) impacts being identified and described consistently? If any planning projects were to have a SEE impact, it would be documented and included in the planning process.
23. Are there contracting opportunities for planning studies, corridor studies, or other work being provided to minorities and women? Yes.
 - a. What efforts, if any? Describe in detail. Opportunity availability is mentioned in bid solicitations.
24. Are minority and diverse language media appropriately included in all notification processes for public meetings or public review of agency documents? Yes.

25. Is technical information available in formats and in places and times conducive to review by the public? (This may require provision of information to people with visual impairments, non-English and LEP speakers, or to persons without extensive formal schooling.) Yes.
26. Do meeting formats encourage participation by minorities or people with disabilities? Yes.
27. Are persons traditionally underserved by transportation systems such as low-income, minorities, or LEP persons actively sought out for involvement? Yes.
28. Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transportation investments included in the plan and TIP (or STIP)? Yes.
- a. If imbalances are identified, how does the planning process respond? The MPO utilizes demographic information as a part of its efforts to provide fair and equal services to all of its citizens.

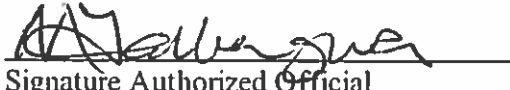
(NOTE: Please answer questions using bold, underline or different font color.)

CERTIFICATION

The MPO assures that no persons or disadvantaged business enterprise shall on the grounds of race, color, sex, disability or national origin, be excluded from participation, be denied the benefits of or be otherwise subjected to discrimination under the project in Federally-assisted programs. It also assures that the project, when formulated, was designed to pay particular attention to the existence, composition, and distribution of minority population groups and disadvantaged business enterprises in the project service area.

Gadsden / Etowah MPO

Name of Applicant Agency


Signature Authorized Official

GEMPO Transportation Planner

Title of Authorized Official

September 4, 2019

Date

METROPOLITAN PLANNING ORGANIZATION (MPO)
REVIEW & EVALUATION FORM
(Under SAFETEA-LU (PL-109-59§ 6001 (135) (d)) the planning factors for statewide and
metropolitan planning have been combined.)

Name of the MPO: Huntsville MPO Date: 08/30/2019

1. List the members of your MPO and indicate the percentage of minority representation.
 - a. Mayor Tommy Battle
 - b. Mayor Paul Finley- Madison
 - c. Dale Strong -County Commissioner
 - d. Dr. Jennie Robinson-Huntsville City Council
 - e. Mayor Mary Caudle-Triana
 - f. Mayor Tony Craig- Owens Crossroads
 - g. Mr. Curtis Vincent- Alabama Department of Transportation
 - h. Mr. Mark D. Bartlett- FHWA
 - i. Mr. Ed Phillips- Aldot Bureau of Local Programs
 - j. Mrs. Michelle Jordan-Top of Alabama Regional Council of Governments
2. Indicate the percentage of representation of minorities on your Technical & Citizen Committees. **10%**
3. How are the MPO members selected? **MPO members are selected by the mayors of the cities represented on the MPO**
4. Are minorities and females included in this process? **Yes**
5. What is the total dollar amount received from the DOT? **\$0.00**
6. Are dollars designated for special project(s) or at the discretion of your MPO? **No**
7. What is the total number of contracts awarded? **0**
8. What is the process by which contractors are selected? **The MPO uses contractors selected and approved by ALDOT Metropolitan Planning Bureau**
9. How many contracts are awarded to minorities? **None**
10. What is the total dollar amount awarded to minorities? **None**
11. What type of contracts were awarded? **Travel Demand Modelling**
12. Does your MPO maintain an active list of contractors? No If so, please list.

13. What types of programs or projects are placed on the MPO bid list? **None**
14. What strategies and efforts has the planning process developed for ensuring, demonstrating, and substantiating compliance with Title VI? **Public hearings notifications on radio, TV and social media on the internet along with the city's web page.**
15. Has the planning process developed a demographic profile of the metropolitan planning area or State that includes identification of the locations of socio-economic groups, including low-income and minority populations as covered by the EO on EJ (12989) and Title VI provisions? **The City of Huntsville uses GIS to ascertain where the minority populations are located within the urbanized area.**
16. Have there been provisions made to ensure compliance with EO 13166, Limited English Proficiency (LEP), within the planning process? **There is currently no provision mechanism in place since the need doesn't exist.**
17. What strategies, if any, have been implemented to reduce participation barriers? **None, since there is currently no need for it.**
18. Is there routine coordination with Indian Tribal Governments in statewide metropolitan transportation planning? **N/A**
19. What effort by the MPO has been made to engage low-income and minority populations in the certification review process? **Community meetings and advertising thru the local and social media**
20. What were the public outreach efforts? **Radio, TV Ads, community meetings, social media**
21. During public forums, what issues have been raised, how are their concerns documented, and how do they reflect on the performance of the planning process in relation to Title VI requirements? **If there are issues to address, the concerns are documented in the minutes of the forum and addressed as quickly as possible by staff to make sure the solutions are within the guidelines of Title VI regulations**
22. Are the social, economic, and environmental (SEE) impacts being identified and described consistently? **Yes, each project is thoroughly scrutinized for any anomalies that might be an issue.**
23. Are there contracting opportunities for planning studies, corridor studies, or other work being provided to minorities and women? **No**
 - a. What efforts, if any? Describe in detail. **None**
24. Are minority and diverse language media appropriately included in all notification processes for public meetings or public review of agency documents? **Yes**


25. Is technical information available in formats and in places and times conducive to review by the public? (This may require provision of information to people with visual impairments, non-English and LEP speakers, or to persons without extensive formal schooling.) **Yes**
26. Do meeting formats encourage participation by minorities or people with disabilities? **Yes, meetings are open forum to anyone who wishes to address the issues in the meetings.**
27. Are persons traditionally underserved by transportation systems such as low-income, minorities, or LEP persons actively sought out for involvement? **Yes, meetings are held in low income areas where the locals can attend and voice their opinion.**
28. Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transportation investments included in the plan and TIP (or STIP)?
- a. If imbalances are identified, how does the planning process respond? **Community meetings within these neighborhoods are used to resolve these issues**

(NOTE: Please answer questions using bold, underline or different font color.)

CERTIFICATION

The MPO assures that no persons or disadvantaged business enterprise shall on the grounds of race, color, sex, disability, or national origin be excluded from participation, be denied the benefits of or be otherwise subjected to discrimination under the project in Federally-assisted programs. It also assures that the project, when formulated, was designed to pay particular attention to the existence, composition, and distribution of minority population groups and disadvantaged business enterprises in the project service area.

City of Huntsville
Name of Applicant Agency

 _____
Signature and Title of Authorized Official

8/30/2019
Date

METROPOLITAN PLANNING ORGANIZATION (MPO)
REVIEW & EVALUATION FORM
(Under SAFETEA-LU (PL-109-59§ 6001 (135) (d)) the planning factors for statewide and metropolitan planning have been combined.)

Name of the MPO: Mobile, AL Date: 09/03/19

1. List the members of your MPO and indicate the percentage of minority and gender representation. *0% female, 27% minority.*
 - a. Mayor, City of Mobile - Hon. William S. Stimpson
 - b. Mobile County Commissioner - Hon. Jerry Carl
 - c. Councilman, City of Mobile - Hon. John Williams
 - d. Councilman, City of Mobile - Hon. Fred Richardson
 - e. Mayor, City of Prichard - Hon. Jimmie Gardner
 - f. Councilman, City of Prichard, Hon. Lorenzo Martin
 - g. Mayor, City of Chickasaw - Hon. Byron Pittman
 - h. Mayor, City of Saraland - Hon. Howard Rubenstein
 - i. Mayor, City of Satsuma - Hon. Thomas Williams
 - j. Mayor, Town of Creola - Hon. William Criswell
 - k. Mayor, City of Bayou La Batre - Hon. Terry Downey
 - l. Mayor, City of Semmes - Hon. David Baker
 - m. General Manager, The Wave Transit - Mr. Damon Dash
 - n. Ninth Division Engineer, ALDOT - Mr. Matt Ericksen
 - o. Member, SARPC - OPEN
 - p. Mobile County Engineer – Mr. Bryan Kegley
2. Indicate the percentage of representation of minorities on your Technical & Citizen Committees. *18% minority*
3. How are the MPO members selected? *The majority of the members are elected by the public to serve their position. The position is chosen under Authority of the Governor.*
4. Are minorities and females included in this process? *Yes*
5. What is the total dollar amount received from the DOT? *\$481,069 of 2019 PL funds. STP Attributable funds are bid through ALDOT; questions pertaining to STP Attributable funds should be included in ALDOT's Title VI report.*
6. Are dollars designated for special project(s) or at the discretion of your MPO? *The MPO approves annual budget for planning funds which includes tasks to be performed by staff and Special Projects which require third party consultants. No contracts were issued with PL funds in FY 2019.*
7. What is the total number of contracts awarded? *zero*

8. What is the process by which contractors are selected? *In addition to the Alabama Department of Transportation Consultant Selection Procedures for consultants, the Mobile MPO gives extra points to DBEs as part of the consultant selection process.*
9. How many contracts are awarded to minorities? *Zero contracts were issued.*
10. What is the total dollar amount awarded to minorities? *\$0*
11. What type of contracts were awarded? *No contracts were awarded.*
12. Does your MPO maintain an active list of contractors? Yes If so, please list. *These are firms on ALDOTS list of Qualified Planning Consultants.*
 - 4Site, Inc.
 - AECOM Technical Services, Inc
 - Alfred Benesch & Company
 - Alta planning + Design
 - Amec Foster Wheeler Environment & Infrastructure, Inc.
 - ARCADIS U.S., Inc.
 - Atkins North America, Inc. (Atkins)
 - Ayres Engineering Inc (d/b/a Ayres Associates)
 - Barge Waggoner Sumner & Cannon, Inc.
 - Beam, Longest and Neff, LLC
 - Bewegen Technologies Inc.
 - Brown O'Dell & Partners Architects
 - Burk-Kleinpeter, Inc.
 - Cambridge Systematics, Inc.
 - Cardno, Inc.
 - Carr & Associates Engineers, Inc.
 - CDG Engineers & Associates, Inc.
 - CDM Smith Inc.
 - C.E.R.M
 - CFM Group, LLC
 - CH2M HILL Engineers
 - CHA Consulting, Inc.
 - Civil Consultants, Inc.
 - Civil Engineering Associates, Inc., (Trade name - CE Associates)
 - Civil Group, LLC
 - Contact Network, Inc.
 - Covington Consulting Services
 - CROY ENGINEERING, LLC
 - CSR Engineering, Inc.
 - Data Transfer Solutions, LLC
 - Delcan Corporation
 - Dewberry Engineers Inc.

Dorsey & Dorsey Engineering, Inc.
Driven Engineering, Inc.
DW & Associates
Dye Management Group, Inc.
Engineering Design Technologies, Inc
Enterprise Leasing Company, South Central LLC
EP & Associates, Inc. (Engineering Plus)
ESI STUDIOS
Faneuil, Inc.
FHWA
Foresite Group, Inc.
Fugro Roadware
Gannett Fleming, Inc.
Garver, LLC
GMB Engineers and Planners, Inc.
Gonzalez-Strength & Associates, Inc.
Gresham Smith & Partners
Hall Planning & Engineering, Inc.
Hargrove Engineers + Constructors
Hatch Mott MacDonald Alabama, LLC
HDR Engineering, Inc.
Hethcoat & Davis, Inc.
HMB Alabama, LLC
HMB Professional Engineers, Inc.
HNTB Corporation
H.W. Lochner, Inc.
Infrastructure Engineers, Inc.
InSite Engineering, LLC.
Jacobs Engineering Group, Inc
JBW&T, Inc.
Johnson & Associates, Inc.
J. R. Wilburn and Associates, Inc.
KCI TECHNOLOGIES, INC.
Kellogg Brown & Root Services, Inc.
Kimley-Horn and Associates, Inc.
Larry E. Speaks & Associates, Inc.
Littlejohn Engineering Associates
Long Engineering, Inc.
Louis Berger
Macknally Land Design, PC
Mandli Communications, Inc.
MBA Structural Engineers, Inc.
McCrary & Williams, Inc.

Mead & Hunt
Metric Engineering, Inc.
Michael Baker International, Inc.
Moffatt and Nichol
Morell Engineering, Inc
Neel-Schaffer, Inc.
Northstar Engineering Services, Inc.
Odessa
Panamerican Consultants, Inc.
Parsons Transportation Group, Inc.
Pathway Services Inc
Planning Communities, LLC
Pond & Company
Providence Engineering and Environmental Group LLC
Quality Counts LLC
RPM Transportation Consultants, LLC
RS&H, Inc.
Sain Associates, Inc.
Sanford-Bell & Associates, Inc.
SARCOR, LLC
Sentell Engineering, Inc.
Serco Inc.
SHUMER CONSULTING LLC
Skipper Consulting, Inc.
Slade Land Use, Environmental, and Transportation
SOVEREIGN CONSULTING INC.
Sprinkle Consulting
Stantec Consulting Services Inc.
Strand Associates, Inc.
STV Incorporated
The Atlantic Group, LLC (Atlantic)
The Presidio of San Francisco
Thompson Engineering, Inc.

13. What types of programs or projects are placed on the MPO bid list? *MPO does not have a bid list, we do planning studies and hire consultants. SARPC's bid list was for office copiers. All office supplies and computers have to be purchased from the company won the bid for the respective contract in years prior.*
14. What strategies and efforts has the planning process developed for ensuring, demonstrating, and substantiating compliance with Title VI? *When hiring consultants, extra points are given for being DBE certified, or having a sub-consultant that is DBE certified.*

15. Has the planning process developed a demographic profile of the metropolitan planning area or State that includes identification of the locations of socio-economic groups, including low-income and minority populations as covered by the EO on EJ (12989) and Title VI provisions? *Yes*
16. Have there been provisions made to ensure compliance with EO 13166, Limited English Proficiency (LEP), within the planning process? *Yes*
17. What strategies, if any, have been implemented to reduce participation barriers? *We have recently had social media exposure, TV commercials, display ads in the paper and we deliver all public notices to low income areas.*
18. Is there routine coordination with Indian Tribal Governments in statewide metropolitan transportation planning? *No tribes in the MPO.*
19. What effort by the MPO has been made to engage low-income and minority populations in the certification review process? *All housing boards have copies of public notices, as well as all libraries, city halls and other places around the county so a newspaper is not necessary in order to learn about proposed MPO adoptions.*
20. What were the public outreach efforts? *In addition to above note, every year we give presentations on our transportation programs. We also house a web page which we are the web master for.*
21. During public forums, what issues have been raised, how are their concerns documented, and how do they reflect on the performance of the planning process in relation to Title VI requirements? *The only official comments we received this fiscal year involved the tolling of the I-10 Mobile River Bridge. It was noted by SARPC in the October LRTP update, that some travel will be increased on I-165 (through low income minority areas) if there were to be a toll and the Cochran Bridge were to be the free route. The impact would have been negligible; there were no comments.*
22. Are the social, economic, and environmental (SEE) impacts being identified and described consistently? *To the best of our ability*
23. Are there contracting opportunities for planning studies, corridor studies, or other work being provided to minorities and women? *Yes*
 - a. What efforts, if any? Describe in detail. *As stated above, we follow the ALDOT Consultant Selection Process. If a Request for Proposal for a project is advertised, only ALDOT Pre-qualified firms can submit proposals. If the firm is a DBE, extra points are given in the scoring of the firm to the advantage of the DBE.*
24. Are minority and diverse language media appropriately included in all notification processes for public meetings or public review of agency documents? *We always have a Hispanic speaking translator on staff.*

25. Is technical information available in formats and in places and times conducive to review by the public? (This may require provision of information to people with visual impairments, non-English and LEP speakers, or to persons without extensive formal schooling.) *Yes, all housing boards have copies of public notices, as well as all libraries, city halls and other places around the county so a newspaper is not necessary in order to learn about proposed MPO adoptions*
26. Do meeting formats encourage participation by minorities or people with disabilities? *Yes, we are located in the GMO building, the hub for the WAVE Transit system that has ADA equipped vehicles.*
27. Are persons traditionally underserved by transportation systems such as low-income, minorities, or LEP persons actively sought out for involvement? *Yes, all housing boards have copies of public notices, as well as all libraries, city halls and other places around the county so a newspaper is not necessary in order to learn about proposed MPO adoptions.*
28. Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transportation investments included in the plan and TIP (or STIP)? *Yes, the LRTP has an EJ element that looks at the travel times from all low-income minority concentrations to all other trip generators. This is done before and after the projects of the 2040 LRTP, and will continue in the 2045 LRTP. The tolling of the I-10 Bridge and Wallace Tunnels did increase volume up the Cochran Bridge and I-165 corridor that goes through the City of Prichard, thus lowering travel speed by a negligible amount.*
29. If imbalances are identified, how does the planning process respond? *There has never been an imbalance that has been commented on. It needs to be noted the increases in travel time from question 28 is based on the toll data that is on an Interstate, with no imbalance on local system roads. However, if there was, the LRTP potential future road projects would be adjusted to make sure all low-income and minority zones received a benefit from these road projects.*

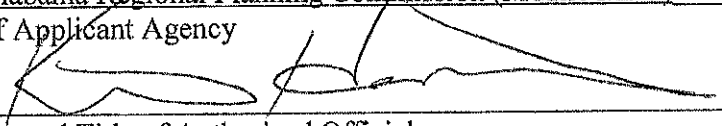
(NOTE: Please answer questions using bold, underline or different font color.)

CERTIFICATION

The MPO assures that no persons or disadvantaged business enterprise shall on the grounds of race, color, sex, disability, or national origin be excluded from participation, be denied the benefits of or be otherwise subjected to discrimination under the project in Federally-assisted programs. It also assures that the project, when formulated, was designed to pay particular attention to the existence, composition, and distribution of minority population groups and disadvantaged business enterprises in the project service area.

South Alabama Regional Planning Commission (Mobile MPO)

Name of Applicant Agency


Signature and Title of Authorized Official

September 3rd, 2019

Date

METROPOLITAN PLANNING ORGANIZATION (MPO)
REVIEW & EVALUATION FORM
(Under SAFETEA-LU (PL-109-59§ 6001 (135) (d)) the planning factors for statewide and metropolitan planning have been combined.)

Name of the MPO: Montgomery MPO

Date: October 2018 to September 2019

1. List the members of your MPO and indicate the percentage of minority and gender representation.
 1. Mayor Todd Strange (W)(M)
 2. Mayor Bill Gillespie (W)(M)
 3. Mr. Steve Graben (W)(M)
 4. Mayor Jerry Willis (Vice-Chairman)(W)(M)
 5. Councilman Richard Bollinger (W)(M)
 6. Mayor Anthony Powell (B)(M)
 7. Councilman Charles Jinright (Chairman) (W)(M)
 8. Commissioner Elton Dean (B)(M)
 9. Mayor Al Kelley (W)(M)
 10. Councilman Glen Pruitt (W)(M)
 11. Commissioner Jay Thompson (W)(M)
 12. Mr. Greg Clark (W)(M)
 13. Mr. Kelvin Miller (B)(M)
 14. Mr. D.E. Phillips, Jr. (W)(M)
 15. Ms. Mary Rose Thomas (W)(F)
 16. Mr. Mark Bartlett (W)(M)
 17. Mr. Frank Cook (W)(M)
 18. Commissioner Troy Stubbs (W)(M)
 19. Ms. Roxanne Le Desma (W)(F)
 20. Mayor Gordon Stone (W)(M)
 21. Mayor Margaret White (W)(F)
 22. Mayor Clayton Edgar (W)(M)
 23. Councilman Tracy Larkin (B)(M)
 24. Commissioner Ronda Walker (W)(F)
 25. Mr. Robert Smith (Secretary) (B)(M)

Code after each members name stands for White (W), Black (B), Hispanic (H), Male (M), and Female (F):

MPO Percentage of Minority (Ethnic) Representation 20.0%

MPO Percentage of Minority (Woman) Representation 20.0%

2. Indicate the percentage of representation of minorities on your Technical & Citizen Committees:
TAC 20.0 % CAC 60.0% Women and Ethnic Minorities
MPO Staff is comprised of 3 staff persons (2 blacks and 1 white, of which 1 white male and one black female). MPO Senior Staff Administrator is Black.
3. How are the MPO members selected? MPO members are selected by elected office or appointed because of position.
4. Are minorities and females included in this process? Yes
5. What is the total dollar amount received from the DOT? Dollar amount received from ALDOT for MPO Planning is \$486,116 (FY-2019). Dollar amount received annually for Transportation Improvement Program Projects is \$6,253,426.

6. Are dollars designated for special project(s) or at the discretion of your MPO? Dollars are designated for special project(s) and at MPO discretion as necessary.
7. What is the total number of contracts awarded? 1 for FY 2019.
8. What is the process by which contractors are selected? ALDOT consultant selection procedures for planning work and ALDOT/State of Alabama Competitive bid process for roadway improvements.
9. How many contracts are awarded to minorities? None for FY-2019.
10. What is the total dollar amount awarded to minorities? \$100,000 for FY-2019.
11. What types of contracts were awarded? A planning consulting contract for a MPO Freight Plan.
12. Does your MPO maintain an active list of contractors? No. MPO uses ALDOT approved consultant and MPO member jurisdictions use contractor list maintained by the ALDOT.
13. What types of programs or projects are placed on the MPO bid list? MPO doesn't have a bid list. City of Montgomery MPO Staff purchase items needed for administration of the MPO process from either competitive quotes from vendors that supply office supplies, from existing State contracts, or FROM existing City of Montgomery contracts. Planning related projects are processed using ALDOT consultant selection procedures.
14. What strategies and efforts has the planning process developed for ensuring, demonstrating, and substantiating compliance with Title VI? The MPO has an existing Public Participation Plan (Adopted January 2014) for the transportation planning process that explains how the MPO plans to involve the general public. Also, the MPO has developed a community impact assessment and an environmental justice analysis to ensure compliance with Title VI and Environmental Justice.
15. Has the planning process developed a demographic profile of the metropolitan planning area or State that includes identification of the locations of socio-economic groups, including low-income and minority populations as covered by the EO on EJ (12989) and Title VI provisions? Yes.
16. Have there been provisions made to ensure compliance with EO 13166, Limited English Proficiency (LEP), within the planning process? Yes.
17. What strategies, if any, have been implemented to reduce participation barriers? Strategies used include: newspaper ads in general circulation newspapers that the community reads as a whole, mailings, emails, notices on MPO website, flyers at key locations such as libraries, public housing communities, and holding public meetings in centralized locations where access is provided.
18. Is there routine coordination with Indian Tribal Governments in statewide metropolitan transportation planning? Coordination with Indian Tribal Governments has not been done in the past, but some engagement has been done by City of Wetumpka and ALDOT with projects in that area of MPO study area.
19. What effort by the MPO has been made to engage low-income and minority populations in the certification review process? Montgomery MPO engages low-income and minority populations by

having them represented on the MPO committees, through newspaper ads in general circulation newspapers, mailings, emails, notices on MPO website, flyers at key locations such as libraries, public housing communities, and holding public meetings in centralized locations where access is provided. Montgomery MPO in the 2000 Census was under 200,000 in population (196,996) and therefore a certification review process was not applicable but the engagement practices listed above continued during this time. As of the 2010 Census the Montgomery MPO is again above the 200,000 population (263,907) threshold. The first FHWA/FTA Certification was in April 2016. A public hearing was held to solicit comments from the public.

20. What were the public outreach efforts? Public Outreach efforts used included: newspaper ads in general circulation newspapers that the community reads as a whole, mailings, emails, notices on MPO website, and flyers at key locations such as libraries, public housing communities, and holding public meetings in centralized locations where.
21. During public forums, what issues have been raised, how are their concerns documented, and how do they reflect on the performance of the planning process in relation to Title VI requirements? Issues raised during public meetings include maintenance of roadways, congestion and safety problems and on occasion projects not well received by residents. The concerns are documented if comment forms are filled out, letters or emails sent by persons raising issues of concern and then those issues of concern are responded to by the MPO or MPO Staff. Some verbal comments are documented by MPO Staff and relayed to the MPO before decisions are made regarding transportation projects or programs. Performance of the planning process is reflected in relation to Title VI if populations are involved and get the desired results that they want or some mitigation of a problem that is brought forward for resolution.
22. Are the social, economic, and environmental (SEE) impacts being identified and described consistently? Yes.
23. Are there contracting opportunities for planning studies, corridor studies, or other work being provided to minorities and women? a. What efforts, if any? Describe in detail. Opportunities do exist for planning studies, corridor studies and other work. No work has been provided to minorities and women in FY-2019.
24. Are minority and diverse language media appropriately included in all notification processes for public meetings or public review of agency documents? Yes, where possible. MPO website has a language translator at the bottom of the home page for translation of all printed information on the MPO website. The notification process includes a public notice published in general circulation media outlets, as well as email lists.
25. Is technical information available in formats and in places and times conducive to review by the public? (This may require provision of information to people with visual impairments, non-English and LEP speakers, or to persons without extensive formal schooling). Yes. Technical information is available in formats, places and times conducive for review by the public. Persons requiring further assistance are also urged to contact MPO Staff if they have questions and need further explanation. A statement is provided in all public notice material that encourages persons with disabilities to contact the MPO Staff in a specified timeframe in order for MPO Staff to accommodate particular disabilities.

26. Do meeting formats encourage participation by minorities or people with disabilities? Yes
27. Are persons traditionally underserved by transportation systems such as low-income, minorities, or LEP persons actively sought out for involvement? Yes
28. Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transportation investments included in the plan and TIP (or STIP)? Yes
- a. If imbalances are identified, how does the planning process respond?
The planning process responds by encouraging and putting resources in all places, therefore giving an equitable distribution of resources. MPO Staff also informs the MPO as situations arise. The MPO Policy Board has a diverse group of interests, and many members are African American.

(NOTE: Please answer questions using bold, underline or different font color.)

CERTIFICATION

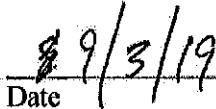
The MPO assures that no persons or disadvantaged business enterprise shall on the grounds of race, color, sex, disability, or national origin be excluded from participation, be denied the benefits of or be otherwise subjected to discrimination under the project in Federally-assisted programs. It also assures that the project, when formulated, was designed to pay particular attention to the existence, composition, and distribution of minority population groups and disadvantaged business enterprises in the project service area.

Montgomery Metropolitan Planning Organization

Name of Applicant Agency



Signature and Title of Authorized Official



Date

METROPOLITAN PLANNING ORGANIZATION
REVIEW & EVALUATION FORM
(Under SAFETEA-LU (PL-109-59§ 6001 (135) (d)) the planning factors for statewide and metropolitan planning have been combined.)

NAME: Shoals Area MPO DATE: September 3, 2019

1. List the members of your M.P.O. and indicate the percentage of minority and gender representation:

- | | |
|---|--|
| 1. Mayor Steve Holt – Florence | 2. Curtis Vincent– ALDOT |
| 3. Mayor Ian Sanford – Sheffield | 4. Mayor Tim Tubbs – Killen |
| 5. Mayor Kerry Underwood – Tuscumbia | 6. Mayor Pam Stumpe – St. Florian |
| 7. Commissioner Joe Hackworth – Lauderdale County | 8. Mayor John Landers - Leighton |
| 9. Executive Director Keith Jones - NACOLG | 10. Commissioner Charles Hovater –
Colbert County |

0% Minority

90% male representation

2. Indicate the percentage of representation of minorities on your Technical & Citizen Committees: 6%
3. How are the M.P.O. members selected? Elected Officials of the Local Governments
4. Are minorities and females included in this process? Yes
5. What is the total dollar amount received from the Department of Transportation? \$396,636.00
6. Are dollars designated for special project(s) or at the discretion of your M.P.O.? At the discretion of the MPO
7. What is the total number of contracts awarded? 1
8. What is the process by which contractors are selected? (Please answer using additional pages.)
We follow the regulations set forth by ALDOT
9. How many contracts are awarded to minorities? 0
10. What is the total dollar amount awarded to minorities? 0
11. What type of contracts was awarded? Sheffield Railroad Overpass Feasibility Study
12. Does your M.P.O. maintain an active list of contractors? (Please provide this list with your report.) We refer to the list maintained by ALDOT
13. What types of programs or projects are placed on the M.P.O. bid list? We do not have a bid list
14. What strategies and efforts has the planning process developed for ensuring, demonstrating, and substantiating compliance with Title VI? The Public Participation Plan
15. Has the planning process developed a demographic profile of the metropolitan planning area or State that includes identification of the locations of socio-economic groups, including low-

income and minority populations as covered by the EO on EJ (12989) and Title VI provisions?
Yes

16. Have there been provisions made to ensure compliance with EO 13166, Limited English Proficiency, within the planning process? Yes
17. What strategies, if any, have been implemented to reduce participation barriers? The Public Participation Plan
18. Is there routine coordination with Indian Tribal Governments in statewide metropolitan transportation planning? No
19. What efforts by MPO's have been made to engage low-income and minority populations in the certification review process? Those populations have been identified and public meetings are scheduled to include outreach to those areas.
20. What were the public outreach efforts? We host meetings in these areas and post notices in newspapers, the website and city halls.
21. During public forums, what issues have been raised, how are their concerns documented, and how do they reflect on the performance of the planning process in relation to Title VI requirements? No issues have been raised.
22. Are the social, economic, and environmental (SEE) impacts being identified and described consistently? Yes
23. Are there contracting opportunities for planning studies, corridor studies, or other work being provided to minorities and women? What efforts, if any? Please describe in detail. We provide equal opportunity to all contractors. We follow all guidelines as set forth by the state.
24. Are minority and diverse language media appropriately included in all notification processes for public meetings or public review of agency documents? Yes
25. Is technical information available in formats and in places and times conducive to review by the public? (This may require provision of information to people with visual impairments, non-English and LEP speakers, or to persons without extensive formal schooling.) Yes
26. Do meeting formats encourage participation by minorities or people with disabilities? Yes
27. Are persons traditionally underserved by transportation systems such as low-income, minorities, or LEP persons actively sought out for involvement? Yes
28. Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transportation investments included in the plan and TIP (or STIP)? Yes
 - a. If imbalances are identified, how does the planning process respond? In the event an imbalance were to be identified the process would be reevaluated and appropriate measures taken to improve the process

(NOTE: IF ADDITIONAL SHEETS OF PAPER ARE NEEDED, PLEASE ATTACH)

CERTIFICATION

The MPO assures that no persons or disadvantaged business enterprise shall on the grounds of race, color, sex, disability, or national origin be excluded from participation, be denied the benefits of or be otherwise subjected to discrimination under the project in Federally-assisted programs. It also assures that the project, when formulated, was designed to pay particular attention to the existence, composition, and distribution of minority population groups and disadvantaged business enterprises in the project service area.

Northwest Alabama Council of Local Governments

Name of Applicant Agency


Signature of Authorized Official

9-3-19
Date

METROPOLITAN PLANNING ORGANIZATION (MPO)
REVIEW & EVALUATION FORM
(Under SAFETEA-LU (PL-109-59§ 6001 (135) (d)) the planning factors for statewide and
metropolitan planning have been combined.)

Name of the MPO: **Tuscaloosa Area Metropolitan Planning Organization** Date: **08/5/19**

1. List the members of your MPO and indicate the percentage of minority and gender representation.

1. Mayor Donna Aaron	2. Mayor Walter Maddox
3. Judge Rob Robertson	4. Dennis Stripling (WARC)
5. James D. Brown (ALDOT)	

Percentage of MPO (Policy Committee) minority representation: 0%

Percentage of MPO (Policy Committee) female representation: 20%

Percentage of MPO (Policy Committee) male representation: 80%

2. Indicate the percentage of representation of minorities on your Technical & Citizen Committees. **Technical = 12%, Citizen = 6%**
3. How are the MPO members selected? **A 2016 agreement between Tuscaloosa County, the City of Tuscaloosa, the City of Northport, the Tuscaloosa County Parking and Transit Authority, the West Alabama Regional Commission, and the State of Alabama determined the members of the MPO (Policy Committee).**

The membership of the technical committee is determined by the Policy Committee and outlined in the MPO bylaws. The technical committee membership is based on the position held at the local, state, and federal governments. The citizen committee membership is appointed by the mayor of Tuscaloosa City, the mayor of Northport City, and the Tuscaloosa County commission chairman, three of the voting members of the Policy Committee.

4. Are minorities and females included in this process? **Yes.**
5. What is the total dollar amount received from the DOT? **In fiscal year 2018, the MPO received \$233,594 federal funds.**
6. Are dollars designated for special project(s) or at the discretion of your MPO? **The annual Unified Planning Work Program prepared by the MPO designates the funds. The MPO does not designate special projects.**
7. What is the total number of contracts awarded? **No contracts were awarded.**
8. What is the process by which contractors are selected? **Not applicable.**
9. How many contracts are awarded to minorities? **Not applicable.**

10. What is the total dollar amount awarded to minorities? **Not applicable.**
11. What type of contracts were awarded? **Not applicable.**
12. Does your MPO maintain an active list of contractors? **No.** If so, please list. **Not applicable.**
13. What types of programs or projects are placed on the MPO bid list? **The MPO does not have a bid list. No recent program or projects have been large enough to put out to bid.**
14. What strategies and efforts has the planning process developed for ensuring, demonstrating, and substantiating compliance with Title VI? **The MPO follows an adopted public involvement plan that includes a Title VI program and develops a Record of Public Involvement every year. The MPO also prepares equity reviews of their long-range transportation plans.**
15. Has the planning process developed a demographic profile of the metropolitan planning area or State that includes identification of the locations of socio-economic groups, including low-income and minority populations as covered by the EO on EJ (12989) and Title VI provisions? **Yes, the MPO has developed a demographic profile of the MPO study area and has mapped the locations of socioeconomic groups, including low-income and minority populations. The profile is updated on a regular basis.**
16. Have there been provisions made to ensure compliance with EO 13166, Limited English Proficiency (LEP), within the planning process? **Recently released census data indicated that Tuscaloosa County includes more than 1,000 people who speak Spanish and do not speak English very well. The MPO updated their public involvement plan and Title VI program in fiscal year 2018. The program includes a limited English proficiency plan that ensures compliance with EO 13166.**
17. What strategies, if any, have been implemented to reduce participation barriers? **All meetings of the Tuscaloosa Area MPO are open to the public, and everyone is encouraged to participate in the meetings. Over 200 news releases are sent to local media contacts, groups that work with low-income, minority, elderly, and disabled people. Upon request, individuals or organizations can be added to the news release list. Meeting notices and MPO documents are posted on the WARC website. Comments about the planning process and documents can be sent by e-mail, mail, FAX, and hand-delivered. MPO committees are held at different times of the day, and the staff is always willing to meet with anyone to discuss the MPO issues.**
18. Is there routine coordination with Indian Tribal Governments in statewide metropolitan transportation planning? **Not applicable. There are no Indian Tribal Governments in the Tuscaloosa MPO study area.**
19. What effort by the MPO has been made to engage low-income and minority populations in the certification review process? **Not applicable, the Tuscaloosa Area MPO is not a TMA and does not hold a certification review.**

20. What were the public outreach efforts? Not applicable, the Tuscaloosa Area MPO is not a TMA and does not hold a certification review.
21. During public forums, what issues have been raised, how are their concerns documented, and how do they reflect on the performance of the planning process in relation to Title VI requirements? Over the past 26 years, no Title VI issue has been raised during public forums or any Tuscaloosa Area MPO meeting or event. If a Title VI concern is raised in the future, the concern will be recorded in the minutes of the forum and, if warranted, the MPO will address the concern and provide a written response to the concerned party. The MPO Title VI complaint procedure will be followed.
22. Are the social, economic, and environmental (SEE) impacts being identified and described consistently? Yes. The Tuscaloosa Area MPO identifies potential social, economic, and environmental impacts as part of the long-range transportation plan. The MPO has used the same method to identify the potential impacts over the past four long-range transportation plans. In addition, the MPO prepares an equity report as part of the long-range transportation plan.
23. Are there contracting opportunities for planning studies, corridor studies, or other work being provided to minorities and women?
 - a. What efforts, if any? Describe in detail. Over the past 21 years, the Tuscaloosa Area MPO has not contracted out any planning studies, corridor studies, or other work. In the future, if the MPO decides to hire a contractor, minority and female-owned businesses will be given an equal opportunity to complete the work.
24. Are minority and diverse language media appropriately included in all notification processes for public meetings or public review of agency documents? The MPO includes all media contacts on the MPO news release list. All media contacts receive MPO news releases. The MPO news releases are sent for all MPO committee meetings, training sessions, and public meetings. At the current time, the MPO staff is unaware of any diverse language media operating in the Tuscaloosa MPO study area. If this changes, the MPO staff will add the new media contact to the MPO news release mailing list.
25. Is technical information available in formats and in places and times conducive to review by the public? (This may require provision of information to people with visual impairments, non-English and LEP speakers, or to persons without extensive formal schooling.) All MPO documents, including the technical information for the long-range transportation plan, are available in paper, digital formats, and on the internet. The internet documents are in the PDF format that allows the document to be read by the Adobe Reader program. The MPO is willing to mail or e-mail any MPO document. The MPO staff is available to explain technical information to anyone, including people who lack formal education. The MPO has never received a request for translation of any of their documents. If such a request is received, the MPO will translate the document, if feasible. The MPO adopted a limited English proficiency plan in fiscal year 2018 that addressed these issues.
26. Do meeting formats encourage participation by minorities or people with disabilities? All of the Tuscaloosa Area MPO committee meetings and public meetings are open to the

public, and anyone is allowed to participate regardless of race or disability. The meetings follow a printed agenda but are informal. The committee meeting agendas also include an item for non-committee members to address the committee on issues not included on the agenda. All of the meetings are held in accessible buildings.

27. Are persons traditionally underserved by transportation systems such as low-income, minorities, or LEP persons actively sought out for involvement? **Yes. The Tuscaloosa Area MPO maintains a list of agencies and organizations that have contact with groups that are traditionally underserved by the transportation system. The MPO staff updates this list several times a year. All contacts on the list receive the MPO news releases for the MPO committee meetings, training sessions, and public meetings. In addition, the MPO will add anyone to the news release list who makes a request.**
28. Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transportation investments included in the plan and TIP (or STIP)? **The Tuscaloosa Area MPO prepares equity reviews of their long-range transportation plan. The reviews use demographic data to examine the distribution of benefits and burdens of the long-range transportation plan projects.**
 - a. If imbalances are identified, how does the planning process respond? **If imbalances are identified during the equity review, the MPO has the authority to adjust the projects selected for the long-range transportation plan.**

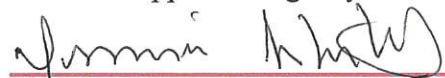
(NOTE: Please answer questions using bold, underline or different font color.)

CERTIFICATION

The MPO assures that no persons or disadvantaged business enterprise shall on the grounds of race, color, sex, disability, or national origin be excluded from participation, be denied the benefits of or be otherwise subjected to discrimination under the project in Federally-assisted programs. It also assures that the project, when formulated, was designed to pay particular attention to the existence, composition, and distribution of minority population groups and disadvantaged business enterprises in the project service area.

West Alabama Regional Commission and Tuscaloosa Area MPO

Name of Applicant Agency



, Executive Director and Planning Process Coordinator
Signature and Title of Authorized Official

August 6, 2019

Date