

ALABAMA DEPARTMENT OF TRANSPORTATION

FY 2023



TITLE VI GOALS AND ACCOMPLISHMENTS
OCTOBER 1, 2022 - SEPTEMBER 30, 2023

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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 2022-2023
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 and Program area directives, etc. The purpose and difference in the report annually is to denote procedural and/or data changes that may occur in one or more of the major program areas. During the reporting period for FY 2022-2023, there were no operational or procedural changes in the major program areas.

The Title VI Program remains the internal conscious (self-certification) of ALDOT to promote and implement their Federal Funded Programs in an equitable manner, by placing the foundation of the Title VI Program in an early coordination and detection mode. This is accomplished through an interdisciplinary approach with all department Programs and constant communication with individuals in the department that have Title VI responsibilities.

The department continues its mission, to provide a safe, efficient, environmentally sound inter-modal transportation system for all users. ALDOT emphasis is to facilitate economic, social development and prosperity through the efficient movement of people and goods through inter-modal connections within Alabama. ALDOT demands excellence in transportation and is involved in promoting adequate funding and maintaining Alabama's transportation infrastructure.

2023 ANNUAL ACCOMPLISHMENTS

OCTOBER 1, 2022–SEPTEMBER 30, 2023

- Reviewed 60 consultant contracts and 46 supplemental agreements ([See attachment #1](#)).
- Monitored twenty-five (25) statewide Public Involvement (PI) Meetings. 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 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 audits reviews.
- Reviewed the 2024 Title VI Annual Implementation Plan for any new updates.
- The Title VI virtual training module is complete and is currently in use for individuals that have Title VI responsibilities. The training can be activated individually or with the assistance of the Title VI Coordinator upon request. Formal training will be provided once a year. Upon completion of the training participants are tested and given a three year renewable certification. The certificate indicate that the participant has current basic knowledge of Title VI compliance requirements.

ALDOT's Consultant Contracts and Supplemental Agreements #1

Coverage Compliance

Date	Consultant	Contract #	Type	Coverage	Compliance
4-Oct-22	AECOM Technical Services, Inc.	2446	Supplemental Agreement#1	Statewide	Y
18-Oct-22	Bhate Environmental Associates, Inc.	2410	Supplemental Agreement#1	Statewide	Y
26-Oct-22	Strings Corporation	2352	Supplemental Agreement #2	Statewide	Y
26-Oct-22	Dan Brown and Associates, Inc.	2530	Original Agreement	Statewide	Y
26-Oct-22	Bureau Veritas North America, Inc.	2517	Original Agreement	Statewide	Y
26-Oct-22	Wood Environment & Infrastructure Solutions, Inc.	2540	Original Agreement	Statewide	Y
27-Oct-22	Public Resources Advisory Group	2142	Supplemental Agreement #5	Statewide	Y
3-Nov-22	United Consulting Group, Ltd.	1650	Supplemental Agreement #6	Jefferson	Y
4-Nov-22	Thompson Engineering, Inc.	2192	Supplemental Agreement #3	Concuch	Y
4-Nov-22	Terracon Consultants, Inc.	1647	Supplemental Agreement #5	Jefferson	Y
9-Nov-22	Thompson Engineering, Inc.	1648	Supplemental Agreement #6	Statewide	Y
14-Nov-22	Selby Environmental Inc., dba AST Environmental	2215	Supplemental Agreement #2	Statewide	Y
21-Nov-22	United Consulting Group, Ltd.	1650	Supplemental Agreement #6	Jefferson	Y
22-Nov-22	United Consulting Group, Ltd.	2539	Original Agreement	Statewide	Y
2-Dec-22	TTL, Inc.	1649	Supplemental Agreement #6	Jefferson	Y
13-Dec-22	Birmingham Engineering & Construction Consultant, Inc.	2527	Original Agreement	Statewide	Y
20-Jan-23	Southern Earth Science, Inc.	2535	Original Agreement	Statewide	Y
24-Jan-23	ARCADIS U.S. Inc.	2447	Supplemental Agreement #1	Statewide	Y
26-Jan-23	GTEC, LLC	2541	Original Agreement	Statewide	Y
26-Jan-23	Terracon Consultants, Inc.	2586	Original Agreement	Statewide	Y
26-Jan-23	Bhate Environmental Associates, Inc.	1639	Supplemental Agreement #6	Statewide	Y
3-Feb-23	Goodwyn Mills Cawood LLC.	2270	Supplemental Agreement #2	Jefferson	Y
8-Feb-23	Volkert, Inc.	2491	Supplemental Agreement #2	Statewide	Y
8-Feb-23	Dye Management Group, Inc.	2570	Original Agreement	Tuscaloosa	Y
8-Feb-23	S&ME, Inc.	2534	Original Agreement	Statewide	Y
15-Feb-23	HDR Engineering, Inc.	2500	Original Agreement	Statewide	Y
15-Feb-23	TTL, Inc.	2576	Original Agreement	Mobile	Y
28-Feb-23	Robinson and Associates Architecture, Inc.	2271	Original Agreement	Concuch	Y
21-Mar-23	Martin & Cobey Construction	2427	Supplemental Agreement #2	Statewide	Y
21-Mar-23	Robert Miller	2450	Supplemental Agreement #1	Statewide	Y
22-Mar-23	Barge Design Solutions, Inc.	2269	Supplemental Agreement #2	Statewide	Y
22-Mar-23	PPM Consultation, Inc.	2413	Supplemental Agreement #1	Statewide	Y
22-Mar-23	TTL, Inc.	2417	Supplemental Agreement #1	Statewide	Y
17-May-23	Corbiu Ecological Group	2583	Original Agreement	Statewide	Y
17-May-23	Goodwyn Mills Cawood, LLC	2601	Original Agreement	Statewide	Y
17-May-23	Dynamic Civil Solutions, Inc.	2603	Original Agreement	Statewide	Y
18-May-23	Morrell Engineering, Inc.	2604	Original Agreement	Statewide	Y
18-May-23	EEO Networking Solutions, LLC	2469	Supplemental Agreement #1	Statewide	Y
18-May-23	Pathway Services, Inc.	2467	Supplemental Agreement #1	Statewide	Y
19-May-23	Sprinteg Corporation	2608	Original Agreement	Statewide	Y
24-May-23	TTL, Inc.	2591	Original Agreement	Statewide	Y
25-May-23	Neel Schaffer, Inc	2593	Original Agreement	Statewide	Y
25-May-23	HMB Professional Engineers	2595	Original Agreement	Statewide	Y
26-May-23	Michael Baker International	2600	Original Agreement	Statewide	Y
26-May-23	Gresham Smith	2594	Original Agreement	Statewide	Y
30-May-23	Hydro, LLC	2597	Original Agreement	Statewide	Y
31-May-23	Westervelt Ecological Services	2584	Original Agreement	Statewide	Y
7-Jun-23	Neel Schaffer, Inc	2632	Original Agreement	Statewide	Y
8-Jun-23	Sain Associates	2598	Original Agreement	Statewide	Y
8-Jun-23	AECOM Technical Services, Inc.	2592	Original Agreement	Statewide	Y
9-Jun-23	TTL, Inc.	2610	Original Agreement	Statewide	Y
19-Jun-23	Kimberly-Horn and Associates, Inc.	2596	Original Agreement	Statewide	Y
22-Jun-23	University of Alabama	2282	Supplemental Agreement#2	Statewide	Y

ALDOT's Consultant Contracts and Supplemental Agreements #1

23-Jun-23	Volkert, Inc.	2615	Original Agreement	Statewide	Y
23-Jun-23	AECOM Technical Services, Inc.	2614	Original Agreement	Statewide	Y
23-Jun-23	Gresham Smith	2612	Original Agreement	Statewide	Y
23-Jun-23	Long Engineering, LLC	2647	Original Agreement	Statewide	Y
27-Jun-23	Porter Higginbotham Engineering, Inc.	2642	Original Agreement	Statewide	Y
27-Jun-23	Michael Baker International, Inc.	2621	Original Agreement	Statewide	Y
27-Jun-23	Kimberly-Horn and Associates, Inc.	2623	Original Agreement	Statewide	Y
28-Jun-23	Alliance Transportation Group, LLC	2624	Original Agreement	Statewide	Y
28-Jun-23	Barge Design Solutions, Inc.	2620	Original Agreement	Statewide	Y
29-Jun-23	McCoy & Williams, Inc	2650	Original Agreement	Statewide	Y
29-Jun-23	Neel Schaffer, Inc	2616	Original Agreement	Statewide	Y
3-Jul-23	HDR Engineering, Inc.	2606	Original Agreement	Statewide	Y
3-Jul-23	Sain Associates	2617	Original Agreement	Statewide	Y
3-Jul-23	Skipper Consulting, Inc.	2618	Original Agreement	Statewide	Y
3-Jul-23	CDG Engineers & Associates, Inc.	2646	Original Agreement	Statewide	Y
3-Jul-23	Long Engineering, LLC	2640	Original Agreement	Statewide	Y
3-Jul-23	Gonzalez-Strength Associates, Inc.	2637	Original Agreement	Statewide	Y
3-Jul-23	Skipper Consulting, Inc.	2605	Original Agreement	Statewide	Y
3-Jul-23	Gonzalez-Strength Associates, Inc.	2609	Original Agreement	Statewide	Y
3-Jul-23	Volkert, Inc.	2634	Original Agreement	Statewide	Y
3-Jul-23	Volkert, Inc.	2651	Original Agreement	Statewide	Y
5-Jul-23	Barge Design Solutions, Inc.	2652	Original Agreement	Statewide	Y
5-Jul-23	Engineering Design Technologies, Inc.	2602	Original Agreement	Statewide	Y
6-Jul-23	AECOM Technical Services, Inc.	2631	Original Agreement	Statewide	Y
11-Jul-23	Volkert, Inc.	2654	Original Agreement	Statewide	Y
11-Jul-23	Croy Engineering, LLC	2622	Original Agreement	Statewide	Y
12-Jul-23	Thompson Engineering, Inc.	2648	Original Agreement	Statewide	Y
10-Aug-23	CDG Engineers & Associates, Inc.	2476	Supplemental Agreement #1	Statewide	Y
14-Aug-23	Morell Engineering, Inc.	2542	Original Agreement	Statewide	Y
14-Aug-23	Jacobs Engineering Group, Inc.	2644	Original Agreement	Statewide	Y
15-Aug-23	WSP USA Inc.	2649	Original Agreement	Statewide	Y
16-Aug-23	T2 UFS, Inc.	2586	Original Agreement	Statewide	Y
16-Aug-23	Affiliated Marketing, LLC dba 24 Communications	2471	Supplemental Agreement #1	Statewide	Y
16-Aug-23	Cunningham Group, Inc.	2472	Supplemental Agreement #1	Statewide	Y
16-Aug-23	Donna Clark Schubert & Co., Inc.	2473	Supplemental Agreement #1	Statewide	Y
16-Aug-23	Baker LPA Group, LLP	2458	Supplemental Agreement #1	Statewide	Y
17-Aug-23	Gonzalez-Strength Associates, Inc.	2480	Supplemental Agreement #1	Statewide	Y
17-Aug-23	Goodwyn Mills Cawood, LLC	2481	Supplemental Agreement #1	Statewide	Y
17-Aug-23	McCoy & Williams, Inc	2484	Supplemental Agreement #1	Statewide	Y
17-Aug-23	TTL, Inc.	2489	Supplemental Agreement #1	Statewide	Y
18-Aug-23	TTL, Inc.	2494	Supplemental Agreement #1	Statewide	Y
18-Aug-23	Neel Schaffer, Inc	2495	Supplemental Agreement #1	Statewide	Y
30-Aug-23	Thompson Engineering, Inc.	2488	Supplemental Agreement #1	Statewide	Y
7-Sep-23	Morell Engineering, Inc.	2486	Supplemental Agreement #1	Statewide	Y
12-Sep-23	Volkert, Inc.	2490	Supplemental Agreement #1	Statewide	Y
12-Sep-23	Long Engineering, LLC	2483	Supplemental Agreement #1	Statewide	Y
13-Sep-23	Barge Design Solutions, Inc.	2459	Supplemental Agreement #1	Statewide	Y
13-Sep-23	Michael Baker International	2173	Supplemental Agreement #3	Statewide	Y
13-Sep-23	Neel Schaffer, Inc	2175	Supplemental Agreement #3	Statewide	Y
14-Sep-23	EEFS Company	2477	Supplemental Agreement #1	Statewide	Y
18-Sep-23	Mott MacDonald Alabama LLC	2174	Supplemental Agreement #3	Statewide	Y
18-Sep-23	Stantec Consulting Services, Inc.	2176	Supplemental Agreement #3	Statewide	Y
18-Sep-23	Atlas Technical Consultants, LLC	2426	Supplemental Agreement #1	Statewide	Y

Environmental Log ATTACHMENT #2

	A	B	C	D	E
1	County	Date Received	Project Number	Purpose	Comments
40	Tuscaloosa	10/14/21	INFRAF-6322(250)	University Replacement over US-82	n/a
41	Tuscaloosa	10/29/21	BR-0007(546)	Railroad Bridge	n/a
42	Jefferson	01/28/22	CMAQ-3715(252)	Improve Connectivity	n/a
43	Jefferson	02/04/22	IM-1020(365)	Resurfacing	n/a
44	Shelby	02/08/22	NH-0003(621)	Resurfacing	n/a
45	Lowndes	03/10/22	HSIP-0008(605)	Intersection Modification	n/a
46	Houston	03/10/22	HSIP-0210(510)	Intersection Improvement	n/a
47	Trussville	03/24/22	RACR-037-159-010	Reconstruction and Lane addition I-59	n/a
48	Dothan	03/30/22	HSIP-0210(510)	Intersection Modification	n/a
49	Montgomery	04/12/22	RACR-051-152-002	Intersection Improvement	n/a
50	Lowndes	04/21/22	HSIP-0008(605)	Intersection Improvement	n/a
51	Madison	04/29/22	NH-0002(566)	Additional Lanes	n/a
52	Wilcox	05/16/22	RACR-066-010-004	Improvement using concrete paveement	n/a
53	Coffee	05/16/22	ATRP2-16-2021-195	Add lanes on US 72	
54	Tuscaloosa	07/01/22	RACR-069-000-041	US 11 Concrete Replacement	n/a
55	Dale	07/21/22	BR-0027(517)	Bridge Replacement	n/a
56	Jefferson	07/28/22	BR-0119(513)	Bridge Replacement	n/a
57	Newville	08/09/22	BR-0027(517)	Bridge Replacement	n/a
58	Jefferson	08/11/22	ST-037-038-012/NH-0038(549)	Bridge Replacement	n/a
59	Selma	08/23/22	BR-0014(545)	Bridge Replacement	n/a
60	Wilcox	08/23/22	ATRP2-1302021-013	Resurfacing	n/a
61	Etowah	08/25/22	RACR-028-759-002	Extension of road project	n/a
62	Conecuh	08/29/22	HSIP-0003(628)	Intersection Improvement Re-alignment	n/a
63	Jefferson	08/30/22	NH-0007	Resurfacing	n/a
64	Perry	09/01/22	ATRP-53-2022-333	Resurfacing	n/a
65	Perry	09/01/22	STPAA-HSIP-0014(554)	MLK Pkwy Improvements	n/a
66	Montgomery	09/13/22	HSIP-0009(585)	Intersection Modification	n/a
67	Prattville	09/27/22	HSIP-0006 (589))	Improvements at Intersection	n/a
68	Randolph	11/11/22	BR-0022(531)	Bridge Replacement	n/a
69	Montgomery	12/06/22	HSIP-0053(597)	Intersection Improvement	n/a
70	Geneva	12/13/22	HSIP-0052(519)	Roundabout Construction at SR-52 and SR-153 and CR-5	n/a
71	Pickens	12/15/22	NH-0006(592)	Resurfacing on SR-6 (US-82)	n/a

Environmental Log ATTACHMENT #2

	A	B	C	D	E
1	County	Date Received	Project Number	Purpos	Comment
72	Chilton	12/27/22	STPAA-HSIP-0003(646)	Resurfacing and Road Diet from Iverness Drive to Collins	
73	Elmore	01/04/23	HSIP-0009	Access Management	n/a
74	Covington	01/04/23	BR0055 (517)	Bridge Replacement on AL-55	n/a
75	Shelby	01/05/23	NH-0038 (547)	Resurfacing and Access Management on SR-38 (US-280)	
76	Barbour	01/10/23	BR-0001(609)	Bridge Replacement on AL-1 (US-431)	n/a
77	Montgomery	03/14/23	HSIP-0009(589)		
78	Dekalb	03/14/23	NH-0035 (537)	Truck Arrestor Bed	n/a
79	Montgomery	3/14/2023	HSIP-0009(589)	Intersection Modification with Signal Upgrade	n/a
80	Calhoun	3/30/2023	STPAA-0021	Access Management	n/a
81	Shelby	4/12/2023	I-459 Hoover	Intersection Modification with Signal Upgrade	n/a
82	Tuscaloosa	30-Jun-23	STPAA 0216(506)	Exit 100 DDI	n/a
83	Etowah	30-Jun-23	RACR 028-759-002	Extension of SR-759 from Coosa River Bridge to SR 1 (US 431) and SR 74 (US 278)	n/a
84	Jefferson	28-Jul-23	ATRP2-37-2022-037	Interchange Improvement at I-59/20 Exit 104	n/a
85	Prattville	31-Jul-23	HSIP-0003(652)	Green T Signal from CR-4 to CR-75	
86	Pike	31-Jul-23	NH-HSIP-0010 (562)	Access Managemen on SR-10 (US231)	n/a
87	Autauga	31-Jul-23	HSIP-0003(652)	Access Modification along SR-3 (US-31) from CR-4 to CR-5	n/a
88	Elmore	14-Aug-23	HSIP-0014(555)	Installation of Signalized Continuous Green-T at SR-14 and CR-59	n/a
89	Lee	11-Sep-23	HSIP-0001(635)	Access Management SR-1(US431) from CR-249 to CR-179	n/a
90	Tuscalossa	25-Sep-23	TRC-NH-0006(602)	Turn Ln Access Mgmt	n/a
91	Limestone	26-Sep-23	HSIP-0002(595)	Safety Improvements on SR-2 US-(72)	n/a
92	Tuscaloosa	28-Sep-23	ATRP2-63-2022-123	Access Management on SR-216	n/a

TITLE VI 2024 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 semi-annually. A virtual training module has been developed that can be used individually or with an instructor. The training will keep participants updated on basic Title VI requirements.*

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, in providing more technical support in areas/communities where there is a need.*

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, 2024.

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 FY 2023

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 July. The desk audit letters will go out August 1 st , and the reports are due back in the Title VI office by September 2nd.

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 (FONSI). 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 Sub-recipient training that is needed.	Title VI Coordinator	Title VI training will be provided semi-annually to internal staff and Sub-recipients.

REGION REPORTS

EAST CENTRAL REGION – TITLE VI UPDATE

On September 7, 2023, 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 two (2) Public Involvement Meeting during this reporting period. The meetings were project number STPAA-0021(576) access management and the Statewide Improvement Program (STIP). The meeting was adequately staffed to address citizens' concerns. There were no Limited English Proficiency (LEP) or Title VI issues during this reporting period. Advertisement of the projects were in local newspapers, online, posted flyers and handouts.

The Birmingham area had no formal complaints filed during this reporting period, There were four (4) Public Involvement Meetings held during this reporting period, they are as follows: Project number I-459 Interchange; ATRP2-037-2022-037 Interchange Improvement; BR-0150(505) Bridge Replacement; NH-0038(547) Resurfacing and Access Management on SR-38 (US-280). All meetings were adequately staffed. There were no Limited English Proficiency (LEP) issues or Title VI issues. The forms of advertisement were internal/external memorandum, display advertisement, published in newspapers, flyers and websites.

Right-of-Way (ROW)

During this reporting period, Alexander City area had no Right-of-Way activity.

During this reporting period, Birmingham area had no Right-of-Way activity.

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

NORTH REGION – TITLE VI UPDATE

On September 1, 2023, 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

The North Region Tuscumbia area reported no formal or informal complaint during this reporting period. There were four (4) PI meetings held, project number BR-0243(504) Bridge replacement on SR-243 over Cedar Creek; BR-0003(618) Bridge replacement on US-31 (SR3) over Norfolk-Southern Railroad; BR-0002(579) on US-72 (SR-2) and State Transportation Improvement Program (STIP). The meetings were adequately staffed. There were no Limited English Proficiency (LEP) concerns or Title VI issues reported. The form of advertisement was the local newspaper.

In the Guntersville area there were no formal or informal complaints filed during this reporting period. There were three (3) PI meetings held, project number RACR-028-759-002 SR-759 Extension in Gadsden, AL.; NHF-0035(537) Truck arrestor bed and NH-0053 State Transportation Improvement Program (STIP). The meetings were adequately staffed. There were no Limited English Proficiency (LEP) concerns or Title VI issues reported. The form of advertisement used was the local newspaper and handing out flyers at local businesses.

Right-of-Way (ROW)

During this reporting period, there was no complaint filed in the Tuscumbia area. There was one billboard relocation on two tracts during this review period. Project BUILD-NHF-002(516) Tract 4B and 18A. The relocatees can be contacted for comments. There were no minority appraisers used, because none are currently on ALDOT qualified list in the Tuscumbia area.

In the Guntersville area there were five (5) relocations during this reporting period, Project number BR-0075(536) and ST-025-035-005. There was one (1) minority female relocated and she can be contacted for comments. There were no relocation appeals filed and no minority appraisers used, because none are on the approved list for this area.

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

SOUTHEAST REGION – TITLE VI UPDATE

On August 28, 2023, a Title VI Review was conducted via 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 (Troy) hosted six (6) Public Involvement Meetings during this reporting period, one (1) for DT/2255*739+, BR-0001(609), DT/2252*720+ and two (2) State Projects STPAA-0006(594) and RAED-031-052-004. The meetings were adequately staffed and there were no Title VI or Limited English Proficiency (LEP) issues. The form of advertisement used was newspaper, on-line and public signage on route where proposed projects are located meetings.

In the Montgomery area there were no complaints filed. Pre-construction activities in the Montgomery area are as follows: Seven (7) Highway Safety Improvement Projects HSIP-0006(589), HSIP-0053(597), HSIP-0009(588), HSIP-0009(589), HSIP-00010(562), HSIP-0001(635), HSIP-0014(555) and (2) Access Modification and Access Management Project NH-0003(652) and ATRP2-51-2023-349. The in person meetings were adequately staffed. There were no LEP or Title VI issues during this period. The forms of advertisement were newspaper and handouts for on-line meetings.

Right-of-Way (ROW)

During this reporting period, the Southeast Region Right-of-Way section, had no complaints filed. There was two (2) business relocations in the Montgomery area during this reporting period, Project STPAA-0014(541) Tracts 18 and 21. There were no outside minority appraisers used in this process.

There were no Right-of-Way activity in the Troy area.

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

SOUTHWEST REGION – TITLE VI UPDATE

On September 1, 2023, 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 Mobile area did not host any Public Involvement Meeting during this reporting period.

There were two (2) public involvement meetings conducted in the Grove Hill area during this reporting period, Projects ATRP2-13-2021-013 and RACT-066-010-004 were conducted on-line via ALDOT website. The meetings were adequately staff and there were no LEP or Title VI issues or concerns. The form of advertisement used were letters, flyers, and newspaper.

Right-of-Way (ROW)

The Mobile area received no formal complaints during this reporting period. There was no Right-of-Way activity reported during this period.

The Grove Hill area reported four (4) relocations during this period Project RAED 0046-303-002 Tract 363 and 372, and Project RAED -046-303-001 Tract 403 and 409-G. Two minorities were relocated and there were no complaints or relocation appeals filed on the process. The relocatees can be contacted for comments. There were no minority appraisers 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 31, 2023, 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

The West Central Fayette Area reported one (1) Public Involvement meeting during this reporting period. Project No. NH-0006(592) 1st Ave Rd Diet City of Reform Resurfacing.

There were no complaints filed during this reporting period. There were four (4) Public Information meetings held in the Tuscaloosa Area during this reporting period. Project No. STPAA-HSIP-0003(646)-US-31; STPAA-0216(506)-Exit 100 DDI; ATRP2-63-2022-123 Brookwood SR-216 Access Improvement; TRC-NH-0006-Improvements at SR-6 (US-82) and SR-13(US-43). The meetings were adequately staffed. There were no Limited English Proficiency (LEP) concerns or Title VI issues reported. The forms of advertisement used were newspapers, mailouts, signs and message boards posted at the beginning and end of project and Twitter posts.

Right-of-Way (ROW)

There were no complaints filed during this reporting period. Fayette areas had no Right-of-Way activity during this reporting period. Tuscaloosa area had five (5) relocations during this reporting period. Project No. STPSU-6317(250) Tract 71 residential relocation; Tract 2 involved one (1) resident relocation and three(3) business relocations. The relocatees can be contacted for comments. There were five (5) minorities relocated. There is currently one minority appraiser servicing the West Central Region.

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 19, 2023, the Title VI Coordinator conducted a Title VI Review in the Construction Bureau with the Special Projects Engineer. There were no formal or informal complaints filed during this reporting period.

The Bureau reported that there was a drop from 50% to 44% in diversification of staff used in the administration of work by the Construction Bureau. The decrease in diversification is from retirement and turnover of staff. Daily inspections are conducted on all ALDOT projects by ALDOT Area employees and consultants. Construction project mitigation measures are effectively implemented on safety through construction zones, by the guidelines in the Manual on Uniform Traffic Control Devices (MUTCD) along with Departments plans and specification. Air/noise impact is governed by the guidelines in the specification which requires the contractor to abide by all local ordinance. Employment and contracting goals are monitored through Office Engineer and the DBE Goals Setting Committee. Also, ALDOT's Guidelines for Operations (GFO) 3-61 addresses work zone safety and mobility; and requires a Transportation Management Plan (TMP) for projects in order to safely and efficiently accommodate the traffic through work zones.

There is an ongoing coordination with public interest groups, and the efforts will vary in scope based on the complexity and anticipated impact on various projects. Some public interest components include strategies to inform the public of the work zone impacts and receive input from stakeholders such as emergency officials, regional medical staff, affected industry and commerce, this is coordinated through ALDOT's Media and Community Relations Bureau. Other strategies can include media announcement for lane closures and traffic shifts, web page updates of closures, message boards with real-time lane closure, and alternate route information.

The Construction Bureau solicits and encourages subcontractors feedback. There is a process in the Standard Specification Highway Construction Manual, Sections 109 and 111, that subcontractors can use to express their concerns with prompt payment disputes between prime and subcontractors. ALDOT utilized contractual agreements with three universities and one private company that operates the Business Development Program, which provide DBE supportive services throughout the State. The DBE Program meets its contractual goals by working from a 75% Race Conscious basis and 25% from a Race Neutral, this goal is set every three years. The DBE Supportive Services Program through its Business Development Program, provides training, certification assistance, and networking with prime contractors, in its efforts to fulfill DBE goals. The DBE section continues their public outreach sessions to educate DBEs and improve their bidding efforts related to construction projects.

Uniformity of plan change and revision is assured by Guidelines for Operation 3-5. This GFO provides specific methods for preparing and distributing plan changes and revisions before and after letting. For Supplemental Agreements, Guidelines for Operation 4-3 assures uniformity by assigning various levels of monetary approval authority. Authority is given to Region Engineer, Construction Bureau and Transportation Director, depending on cost of work added to contract.

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

DESIGN BUREAU- TITLE VI UPDATE

On September 13, 2023, a Title VI Review was conducted in the Design Bureau with the Bureau Chief, Environmental Coordinator, 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. Consultation with Federal Highway Administration is conducted to determine public involvement outreach, levels of engagement, demographics and coordination in accordance with ALDOT's Public Involvement (PI) program. The PI program solicits input from the entire community. Input is requested from planners, chambers of commerce, churches, non-profits, businesses, residents and environmental group. Various forms of the media is used to get project information out such as: mail to residences and businesses, advertisement in local newspapers, contact TV news for press release, and erection of public involvement signs along project corridors. The Bureau collects information through viral marketing, email, voice-mail, postal mail, online and at in person meetings. Computer tablets and kiosks are used to collect input from the public, before, during and after the scheduled public meetings which are also conducted virally. PI is conducted early, often and throughout the development of a project to provide communities an opportunity for input. The Environmental section worked closely with the Office Engineer Bureau in the development of ALDOT's comprehensive Public Involvement Plan (PIP); which encompasses the general guidelines as to how the department as a whole conducts its PI process. The department's document is separate from the Design Bureau PIP, that the environmental section operates under, which is geared more toward environmental issues. This process ensures the appropriate use of the Social, Economical and Environmental (SEE) impacts are being address. The Bureau employs the services of Foreign Languages Services (FLS, Inc.) to ensure that Limited English Proficiency (LEP) communities are serviced. Also, the Environmental Section will include on the public notices that anyone needing language assistance should contact ALDOT office two weeks prior to public meeting of this request.

ALDOT's National Environmental Policy Act (NEPA) documents assess and address potential Environmental Justice (EJ) and Title VI issues. EJ communities are identified and additional outreach is employed to ensure any impacts are identified and addressed. The process eliminates any potential for disproportionate or discriminatory impacts. NEPA approval meetings are held to engage the community in the detailed decisions and to ensure that NEPA commitments are executed. Outreach activities are developed in conjunction with FHWA to ensure that appropriate levels of outreach are employed in order to engage the entire community. Community cohesion, environmental justice, socioeconomic impact assessments are conducted and included in the NEPA documents.

Analyzed demographics in the project area includes but not limited to Environmental Justice Screening, American Community Survey, Mapping Tool and On the Map Census Tool. In general, ALDOT assess impacts at the project level. Any history of impacts for a project would be in a cumulative impact assessment for the project area or corridor. City and County government sponsors may introduce impact assessments as part of their Transportation Improvement Plan documentation, as well as, any feasibility studies. Typically, complaints and/or impacts identified during the public involvement are resolved thorough dialogue with the citizens.

Consultant Management Consultant Management is responsible for all consultant contracts that ALDOT executes, (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 ([See Procedure for Selection](#)). 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 qualified list. The process is open to the public and is advertised on ALDOT's website. Currently, there are thirty-eight (38) minority consultants on ALDOT's qualified list. Currently, there are eleven (11) minority firms performing consultant work during this reporting period ([See 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	+/-
2019	\$451,973,047.40	\$15,412,481.00	8	3.4%
2020	\$357,676,895.05	\$31,977,086.00	15	8.9%
2021	\$415,206,898.05	\$10,805,000.00	8	2.6%
2022	\$422,949,716.05	\$12,280,000.00	9	2.9%
2023	\$428,103,007.62	\$12,550,000.00	11	2.9%

STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION
JUNE 24, 2016
PROCEDURE FOR SELECTION OF ARCHITECT
AND/OR ENGINEERING SERVICES

I. Warrant for Use of Consultant Services

- a. The Consultant Selection Committee, as appointed by the Director, shall make a determination of necessity or desirability of services.
- b. A request for professional services must be made by Bureau Chiefs/Region Engineers to the Committee Chairman and will include:
 1. Justification for use of consultant services (to include assessment of workload, resources available within the Department, and expertise required).
 2. Detailed scope of work.
- c. The Committee will review the request and determine whether or not need of requested services is warranted. This determination is to be made following an assessment of workload, resources available within the Department, and expertise required. The Committee Chairman will send a response to the request for professional services with a determination or request for more information.

II. Selection Process

- a. Prequalification – The Department will maintain a listing of firms, which will be updated every other year, expressing an interest in providing services for the Department. This listing will be categorized by functional areas of services in which the firm has expertise. This listing may be supplemented by firms determined by the Committee to be capable of performing work in a professional manner. All firms listed must be in compliance with Chapter 11 of Section 34 of the Code of Alabama with particular reference to 34-11-9. A current copy of the certificate of authorization will be required. Chapter 11 relates to professional license requirements for individuals and firms. Firms will be selected without regard to race, color, religion, sex, or national origin.
- b. Upon determining services are warranted, the Department will:

1. Identify the procurement method.
 - i. Competitive negotiation procurement. Except for paragraphs (ii) and (iii) of this section, contracting agencies shall use the competitive negotiation method for the procurement of engineering and design related services when Federal-aid Highway Program (FAHP) funds are involved in the contract, as specified in 23 U.S.C. 112(b)(2)(A). The solicitation, evaluation, ranking, selection, and negotiation shall comply with the qualifications-based selection procurement procedures for architectural and engineering services codified under 40 U.S.C. 1101-1104, commonly referred to as the Brooks Act. The competitive negotiation procedures are explained in Sections III through VI.
 - ii. Small purchases procurement -- ALDOT may use procedures that reflect applicable State laws and regulations for the procurement of engineering and design related services provided the total contract costs do not exceed the Federal simplified acquisition threshold (as defined in 48 CFR 2.101). When a lower threshold for use of small purchase procedures is established in State law, regulation, or policy, the lower threshold shall apply to the use of FAHP funds. The small purchases procurement procedures are explained in Section X.
 - iii. Noncompetitive procurement -- where specific conditions exist allowing solicitation and negotiation to take place with a single consultant. The noncompetitive procedures are explained in Section XI. ALDOT may award a contract by noncompetitive procedures under the following limited circumstances:
 - a. The service is available only from a single source;
 - b. There is an emergency which will not permit the time necessary to conduct competitive negotiations; or
 - c. After solicitation of a number of sources, competition is determined to be inadequate.

2. Identify the contract type.

- i. Project Specific - A contract between the contracting agency and consultant for the performance of services and defined scope of work related to a specific project or projects.
- ii. Multiphase - A project-specific contract where the solicited services are divided into phases whereby the specific scope of work and associated costs may be negotiated and authorized by phase as the project progresses.
- iii. On-call or Indefinite Delivery/Indefinite Quantity (IDIQ) - A contract for the performance of services for a number of projects, under task or work orders issued on an as-needed or on-call basis, for an established contract period not to exceed a maximum of five years and including a maximum total contract dollar amount.
 - a. If multiple consultants are to be selected and multiple on-call or IDIQ contracts awarded through a single solicitation for specific services:
 - b. Identify the number of consultants that may be selected or contracts that may be awarded from the solicitation; and
 - c. Specify the procedures the contracting agency will use in competing and awarding task or work orders among the selected, qualified consultants.

III. Solicitation

- a. The solicitation process shall be by public announcement, public advertisement, or any other public forum or method that assures qualified in-State and out-of-State consultants are given a fair opportunity to be considered for award of the contract. Procurement procedures may involve a single step process with issuance of a request for proposal (RFP) to all interested consultants or a multiphase process with issuance of a request for statements or letters of interest or qualifications (RFQ) whereby responding consultants are ranked based on qualifications and a RFP is then provided to three or more of the most highly qualified consultants. Minimum qualifications of consultants to perform services under general work categories or areas of expertise may also be assessed through the prequalification process.

Regardless of any process utilized for prequalification of consultants or for an initial assessment of a consultant's qualifications under a RFQ, a RFP specific to the project, task, or service is required for evaluation of a consultant's specific technical approach and qualifications.

1. **Single-Step Process** – The Consultant Management Section will send the RFP by e-mail to the prequalified firms. The RFP will be advertised one time in a state newspaper of general circulation. Newspaper advertisements will be an abbreviated format. In addition, during the advertisement period, the RFP will be posted on the Department's Internet web-page. Interested firms will respond to the RFP. A typical one-step RFP can be found in Attachment A. A minimum of two weeks from date of notice (publication and/or letter) will be allowed for the firms to respond.
2. **Two-Step Process** – The Consultant Management Section will send the RFQ by e-mail to the prequalified firms. The RFQ will be advertised one time in a state newspaper of general circulation. Newspaper advertisements will be an abbreviated format. In addition, during the advertisement period, the RFQ will be posted on the Department's Internet web-page. Interested firms will respond to the RFQ. A typical RFQ can be found in Attachment B. A minimum of two weeks from date of notice (publication and/or letter) will be allowed for the firms to respond. The Consultant Selection Committee will then follow the process outlined in the single-step process, only an RFP (Attachment C) is sent to three or more of the most highly qualified consultants. The Consultant Selection Committee may choose to require presentations from all of the most highly qualified consultants.

IV. **Request for Proposal** – The RFP shall provide all information and requirements necessary for interested consultants to provide a response to the RFP and compete for the solicited services. The RFP shall:

- a. Provide a clear, accurate, and detailed description of the scope of work, technical requirements, and qualifications of consultants necessary for the services to be rendered. To the extent practicable, the scope of work should detail the purpose and description of the

- project, services to be performed, deliverables to be provided, estimated schedule for performance of the work, and applicable standards, specifications, and policies;
- b. Identify the requirements for any discussions that may be conducted with three or more of the most highly qualified consultants following submission and evaluation of proposals;
 - c. Identify evaluation factors including their relative weight of importance;
 - d. Specify the contract type and method(s) of payment anticipated to contract for the solicited services;
 - e. Identify any special provisions or contract requirements associated with the solicited services;
 - f. Require that submission of any requested cost proposals or elements of cost be in a concealed format and separate from technical/qualifications proposals, since these shall not be considered in the evaluation, ranking, and selection phase; and
 - g. Provide an estimated schedule for the procurement process and establish a submittal deadline for responses to the RFP that provides sufficient time for interested consultants to receive notice, prepare, and submit a proposal, which except in unusual circumstances shall be not less than 14 calendar days from the date of issuance of the RFP.
 - h. Identify if a contract DBE participation goal was set for the solicited service.

V. Evaluation of RFP

- a. The firm shall be prequalified as noted in Section II-A.
- b. The requirement above shall not apply to those disciplines as listed below:
 - 1. Cultural Resources Studies – Historical, Archaeological, Architectural; ROW Acquisition, Appraisal, Relocation and Management Consultants; Transportation Rate Studies; Underwater Inspection, Diver.
- c. Architectural Services will require registration with the Alabama Board of Registration for Architects. Land Surveying will require Alabama Land Surveying License. Landscape Design will require registration with the Alabama Board of Landscape Design Architects.
- d. Firms will be evaluated based on the evaluation criteria identified in the RFP.

- e. Suspension and debarment actions and eligibility of consultants are covered in ALDOT's Standard Contract Exhibit K (ALDOT Contract Exhibits available at <https://cpmsapps.dot.state.al.us/ConsultantManagement/default.aspx>).
- f. Presentation Before Committee – The Committee, through the Chairman, may request a presentation with three or more of the most highly qualified consultants based upon the size and complexity of the project. The presentation should include the evaluation factors in the RFP and any other data considered by the firm to be pertinent. The Committee may pose any relevant questions to the firm.
- g. Following evaluation of interest responses and presentations, the Committee shall document their findings.
- h. The Committee should invite FHWA input when selecting consultants for unusually complex or highly technical undertakings.

VI. Evaluation, Ranking, and Selection

- a. The Committee will rank, in order of preference, at least three consultants determined most highly qualified to perform the solicited services based on the established and published evaluation criteria with the following exceptions:
 - 1. In instances where only two qualified consultants respond to the solicitation, the Committee may proceed with evaluation and selection if it is determined that the solicitation did not contain conditions or requirements that arbitrarily limited competition.
 - 2. The committee may submit a single firm in accordance with Section XI.
- b. The Director will then review the Committee's ranking and concur in the determination or request more information from the Committee.
- c. The Committee shall notify all responding firms with the final ranking and selection.
- d. ALDOT shall retain supporting documentation of the solicitation, proposal, evaluation, and selection of the consultant.

DESIGN/SAFETY – TITLE VI UPDATE

On September 18, 2023, 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.

The Highway Safety Improvement Program is developed and graded by the number of performance measures which are reported to FHWA through the annual HSIP report and compared to crash statistics to determine whether or not the State is meeting its targets or making significant progress. The program is developed through a combination of Statewide Systemic and Programmatic efforts, aimed at reducing Fatalities and Serious Injuries on public roadways, and through applications for site specific projects which are submitted both by ALDOT Regions as well as local public agencies (i.e. cities and counties) ([See attached Safety data collection](#)).

The State safety procedure does not address Title VI populations (i.e. EJ and LEP populations) in the program specifically. Safety environmental documentation follows the same policies and procedures as environmental documentation for all other sections within the department. The programs major focus is on the reduction of Fatalities and Serious Injuries on Public Roadways based on either previously identified risk factors, systemic process or based on crash data at specific locations. The Safety Program uses a combination of aggregated crash data which focuses on crash rates, severity, and type to determine the appropriate priorities and specific countermeasures. While individual crash reports do contain gender and race information, that information is not utilized by the Safety program as a part of the aggregated data, and review of individual crash reports is typically constrained only to reviewing of the crash narrative and drawings to gain a better understanding of the particular crash.

The Safety Program does not periodically evaluate the procedures to determine if the the process is Title VI compliant, because the Safety Program does not typically look at the race or gender section of crash reports, when evaluating projects for funding, evaluation of appropriate countermeasures, or evaluation of project effectiveness.

The Safety Program does monitor Sub-recipients applications that receive Federal funds for HSIP. The plans are reviewed for awarded projects as well as evaluated for safety effectiveness of projects post construction for all Safety funded projects

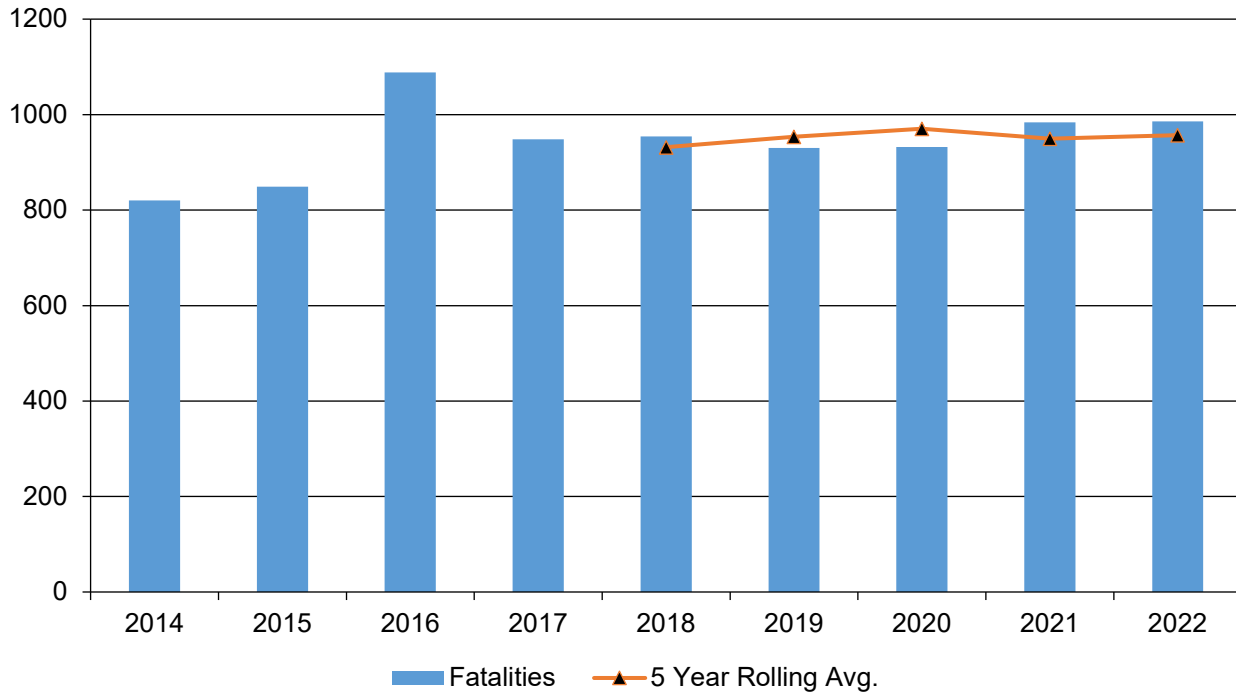
The review of the Design Bureau Environmental, Consultant Management and Safety Section is in compliance with Title VI regulations and guidelines.

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

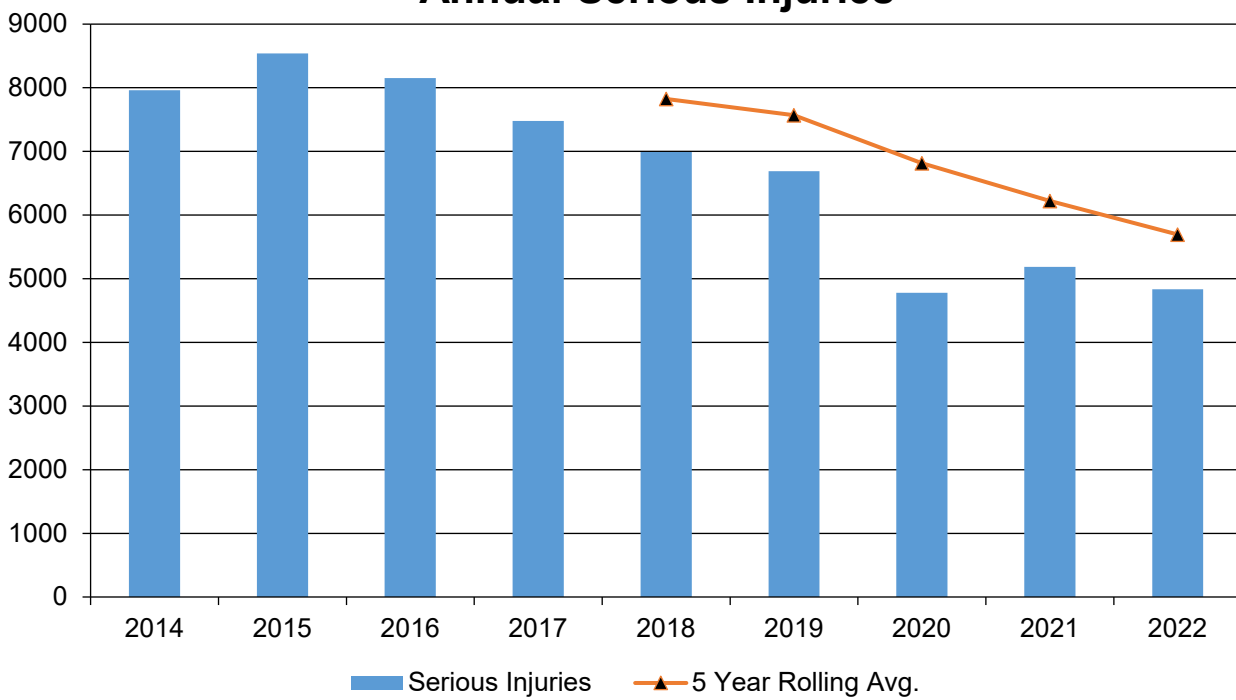
PERFORMANCE MEASURES	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatalities	820	849	1,088	948	954	930	932	984	986
Serious Injuries	7,960	8,540	8,152	7,480	6,990	6,687	4,777	5,184	4,836
Fatality rate (per HMVMT)	1.250	1.240	1.600	1.380	1.350	1.314	1.400	1.364	1.382
Serious injury rate (per HMVMT)	12.140	13.020	12.000	10.640	11.080	9.479	7.200	10.179	10.116
Number non-motorized fatalities	103	105	127	121	115	120	108	108	128
Number of non-motorized serious injuries	264	274	258	249	231	242	249	273	236

Hundred mile vehicle miles traveled (HMVMT)

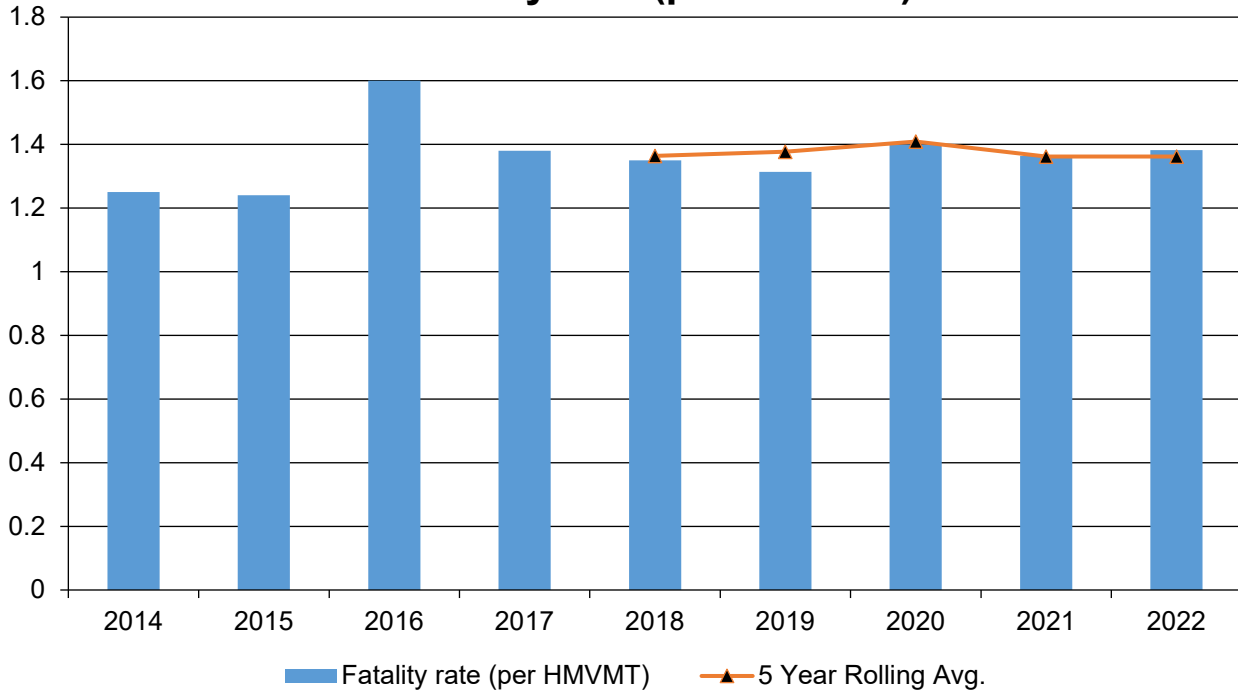
Annual Fatalities



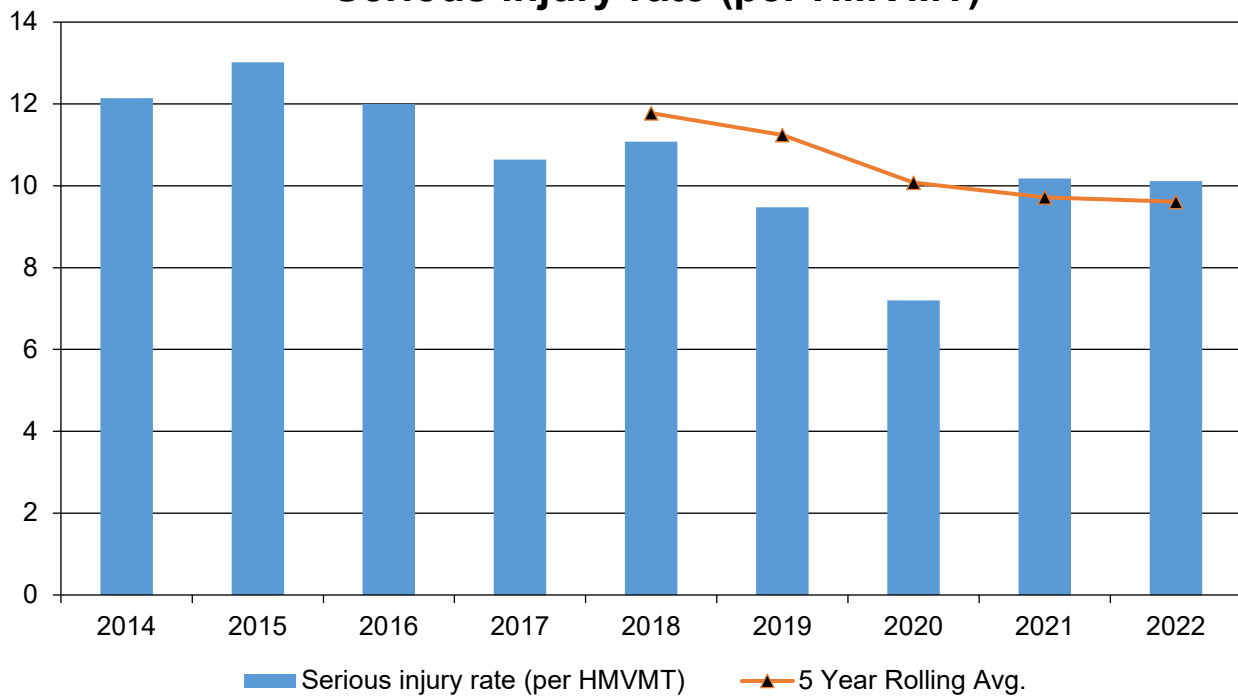
Annual Serious Injuries



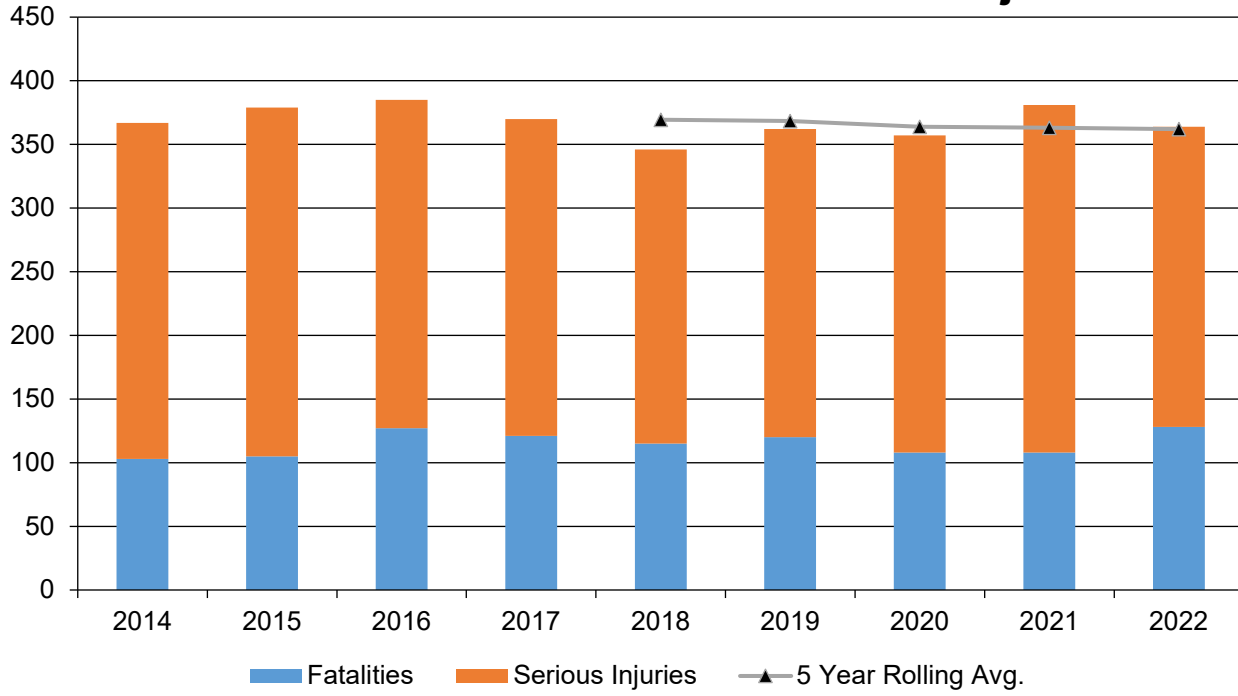
Fatality rate (per HMVMT)



Serious injury rate (per HMVMT)



Non Motorized Fatalities and Serious Injuries



LOCAL TRANSPORTATION BUREAU – TITLE VI REVIEW

On September 12, 2023, the Title VI Coordinator conducted a Title VI Review of the Local Transportation Bureau. The Bureau was represented by Asst. Planning Engineer, Asst. State Local Transportation. During this reporting period, there were no changes in the operational procedure of this Bureau. The Local Transportation Bureau is responsible for administration of Federal Transit Administration (FTA), Federal Highway Administration (FHWA) and 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) ([See attached funding allocations](#)).

The overall strategies and goals that are used to accomplish compliance with Title VI, is through their public involvement and environmental justice efforts. The MPO collects data identifying the location of undeserved populations, in a particular project area, and they invite those groups to participate when there is an opportunity to vote on a transportation development or policy document. Also, this year the "Census Transportation Planning Product" is a new source of data collection for MPOs that is more user friendly in grouping. The MPO is required to update their Long-Range Transportation Plan every five years, which allows them an opportunity to pull census data and determine where different populations are congregated.

Demographic profiles of a community are conducted within the metropolitan planning area, and is required for each MPO's Long-Range Transportation Plan (LRTP). MPOs receive this information from the census, as well as private companies such as InfoUSA. The MPOs have maps that show low income segments in traffic analysis zones, or low income and minority zones. The maps have a general demographic profile section, and a section showing environmental justice populations. The process has always sought to direct the MPO's planning through a series of "Planning Emphasis Areas" and "Livability Indicators". With Livability Indicators, the State and the MPO developed a series of factors that would contribute to a city being "livable" ([See attached example of livability principles](#)). Also, within the scope of planning, provisions are made to ensure compliance with EO 13166 Limited English Proficiency (LEP). Each MPO has a LEP plan, which is contained in their Public Involvement document. Some of the planning and corridor studies in the Birmingham area were conducted by minority and female companies.

As mentioned previously, one of the newest initiative in the development of Metropolitan and Statewide Planning and research is the USDOT "Planning Emphasis Areas " which includes: "Tackling the Climate Crisis" transition to a clean energy resilient future; "Equity and Justice 40" insure public involvement in the planning process; "Complete Streets" includes bicycle, pedestrian, micro-mobility vehicle, freight services, and motorists; "Strategic Highway Network (STRAHNET) coordination between State DOTs and Department of Defense (DOD); Federal Land Management Agency (FLMA) coordination between all local agencies to incorporate their transportation planning activities.

Service Equity The MPOs have implemented strategies to reduce participation barriers. The best strategy has been to get people involved in the public participation process. Most of the MPOs have in-person and online meetings to accommodate citizens, this process has continued since post-pandemic guidelines. All of the MPOs have adjusted to using technology, using Zoom, Go To Meeting, Teams and other similar technologies to reach out to participants. Numerous other strategies are laid out in the MPO Public Participation Plans and Language Assistance Plans. There is routine coordination in Statewide Planning that include reaching out to Tribal Governments entities for participation and input on various projects throughout the State.

During this reporting period, one (1) Transportation Management Area (TMA) Federal Certification Review was conducted with South Alabama Regional Planning (Mobile) MPO. Public participation within the low-income and minority population is a major review component in the certification process, as well as, described or identify social, economic and environmental barriers within a community. To address some of the barriers identified in the Mobile TMA review, the MPO decided to use all of the "Main COVID" funds it received in the low income community "African Town" for resurfacing and infrastructure projects. Another observation on the Mobile TMA was an area cited on other TMA reviews, that was a need to updating their websites so that it is more informative and user friendly. Many of the MPOs utilize various media tools to target low income and minority populations; websites, You-Tube videos, virtual meetings and virtual public involvement are all examples of where media has been used.

All MPOs describe consistently in their Unified Planning Work Program (UPWP) documents, their efforts to address and mitigate, social, economic and environmental impacts in a project area. There are numerous agencies that receive copies of the Long-Range Transportation Plan (LRTP), and have the opportunity to comment on social, economic and environmental impacts. ALDOT sends all long-range plans to Alabama Historical Commission, U.S. Fish and Wildlife Commission, Alabama Department of Economic and Community Affairs, and Alabama Department of Environmental Management, just to name a few. The LRTP is also available for review on ALDOT's website.

The review of the Local Transportation Bureau was found to be in compliance with Title VI regulations and guidelines.

2024 PL FUNDS ALLOCATION BY URBANIZED AREA

FY 2024 Total Planning Funds \$4,137,301
Less Phenix City / Lillian \$4,011,113

40% divided equally \$1,604,445
Amount for each area (above divided by 12) \$133,704

60% divided by population \$2,406,667.99
Multiplied by the population percentage for each urban area Varies per MPO

CITY	POPULATION	40% (EQUAL)	% OF POP.	60% (POPULATION)	Total
Anniston	78,302	\$133,704	3.3%	\$79,767	\$213,471
Auburn	100,842	\$133,704	4.3%	\$102,729	\$236,433
Birmingham	774,956	\$133,704	32.8%	\$789,458	\$923,162
Eastern Shore	76,807	\$133,704	3.3%	\$78,244	\$211,948
Decatur	60,458	\$133,704	2.6%	\$61,589	\$195,293
Dothan	72,423	\$133,704	3.1%	\$73,778	\$207,482
Gadsden	57,975	\$133,704	2.5%	\$59,060	\$192,764
Huntsville	329,066	\$133,704	13.9%	\$335,224	\$468,928
Mobile	321,907	\$133,704	13.6%	\$327,931	\$461,635
Montgomery	254,348	\$133,704	10.8%	\$259,108	\$392,811
Shoals / Florence	78,925	\$133,704	3.3%	\$80,402	\$214,106
Tuscaloosa	156,450	\$133,704	6.6%	\$159,378	\$293,081
Sum	2,362,459	\$1,604,445	100.0%	\$2,406,668	\$4,011,113
Phenix City	62,597	\$0	2.6%	\$106,329	\$106,329
Lillian, Orange Beach	11,813	\$0	0.5%	\$19,859	\$19,859
	\$2,436,869	\$1,604,445		\$2,532,856	\$4,137,301

2024 5303 FUNDS ALLOCATION BY URBANIZED AREA

FY 2024 Total Planning Funds \$1,211,845
Less Phenix City / Lillian \$1,174,884

40% divided equally \$469,953
Amount for each area (above divided by 12) \$39,163

60% divided by population \$704,930
Multipled by the population percentage for each urban area Varies per MPO

CITY	POPULATION	40% (EQUAL)	% OF POP.	(POPULATION)	Total
Anniston	78,302	\$39,163	3.3%	\$23,364	\$62,527
Auburn	100,842	\$39,163	4.3%	\$30,090	\$69,253
Birmingham	774,956	\$39,163	32.8%	\$231,238	\$270,401
Eastern Shore	76,807	\$39,163	3.3%	\$22,918	\$62,081
Decatur	60,458	\$39,163	2.6%	\$18,040	\$57,203
Dothan	72,423	\$39,163	3.1%	\$21,610	\$60,773
Gadsden	57,975	\$39,163	2.5%	\$17,299	\$56,462
Huntsville	329,066	\$39,163	13.9%	\$98,189	\$137,352
Mobile	321,907	\$39,163	13.6%	\$96,053	\$135,216
Montgomery	254,348	\$39,163	10.8%	\$75,894	\$115,057
Shoals / Florence	78,925	\$39,163	3.3%	\$23,550	\$62,713
Tuscaloosa	156,450	\$39,163	6.6%	\$46,683	\$85,846
Sum	2,362,459	\$469,953	100.0%	\$704,930	\$1,174,884
Phenix City	62,597	\$0	2.6%	\$31,144	\$31,144
Lillian, Orange Beach	11,813	\$0	0.5%	\$5,817	\$5,817
	\$2,436,869	\$469,953		\$741,892	\$1,211,845

Totals, 2024 to 2023 Comparison

CITY	2024 PL	2024 5303	2024 Total	2023 Total	Comparison	2022 Total	Comparison
Anniston	\$213,471	\$62,527	\$275,998	\$255,674	\$20,324	\$226,244	\$49,755
Auburn	\$236,433	\$69,253	\$305,686	\$273,138	\$32,548	\$220,671	\$85,015
Birmingham	\$923,162	\$270,401	\$1,193,562	\$1,110,444	\$83,118	\$964,521	\$229,041
Eastern Shore	\$211,948	\$62,081	\$274,029	\$249,175	\$24,854	\$201,535	\$72,494
Decatur	\$195,293	\$57,203	\$252,496	\$247,595	\$4,901	\$215,925	\$36,571
Dothan	\$207,482	\$60,773	\$268,255	\$247,185	\$21,070	\$214,101	\$54,154
Gadsden	\$192,764	\$56,462	\$249,226	\$237,842	\$11,384	\$209,020	\$40,206
Huntsville	\$468,928	\$137,352	\$606,280	\$567,988	\$38,292	\$454,326	\$151,954
Mobile	\$461,635	\$135,216	\$596,851	\$553,908	\$42,943	\$497,861	\$98,990
Montgomery	\$392,811	\$115,057	\$507,869	\$488,993	\$18,876	\$429,208	\$78,661
Shoals / Florence	\$214,106	\$62,713	\$276,819	\$256,428	\$20,390	\$223,243	\$53,576
Tuscaloosa	\$293,081	\$85,846	\$378,927	\$349,515	\$29,412	\$291,636	\$87,291
Sum	\$4,011,113	\$1,174,884	\$5,185,997	\$4,837,887	\$348,110	\$4,148,289	\$1,037,708
Phenix City	\$106,329	\$31,144	\$137,473	\$135,660	\$1,813	\$116,323	\$21,150
Lillian, Orange Beach	\$19,859	\$5,817	\$25,676	\$13,965	\$11,711	\$11,974	\$13,701
	\$4,137,301	\$1,211,845	\$5,349,146	\$4,987,512	\$361,634	\$4,276,587	\$1,072,559

The Huntsville Area MPO has made an effort to incorporate livability principles into this document by including bicycle and pedestrian facilities and coordinating with local governments on the land use impacts of proposed projects.

The MPO is open to incorporating other livability strategies in the future, such as Transit Oriented Development (TOD), should the need arise. The six livability principles established by the Partnership for Sustainable Communities identified in the Livability in Transportation Guidebook are displayed in Graphic 2.2.

1. PROVIDE MORE TRANSPORTATION CHOICES
Develop more reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.



6 LIVABILITY PRINCIPLES

2. PROMOTE EQUITABLE, AFFORDABLE HOUSING
Expand local, state, and energy efficient housing choices for people of various incomes, races, and ethnicities, to increase mobility and lower the cost of housing and transportation.

3. ENHANCE ECONOMIC COMPETITIVENESS
Improve economic competitiveness through reliable and timely access to employment centers, educational and training opportunities, and expanded business access to markets.

4. SUPPORT EXISTING COMMUNITIES
Target federal funding toward existing communities through such strategies as transit oriented, mixed use development, and land recycling to increase community revitalization, improve the efficiency of public works investments, and safeguard rural lands and scenic views.

5. COORDINATE POLICIES AND LEVERAGE INVESTMENT
Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and transparency of federal government programs for future generations, including energy infrastructure, such as energy generated from renewable energy.

6. VALUE COMMUNITIES AND NEIGHBORHOODS
Enhance the unique characteristics of all communities by investing in healthy and vibrant neighborhoods, urban, suburban, or suburban.

Graphic 2.2: Livability Principles

The measurement of the sustainability of these Livability Principles are included below. These measurements were collected through the US Census Bureau and other sources. The future provision of this data is dependent upon these agencies and organizations. Graphic 2.3 shows the Livability Indicators that measure each of the Livability Principles.

15 LIVABILITY INDICATORS

INDICATOR	MEASUREMENT	STATUS
1. PROVIDE MORE TRANSPORTATION CHOICES	<ul style="list-style-type: none"> Number of Households Located Within 1/2 Mile of Transit Service Area: 48,336 (27.4% of total) Total Number of Employees Located Within 1/2 Mile of Transit Service Area: 114,436 (46.2% of total) Total miles of alternative transportation routes currently built in MPO Area: <ul style="list-style-type: none"> Total Multi-use Paths: 11.35 miles Total Greenways: 2.25 miles Total Blue Trails: 1.26 miles 	<ul style="list-style-type: none"> 48,336 Units: 1/2 Mile to Transit 114,436 Employees: 1/2 Mile to Transit 11.35 Miles Multi-Use Paths 2.25 Miles Greenways 1.26 Miles Blue Trails
2. PROMOTE EQUITABLE AND AFFORDABLE HOUSING	<ul style="list-style-type: none"> Percent of Household Income Spent on Housing: 24% Percent of Household Income Spent on Transportation: 26% 	<ul style="list-style-type: none"> 24% On Housing 26% On Transportation
3. PROMOTE EQUITABLE AND AFFORDABLE HOUSING	<ul style="list-style-type: none"> Percent of Workforce With 29 Minutes or Less Commute Time: 72.3% Percent of Workforce With 30 Minute or More Commute Time: 27.2% 	<ul style="list-style-type: none"> 72.3% Commute < 30 Minutes 27.2% Commute > 30 Minutes
4. SUPPORT EXISTING COMMUNITIES	<ul style="list-style-type: none"> Number of projects included in the current federal infrastructure program that enhance or support existing communities: 41 Number of projects included in the current 2030-2050 IP: 46 Number of projects included in the current 2030-2050 IP: 1 	<ul style="list-style-type: none"> 41 Non-Roadway Projects 46 Transit Projects 1 Non-Roadway Projects
5. COORDINATE POLICIES AND LEVERAGE INVESTMENT	<ul style="list-style-type: none"> Percent of Transportation Projects With More than One Funding Source: 100% Number of Projects With Multiple Funding Sources: 8 	<ul style="list-style-type: none"> 100% Multiple Funding Sources 8 Projects Multiple Federal Funding Sources
6. VALUE COMMUNITIES AND NEIGHBORHOODS	<ul style="list-style-type: none"> Number of Households Located Within 1/2 Mile of Transit Service Area: 48,336 (27.4% of total) Total Number of Employees Located Within 1/2 Mile of Transit Service Area: 114,436 (46.2% of total) Number of Households Located 1/2 Mile from Major Retail Services: 7,813 (16.3% of total) Number of Households Located 1/2 Mile from Recreational Facilities: 35,042 (72.1% of total) 	<ul style="list-style-type: none"> 48,336 Units: 1/2 Mile to Transit 114,436 Employees: 1/2 Mile to Transit 7,814 Units: 1/2 Mile to Major Retail 35,044 Units: 1/2 Mile to Recreational

Graphic 2.3: Livability Indicators

MAINTENANCE BUREAU – TITLE VI UPDATE

On September 19, 2023, 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 throughout the State in a fair/equitable and cost-efficient manner. Maintenance projects are managed by District Administrators and they work with the cities and county engineers in assessing an equitable distribution of maintenance services (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 2023 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.

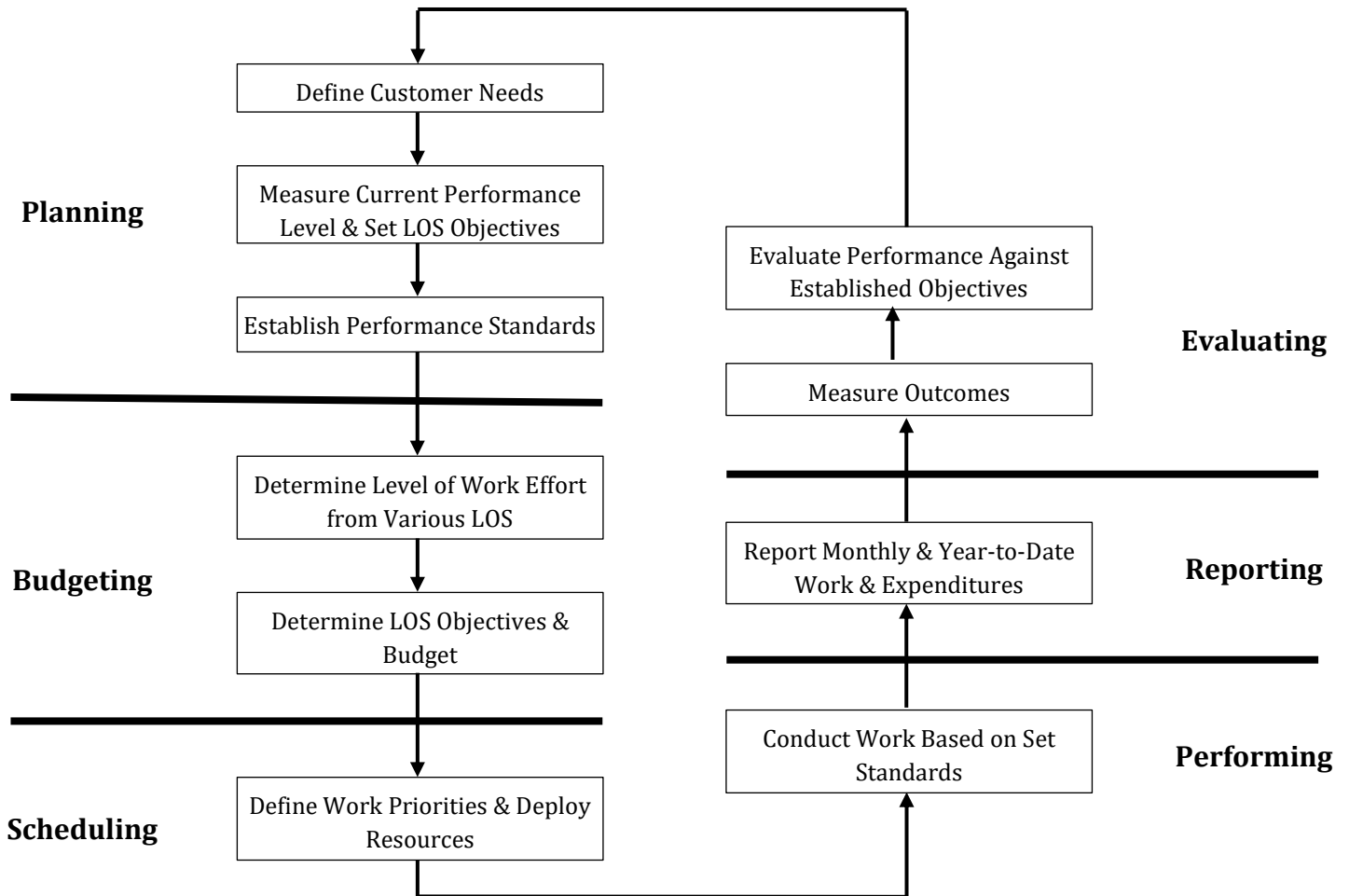
The condition ratings are determined by conducting annual inspections, which are then used to estimate the current Level of Service (LOS) of the maintenance assets. Since the Alabama State Highway System consists of approximately 12,000 miles of roadway, the annual inspections are completed by a statistically 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.

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.

Overview of ALDOT Maintenance Management Business Model



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.

Exhibit II-1: Number of Samples Required to be Statistically Significant at the District Level
 (For 95% Confidence (INT), 90% Confidence (NHS/OSH), +/- 8% Precision - QA at 90% Confidence)

Area	District	Type	Samples	Total	QA Samples
1	2	Interstate	72	205	21
		NHS Non-Interstate	65		
		Other State, Non-NHS	68		
	3	Interstate	86	236	24
		NHS Non-Interstate	64		
		Other State, Non-NHS	86		
	4	Interstate	81	232	23
		NHS Non-Interstate	65		
		Other State, Non-NHS	86		
	5	Interstate	81	230	23
		NHS Non-Interstate	65		
		Other State, Non-NHS	84		
2	1	Interstate	0	148	15
		NHS Non-Interstate	66		
		Other State, Non-NHS	82		
	2	Interstate	0	149	15
		NHS Non-Interstate	66		
		Other State, Non-NHS	83		
	4	Interstate	87	232	23
		NHS Non-Interstate	66		
		Other State, Non-NHS	79		
3	1	Interstate	92	240	24
		NHS Non-Interstate	65		
		Other State, Non-NHS	83		
	2	Interstate	87	233	23
		NHS Non-Interstate	60		
		Other State, Non-NHS	86		
	5	Interstate	78	223	22
		NHS Non-Interstate	62		
		Other State, Non-NHS	83		

Area	District	Type	Samples	Total	QA Samples
4	1	Interstate	0	147	15
		NHS Non-Interstate	63		
		Other State, Non-NHS	84		
	2	Interstate	67	211	21
		NHS Non-Interstate	63		
		Other State, Non-NHS	81		
	3	Interstate	66	210	21
		NHS Non-Interstate	60		
		Other State, Non-NHS	84		
	4	Interstate	77	222	22
		NHS Non-Interstate	59		
		Other State, Non-NHS	86		
	5	Interstate	75	216	22
		NHS Non-Interstate	64		
		Other State, Non-NHS	77		
5	2	Interstate	86	234	23
		NHS Non-Interstate	65		
		Other State, Non-NHS	83		
	4	Interstate	81	228	23
		NHS Non-Interstate	63		
		Other State, Non-NHS	84		
	5	Interstate	0	145	15
		NHS Non-Interstate	60		
		Other State, Non-NHS	85		
	6	Interstate	82	226	23
		NHS Non-Interstate	61		
		Other State, Non-NHS	83		
6	1	Interstate	77	223	22
		NHS Non-Interstate	62		
		Other State, Non-NHS	84		
	2	Interstate	82	212	21
		NHS Non-Interstate	44		
		Other State, Non-NHS	86		

Area	District	Type	Samples	Total	QA Samples
6	3	Interstate	84	229	23
		NHS Non-Interstate	65		
		Other State, Non-NHS	80		
	4	Interstate	87	172	17
		NHS Non-Interstate	0		
		Other State, Non-NHS	85		
	5	Interstate	0	147	15
		NHS Non-Interstate	64		
		Other State, Non-NHS	83		
	6	Interstate	78	226	23
		NHS Non-Interstate	65		
		Other State, Non-NHS	83		
7	1	Interstate	0	147	15
		NHS Non-Interstate	65		
		Other State, Non-NHS	82		
	2	Interstate	0	146	15
		NHS Non-Interstate	60		
		Other State, Non-NHS	86		
	3	Interstate	0	146	15
		NHS Non-Interstate	63		
		Other State, Non-NHS	83		
	4	Interstate	0	148	15
		NHS Non-Interstate	63		
		Other State, Non-NHS	85		
	5	Interstate	0	161	16
		NHS Non-Interstate	62		
		Other State, Non-NHS	83		
	6	Interstate	0	147	15
		NHS Non-Interstate	62		
		Other State, Non-NHS	85		
8	2	Interstate	0	148	15
		NHS Non-Interstate	63		
		Other State, Non-NHS	85		

Area	District	Type	Samples	Total	QA Samples
8	3	Interstate	0	137	14
		NHS Non-Interstate	51		
		Other State, Non-NHS	86		
	4	Interstate	0	150	15
		NHS Non-Interstate	65		
		Other State, Non-NHS	85		
9	1	Interstate	88	233	23
		NHS Non-Interstate	65		
		Other State, Non-NHS	80		
	2	Interstate	88	238	24
		NHS Non-Interstate	65		
		Other State, Non-NHS	85		
	3	Interstate	88	235	24
		NHS Non-Interstate	64		
		Other State, Non-NHS	83		
10	1	Interstate	0	137	14
		NHS Non-Interstate	51		
		Other State, Non-NHS	86		
	3	Interstate	81	224	22
		NHS Non-Interstate	59		
		Other State, Non-NHS	84		
	8	Interstate	86	228	23
		NHS Non-Interstate	59		
		Other State, Non-NHS	83		
	9	Interstate	85	234	23
		NHS Non-Interstate	63		
		Other State, Non-NHS	86		
Total			8,019	8,019	807

ALABAMA DEPARTMENT OF TRANSPORTATION

Maintenance Bureau

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					

ASPHALT PAVEMENT

Features	Measure	Condition
Potholes	Number of potholes (≥ 6"x6"x1")	
Raveling	Surface area distressed (total sq. ft.)	
Shoving	Deficient surface area (total sq. ft.)	

CONCRETE PAVEMENT

Features	Measure	Condition
Spalling	Number of spalls (≥ 6"x6"x1")	
Faulting	Number of faulted slabs (≥ 1/4" high)	
Joint Sealing	Lin. ft. of joints requiring sealing (≥ 1/4" wide)	
Pumping	Number of slabs deficient	
Punchouts	Number of punchouts (≥ 6"x6")	

SHOULDERS

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")	

DRAINAGE

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)	

ROADSIDE

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	

TRAFFIC SERVICES

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	

COMMENTS

RESEARCH AND DEVELOPMENT BUREAU – TITLE VI UPDATE

On October 5, 2023, the Title VI Coordinator conducted a review of the Research and Development Bureau (R&D). The meeting was conducted with the State Research and Development Engineer. There were no complaints filed with the Bureau during this reporting period.

The Research & Development Bureau has continued its outreach efforts with Colleges, Universities and consultants seeking to perform research projects for the Alabama Department of Transportation (ALDOT). Any accredited engineering university in the State of Alabama may become research partners with ALDOT. To have a research projects considered and approved by ALDOT, the university must have a contract called a general agreement in place with the department. The funding amount stated in the general agreement will vary depending on the following factors but not limited to the number of research proposals submitted from the university over a 3 year period, the requested funding amount over a 3 year period and the expertise of the principal researcher on the the research topic, etc. The typical funding amount stated in the general agreement for a 2 year time frame may range from \$500,000 to \$3 million.

Research proposal received by the department are assigned to in-house "Subject Matter Experts" (SME) The SMEs review the proposal and are asked to provide a recommendation of approval or disapproval along with a written justification. Their recommendations are presented in a scheduled research advisory committee meeting for open discussion. Research proposals are equally considered for ALDOT funding when there is a majority interest in the research topic.

Typically, on a bi-annual basis, with the exception of the COVID pandemic, the Research and Development Bureau Research Section visits all of the department's research partners to hold a round-robin meeting. During this meeting the research section meets with engineering department to explain the program, discuss research needs and address any question. An email has also been sent to the university's engineering department head, director of the Office of Sponsor Programs and principal researchers to welcome new research proposals. Other than restrictions from the pandemic that are still in place at a university, no additional barriers have been identified.

Proposal statements from the department are not used for solicitation during this time period. The research is mostly considered unsolicited. When a need is presented for solicitation purposes, a notice will be emailed to the university's engineering department head and the Director of Sponsor Programs, and principal researchers and it is posted on ALDOT Internet. Also, the Research and Development Bureau has a web-page on the ALDOT Internet to provide immediate information to the public ([see attached spreadsheet for requested information](#)).

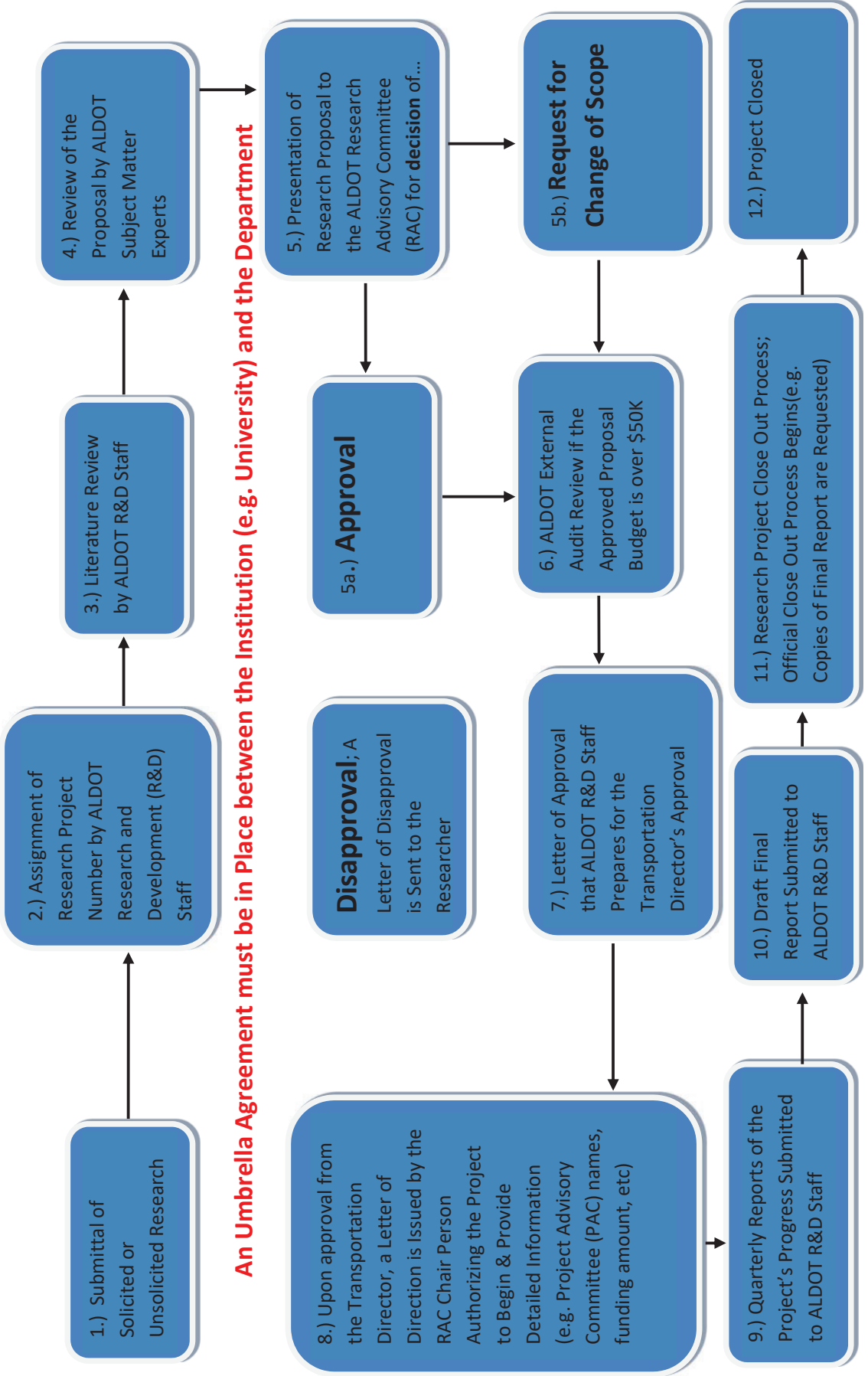
The Research and Development Bureau's Research Section maintains a close relationship with the department research partners. In addition to scheduled research advisory committee meetings, communication is carried out by phone and/or email on a regular basis.

Alabama A & M University and Tuskegee University, both historically black colleges and universities (HBCUs), have general agreements in place with the Department. Alabama A&M submitted a proposal this year but it was not approved. Tuskegee University did not submit a proposal this year. It should be noted that joint research collaboration between two or more research partners is encouraged. The participation level for proposal submissions had fluctuated over the last 3 years. There were 34 proposals submitted in FY2021, 21 proposals submitted in FY2022 and 12 proposals in FY2023.

The Research and Development Bureau was found to be in compliance with the regulation and guidelines of Title VI.



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.



Work Program – Part II Alabama Project – SPR-2(66)

FISCAL YEAR 2023 ESTIMATED BUDGET

Estimated Federal Research Revenue:	
FY2023 Research Appropriation:	\$ 4,716,440.00
Carryover (FY2022 Research Appropriations Not Expended):	<u>40,876.31</u>
	\$ 4,757,316.31

Total FY2023 Estimated Federal Research Expenditures:	
Total Estimated 80% SPR Matching Contribution:	\$ 1,902,375.00
Actual Special Research Projects: (NCHRP, TRB, LTAP):	<u>\$ 1,455,781.00</u>
Total FY2023 Research Project Expenditures Expended:	\$ 3,358,156.00

Total FY2023 Research Project Expenditures Expended:
(SRP only, not including estimate Special Research – State Funded
Research Project; Ongoing Project Expenditures are Included):

Total Estimated 20% State of AL Matching Contribution: (Not including LTAP 50/50 match of \$150,000):	\$ 475,593.86
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NOTE:

80/20 Projects for research were approved at the 2023 February ALDOT Research Advisory Committee meeting. These selected projects are sent to FHWA for approval and funding consideration. The Work Program – Part II has been amended and submitted for your consideration.

Supporting Documentation for the FY2023 R&D Bureau Approved Research Project Funding Report (10/1/2022 through 9/30/2023)

<u>Tuskegee</u>	
<u>PN:</u>	<u>Funding \$:</u>
	\$ -
Total:	\$ -

<u>UAH</u>	
<u>PN:</u>	<u>Funding \$:</u>
	\$ -
Total:	\$ -

<u>UAB</u>	
<u>PN:</u>	<u>Funding \$:</u>
	\$ -
Total:	\$ -

<u>A&M</u>	
<u>PN:</u>	<u>Funding \$:</u>
	\$ -
Total:	\$ -

<u>USA</u>	
<u>PN:</u>	<u>Funding \$:</u>
	\$ -
Total:	\$ -

<u>UA</u>	
<u>PN:</u>	<u>Funding \$:</u>
931-099	\$ 249,976.00
Total:	\$ 249,976.00

<u>Auburn</u>	
<u>PN:</u>	<u>Funding \$:</u>
931-076	\$ 251,173.28
931-092	\$ 168,898.84
931-093	\$ 197,550.32
931-095	\$ 249,998.65
931-097	\$ 336,600.00
931-098	\$ 239,935.66
931-100	\$ 249,187.68
931-101	\$ 234,648.86
Total:	\$ 1,927,993.29

<u>NCAT</u>	
<u>PN:</u>	<u>Funding \$:</u>
931-104	\$ 200,000.00
Total:	\$ 200,000.00

Grand Total: \$ 2,377,969.29

RIGHT-OF-WAY BUREAU – TITLE VI UPDATE

On September 12, 2023, 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. There were no complaints filed during this reporting period.

[Appraiser Review](#) The use of appraisers is diversified to an extent, there are a limited number, within ALDOT staff as well as the private sector in the State. Last year the overall total on our Appraisal Panel was 43 and this year it is 44. There were several appraisers removed that had not been used in several years, the reasons vary from retirement, lack of interest and appraiser certifications not conducive to eminent domain appraisal. Currently ALDOT has six minority appraisers (five last year) out of 44 appraisers or 13.6% on the appraiser panel (who can be DBE applicants if they qualify) to do work for ALDOT or LPA projects. Of the six, five are white female and the other is black male. Of the five minority appraisers, three have current contracts. Most appraisers prefer to work in their own region historically, more are trending to working statewide. (See [ALDOT Compared Appraisal Chart](#))

The five female appraiser this year is 11.4% of the 44 verses 9.3% last year. The minority appraiser classified as black is 2.3% of the 44 and is also certified as general. The national percentage in 2023, is 26.9% for females and 2.2% for African American. There has been an overall push with the National Appraisal Institute commitment to diversity and the Practical Application of Real Estate Appraisal program (PAREA) to increase minority participation. On a national level, there has been a decline in the number of appraisers over the past several years, 43.2% of the current appraiser workforce is over the age of 50 with 23% over the age of 65. The Appraisal Institute (AI) is taking steps to recruit a younger, more diverse workforce. (See [attached](#))

There are assurances that the selection or adjustment of comparable sales and rentals reflect a non-discriminatory and stereotypes practices. The policy is for there to be no discrimination or stereotyping in the sales and rental data selection. It is also a regulatory issue and an ethical issue, so, these are taken seriously and are safeguarded against in the review of appraisals. The Bureau ensures the information gathering, analysis, and reporting is objective in nature, through training, and uses a two level checklist process and individual certification in appraisal reports and the reviews (See [attached Checklist and Certification form](#)). In addition to the two level review process on all appraisals over \$35,000 in compensation a third level is the Chief Appraiser performing quality checks prior to approvals.

ALDOT personnel work directly with outside appraisers when they provide their services, typically meeting the appraiser on site for the inspection when the property has improvements. ALDOT Right-of-Way personnel use our contracted translator service that is available to ensure accommodation is made for LEP persons.

The Bureau has a measure of consistency in determination of severance/consequential damages, no two tracts of land are alike and the same goes for what is severed in the acquisition process. The measure of consistency is the consistent application of appraisal principles, federal regulations/guidelines, and ALDOT policies/guidelines.

Negotiations/Acquisition Negotiation procedures are set out in the Negotiations Section of the Right-of-Way Manual, required documentation is monitored in the Central Office prior to processing acquisition invoices. Every effort is made to negotiate for required property before filing condemnation, if negotiations fail to reach agreement or if the owner does not have clear title, filing condemnation becomes necessary. A minimum of 30 days of negotiations are required before condemnation can be filed. All of ALDOT's Right-of-Way processes are modeled after the requirements of the the Uniform Act. The requirement of Title 18 Eminent Domain, Code of Alabama is the same requirement as the Uniform Act. ALDOT's process in the procedural manual, is designed to ensure compliance with all regulatory requirements for condemnation proceedings. ALDOT does not make it a practice to solicit donations, however when we do accept a donation; the donor is required to sign an acknowledgment that they are eligible to receive just compensation for their property and that they waive the requirements that the property be appraised and/or waive any compensation. Provision are made for property owners or tenants that may speak another language, Regions are aware of the departments contract service with Foreign Language Services to address this need.

Statewide there is diversification with the relocation staff, but at the Area level there is usually one minority relocation agent sometimes two. The State obtains continuous feedback from displaced individuals through the relocation agent, all contacts are recorded on the Form ROW-RA-11 relocation contact report. The State conducts a needs assessment using Form ROW-RA-1, (Preliminary Project Relocation Analysis) the form is prepared prior to project authorization and estimates potential displacement and conducts a search of the local real estate market to determine if there is sufficient available housing to accommodate the relocations. Comparable replacement housing must be equal to or better than the displacement dwelling and in a neighborhood that is equal to or better than the displacement neighborhood. To ensure Title VI compliance there are multiple levels of approval for replacement housing computation, all replacement housing payment are approved by the Chief Relocation Officer who will ensure consistency and compliance. There are standard measures of decent, safe and sanitary inspections that are consistently applied, a form is used that lists each of the items that should be inspected.

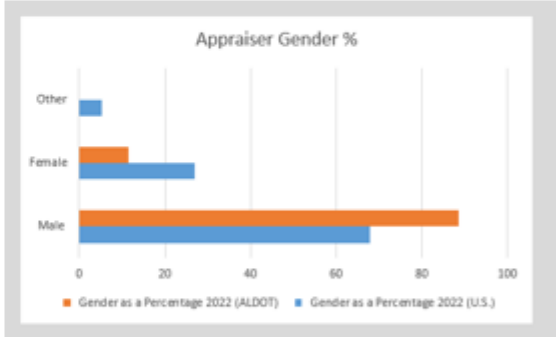
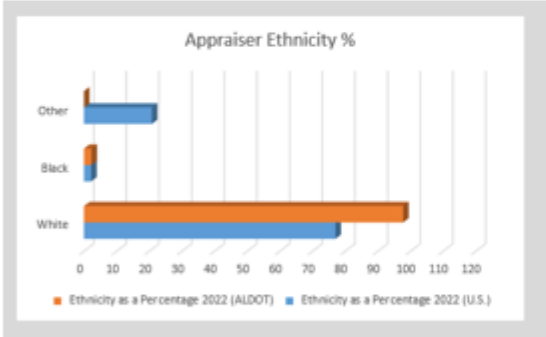
Property Management The state properties that are rented is determined by the value of what is being rented at an acceptable rate of return on the improvement (Capitalization rate). It is applied equitably, and appraisal are prepared without bias of any kind, and the cap rate is determined by the location and type of property, these factors are applied consistently and appropriately. ALDOT does not advertise excess property for sale. Requests are received at the local level and processed if it can be approved through the Property Management manual process. Anyone can inquire about purchasing excess property as to whether it can be released and sold. There have been no barrier identified with this process.

During this reporting period, the Right-of-Way Bureau was found to be in compliance with the regulations that govern Title VI.

ALDOT COMPARED TO THE APPRAISAL INDUSTRY

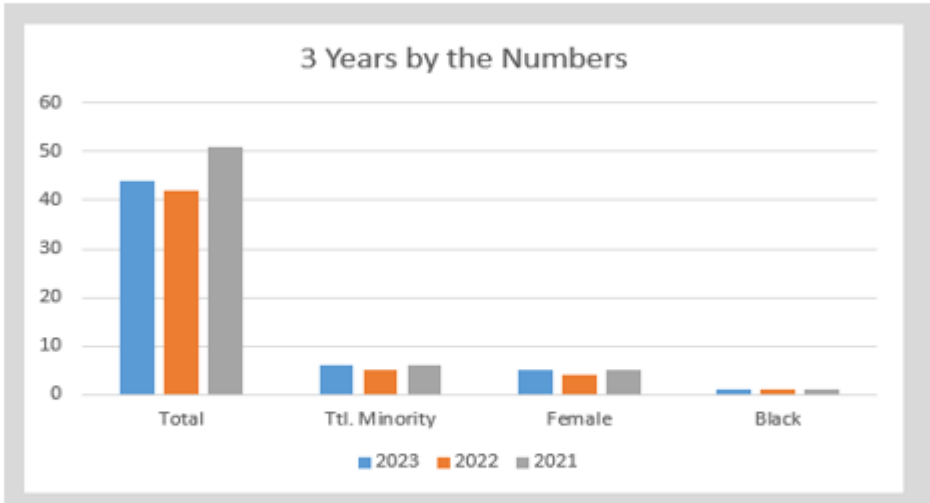
Ethnicity as a Percentage		
	2023 (U.S.)	2023 (ALDOT)
White	77	97.7
Black	2.2	2.3
Other	20.8	0

Gender as a Percentage		
	2023 (U.S.)	2023
Male	67.9	88.6
Female	26.9	11.4
Other	5.2	0



THREE YEARS BY THE NUMBERS

	Total	Ttl. Minority	Female	Black
2023	44	6	5	1
2022	42	5	4	1
2021	51	6	5	1



National Appraisal Institute

Commitment to Diversity



The Appraisal Institute empowers individuals and nurtures an environment that inspires and encourages diversity, equity and inclusion.

Over the last few years the Appraisal Institute has been amplifying and accelerating DE&I initiatives and partnerships to bring about positive change, including improving diversity within the profession through the Appraiser Diversity Initiative in collaboration with Fannie Mae, Freddie Mac and the National Urban League, and with our Minorities and Women Course Scholarship from the Appraisal Institute Education and Relief Foundation.

The profession does have a lot of work to do to achieve greater racial, ethnic and cultural diversity among appraisers. Representation is a leading force for equity and inclusion in every profession. We recognize that recruiting for greater diversity will make us stronger and more representative of the communities we work in and contribute to greater cultural awareness.

Appraisals by AI Designated Members – who are technically trained in their field and adhere to our Code of Professional Ethics – remain the gold standard in real estate valuation. Appraisal is one piece of a larger ecosystem to look at when it comes to housing issues. Ensuring unconscious bias doesn't play a role in appraisals and seeking broader solutions to diversity, equity and inclusion in housing is a priority for the Appraisal Institute. We know homeownership is one of the most critical factors in economic equity, and we know Black and brown communities have been historically underrepresented as homeowners. Creating a more equitable housing environment in this country will take solutions advanced by real estate brokers/agents, banks, government agencies, appraisers and others.

We know unconscious bias is human and exists in various forms, and no profession is immune from that. We need to educate ourselves about potential bias and how to interrupt it. What is important is that we continue to equip our membership with tools to recognize and interrupt unconscious bias and ensure they have a deeper understanding of the root of racial inequities in this country.

Appraisals and appraisers are one important part of the broader real estate [ecosystem](#) and consumers have options if they are concerned about an appraisal.

The Appraisal Institute is helping lead an Appraiser Diversity Initiative with Fannie Mae, Freddie Mac, and the National Urban League.

The Appraiser Diversity Initiative is the premier nationwide program designed to attract new entrants to the real estate appraisal field while fostering diversity in the profession.

Working through the National Urban League's regional Entrepreneurship Centers, The Appraiser Diversity Initiative is designed to reach diverse, talented candidates and educate them about the appraisal profession, provide resources for interested candidates to help them get on a path to success, and offer guidance from appraisers employed by Fannie Mae and Freddie Mac.



The future of appraisal experience is here.

About AI PAREA

Are you working to become a real estate appraiser but finding it challenging to meet the experience requirements? We've got you covered. Struggling to find the right mentor? We'll choose one for you.

AI PAREA—the Appraisal Institute Practical Applications of Real Estate Appraisal program—is a standardized and convenient approach to gaining the experience you need to become a real estate appraiser.



A personalized approach to meet your needs

AI PAREA's flexible, hybrid learning environment allows you to gain appraisal knowledge and experience on your own time, from wherever you are, to achieve the licensed residential (LR) appraisal credential.



We'll automatically assign you a dedicated mentor sharing their years of real-world experience, practical insights, and dedication to the highest standards in the profession, to help you navigate the program and prepare for a successful career.

You'll also have exclusive access to customer service, online tools, networking opportunities and more.

Learn more about AI PAREA and start shaping your future as a real estate appraiser today.

How it works:

With AI PAREA, you'll complete the experience requirement by virtually appraising properties under the guidance of a dedicated mentor. As part of the AI community, we're with you every step of the way. Here's what you can expect:

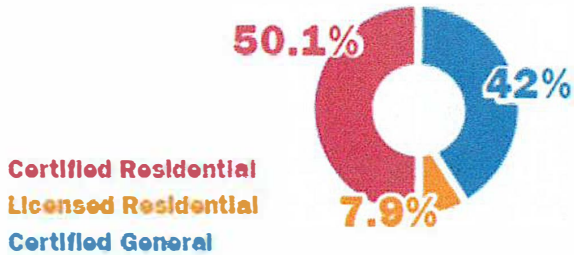


U.S. appraiser population statistics were derived from the Appraisal Sub Committee (ASC) National Registry data from December 2019 to December 2022. Additional demographic statistics were derived from an Appraisal Institute survey conducted in 2022 that contacted 26,446 randomly selected real estate valuation professionals and resulted in 2,631 total survey responses. The survey's margin of error is about 1.88% at a 95% confidence interval.

The Appraisal Institute is a global professional association of real estate appraisers, with over 16,000 professionals in almost 50 countries throughout the world. Our mission is to empower valuation professionals through community, credentialing, education, body of knowledge and ethical standards.

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

As of December 2022 there were 93,665 active licenses held by an estimated 70,000 licensed or certified real estate appraisers in the U.S. The composition of active licenses were:



HISTORIC VALUES
2019 - 2021

Year as of December

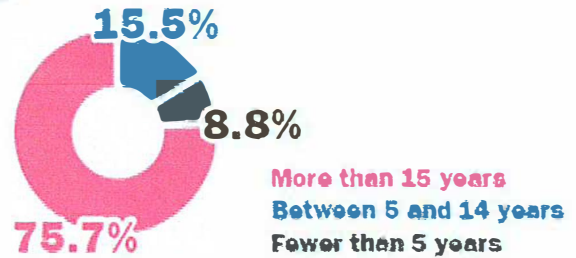
Year	Certified Residential	Licensed Residential	Certified General
2021	50.3%	7.7%	42%
2020	50.6%	7.5%	41.9%
2019	50.4%	7.7%	41.9%

2 NUMBER OF ACTIVE LICENSES AND NUMBER OF INDIVIDUAL LICENSED AND CERTIFIED APPRAISERS

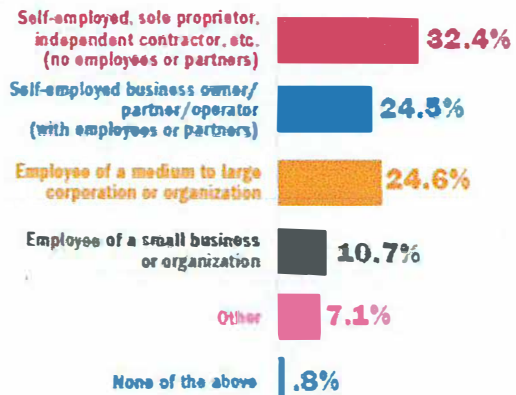


The number of estimated unique appraisers is approximately 8,000 lower than the previous version of this fact sheet as the ASC database does not provide a unique identifier to each appraiser. The current estimate represents a refined process in enhancing the accuracy of reported data.

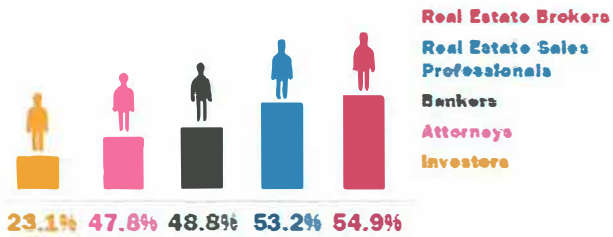
3 TIME IN VALUATION PROFESSION



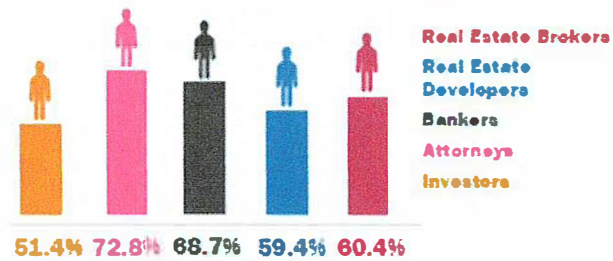
4 EMPLOYMENT TYPE



5 CUSTOMER OR CLIENT BASE

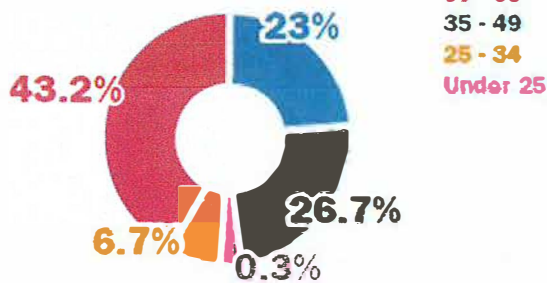


Residential Real Estate Valuation Professionals

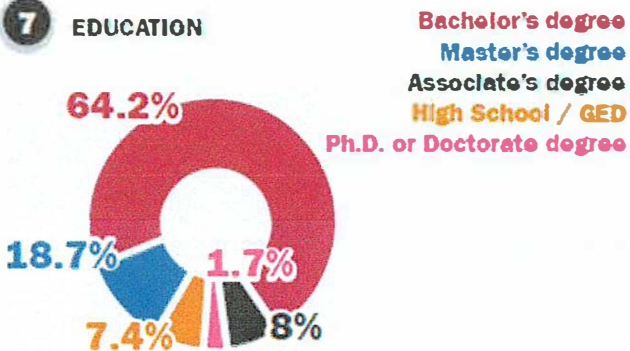


Commercial Real Estate Valuation Professionals

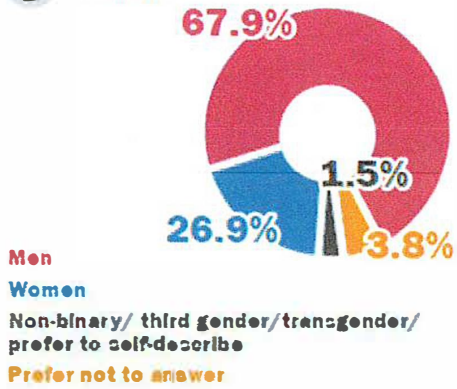
6 AGE



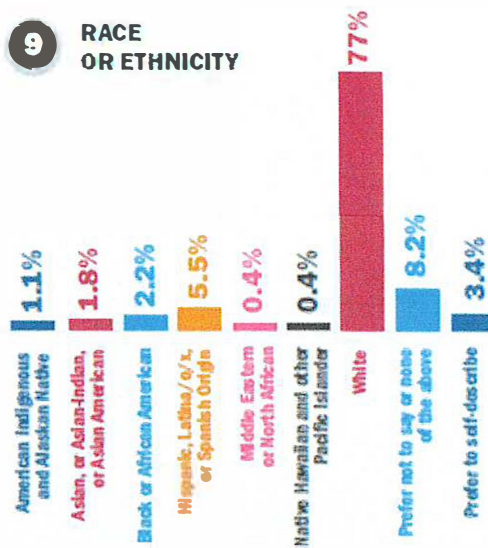
7 EDUCATION



8 GENDER



9 RACE OR ETHNICITY



10 ANNUAL TOTAL PERSONAL INCOME



ALABAMA DEPARTMENT OF TRANSPORTATION

EEOC REPORT

From: 10/01/2022 To: 09/11/2023

Date	Project Name	County	Provider Name	Tracts	Total	Fed (\$)	Type	DBE
10/26/2022	RAED-068-000-161	CLARKE	Graham, John L	1	\$6,500.00	\$5,200.00	Appraisal	0
10/26/2022	NH 0035(535)	DEKALB	Rich, James R	5	\$26,500.00	\$21,200.00	Appraisal	0
11/10/2022	STPOA-STPAA 0110(500)	MONTGOMERY	Thompson, Michael W	1	\$4,000.00	\$3,200.00	Appraisal	0
11/16/2022	RAED-068-000-160	MARENGO	Hall, John E	8	\$47,200.00	\$37,760.00	Appraisal	0
11/16/2022	RAED-068-000-160	MARENGO	Hall, John E	10	\$55,600.00	\$44,480.00	Appraisal	0
12/05/2022	RAED-068-000-160	MARENGO	Powell, Tyler G	11	\$63,000.00	\$50,400.00	Appraisal	0
01/03/2023	RAED-068-000-160	MARENGO	Graham, John L	14	\$88,000.00	\$70,400.00	Appraisal	0
01/03/2023	RP 7112(003)	SHELBY	Patrick, Daniel J	9	\$36,000.00	\$28,800.00	Appraisal	0
01/03/2023	RP 7112(003)	SHELBY	Mullins, David P	8	\$35,700.00	\$28,560.00	Appraisal	0
01/06/2023	MERIDIAN 628 PARTNERS, LL	MADISON	Armstrong, Thomas M	1	\$3,200.00	\$2,560.00	Appraisal	0
01/17/2023	RAED-068-000-160	MARENGO	McDade, Jennifer P	13	\$80,400.00	\$64,320.00	Appraisal	0
02/02/2023	BR 0119(513)	JEFFERSON	Wombwell, Robert B	1	\$4,500.00	\$3,600.00	Appraisal	0
02/02/2023	RAED-068-000-160	MARENGO	Allen, Scott	19	\$63,000.00	\$50,400.00	Appraisal	0
02/02/2023	BR 0063(507)	TALLAPOOSA	Lakas, G Scott	5	\$13,100.00	\$10,480.00	Appraisal	0
02/06/2023	RAED-031-052-003	GENEVA	Lakas, G Scott	1	\$2,250.00	\$1,800.00	Appraisal	0
03/10/2023	STPAA 0014(541)	ELMORE	Hall, John E	2	\$7,800.00	\$6,240.00	Appraisal	0
03/10/2023	STPAA 0014(541)	ELMORE	Lakas, G Scott	3	\$7,500.00	\$6,000.00	Appraisal	0
03/10/2023	RP 7112(003)	SHELBY	Mullins, David P	6	\$41,500.00	\$33,200.00	Appraisal	0
03/22/2023	BR 0081(501)	MACON	Hall, John E	1	\$4,400.00	\$3,520.00	Appraisal	0
03/30/2023	WBRE, LLC	CHILTON	Thompson, Michael W	1	\$2,000.00	\$1,600.00	Appraisal	0
03/30/2023	BR 0101(559)	CHOCTAW	Graham, John L	3	\$15,000.00	\$12,000.00	Appraisal	0
03/30/2023	BR 0075(536)	DEKALB	Mullins, David P	1	\$4,500.00	\$3,600.00	Appraisal	0
04/05/2023	BR 0063(507)	TALLAPOOSA	Lakas, G Scott	2	\$1,500.00	\$1,200.00	Appraisal	0
04/20/2023	BR 0050(505)	TALLAPOOSA	Hall, John E	1	\$5,800.00	\$4,640.00	Appraisal	0
05/17/2023	RAED-031-052-004	GENEVA	Lakas, G Scott	12	\$21,000.00	\$16,800.00	Appraisal	0
06/05/2023	RAED-068-000-160	MARENGO	Graham, John L	1	\$10,000.00	\$8,000.00	Appraisal	0
06/06/2023	RAED-046-303-001	MARENGO	Graham, John L	1	\$10,000.00	\$8,000.00	Appraisal	0
06/08/2023	RAED-068-000-161	CLARKE	Graham, John L	1	\$5,500.00	\$4,400.00	Appraisal	0
06/14/2023	RAED-031-052-004	GENEVA	Hall, John E	11	\$41,600.00	\$33,280.00	Appraisal	0
06/14/2023	RAED-068-000-160	MARENGO	McDade, Jennifer P	6	\$40,700.00	\$32,560.00	Appraisal	0
06/20/2023	RP 7112(003)	SHELBY	Mullins, David P	4	\$18,200.00	\$14,560.00	Appraisal	0
07/06/2023	RP 7112(003)	SHELBY	Patrick, Daniel J	1	\$5,000.00	\$4,000.00	Appraisal	0
08/16/2023	RAED-068-000-160	MARENGO	Powell, Tyler G	2	\$9,000.00	\$7,200.00	Appraisal	0

ALABAMA DEPARTMENT OF TRANSPORTATION EEOC REPORT

From: 10/01/2022 To: 09/11/2023

Date	Project Name	County	Provider Name	Tracts	Total	Fed (\$)	Type	DBE
08/25/2023	BR 0205(507)	ETOWAH	Haller, Mark C	4	\$28,500.00	\$22,800.00	Appraisal	0
08/25/2023	RAED-068-000-160	MARENGO	Graham, John L	2	\$7,500.00	\$6,000.00	Appraisal	0
Totals for Appraisal Section				\$652,760.00	DBE Share	\$0.00	DBE Count	0
09/01/2022	BUILD-NH 0002(516)	LAUDERDALE	Johnson, Lavon	0	\$45,600.00	\$36,480.00	Legal	0
09/12/2022	RAED-068-000-161	CLARKE	MOVING & STORAGE, LAMBERT	0	\$8,476.95	\$0.00	Legal	0
09/20/2022	BUILD-NH 0002(516)	LAUDERDALE	Johnson, Lavon	0	\$19,100.00	\$15,280.00	Legal	0
09/20/2022	BUILD-NH 0002(516)	LAUDERDALE	Johnson, Lavon	0	\$19,100.00	\$15,280.00	Legal	0
09/20/2022	BUILD-NH 0002(516)	LAUDERDALE	Johnson, Lavon	0	\$19,100.00	\$15,280.00	Legal	0
11/08/2022	BUILD-NH 0002(516)	LAUDERDALE	Johnson, Lavon	0	\$50,000.00	\$40,000.00	Legal	0
11/08/2022	BUILD-NH 0002(516)	LAUDERDALE	Johnson, Lavon	0	\$50,000.00	\$40,000.00	Legal	0
11/10/2022	BUILD-NH 0002(516)	LAUDERDALE	Johnson, Lavon	0	\$50,000.00	\$40,000.00	Legal	0
11/10/2022	BUILD-NH 0002(516)	LAUDERDALE	Johnson, Lavon	0	\$50,000.00	\$40,000.00	Legal	0
12/10/2022	RAED-068-000-160	MARENGO	MOVING & STORAGE, LAMBERT	0	\$12,421.90	\$0.00	Legal	0
01/17/2023	RAED-068-000-160	MARENGO	MOVING & STORAGE, LAMBERT	0	\$9,250.25	\$0.00	Legal	0
01/24/2023	BUILD-NH 0002(516)	LAUDERDALE	Johnson, Lavon	0	\$19,100.00	\$15,280.00	Legal	0
01/25/2023	BUILD-NH 0002(516)	LAUDERDALE	Johnson, Lavon	0	\$45,600.00	\$36,480.00	Legal	0
07/27/2023	RACR-028-759-002	ETOWAH	MOVING & STORAGE, DELANEY'S	0	\$9,750.00	\$0.00	Legal	0
Totals for Relocation Section				\$294,080.00	DBE Share	\$0.00	DBE Count	0
TOTALS FOR ALL OF RIGHT OF WAY				\$946,840.00	DBE Share	\$0.00	DBE Count	0

APPRAISAL REVIEW CHECKLIST & CERTIFICATION

Project: _____ County: _____ Appraiser: _____

Tract No. _____ Form Report Type: Complete Partial Value Finding

- | Yes | No | | Yes | No | |
|--------------------------|--------------------------|---|--------------------------|--------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | 1. Letter of Transmittal, Project No., Contact with Owner | <input type="checkbox"/> | <input type="checkbox"/> | 23. Cost Approach – Description of Imps, photos, floor plan, Est. of Eco. Rent, Cost/ Depreciation Support and Sources |
| <input type="checkbox"/> | <input type="checkbox"/> | 2. Appraisal Report Summary, Owner, Address, Area Acquired*, Breakdown of Acquisition, Signature, Valuation Date | <input type="checkbox"/> | <input type="checkbox"/> | 24. Dimensional Sketch with onsite Review Verification (Certification Below) |
| <input type="checkbox"/> | <input type="checkbox"/> | 3. Scope of Work - Purpose of Appraisal, Extent property 1) identified & 2) inspected, Type & Extent Data is researched and Type & Extent of Analysis Applied. Specific Scope Details for Assignment which should be the same as the Scope of Work on the Work Authorization shall be included in the report. This is the mutually agreed on content of the appraisal (at a minimum) regarding approaches to value, depth of HBU Analysis, etc. | <input type="checkbox"/> | <input type="checkbox"/> | 25. Correlation of Before Value, Unused Approaches Explained |

AFTER VALUATION

- | | | | | | |
|--------------------------|--------------------------|---|--------------------------|--------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | 4. Rights Appraised * | <input type="checkbox"/> | <input type="checkbox"/> | 26. Description of Remainder |
| <input type="checkbox"/> | <input type="checkbox"/> | 5. Definition of Market Value * | <input type="checkbox"/> | <input type="checkbox"/> | 27. Remainder H&B Use Analysis |
| <input type="checkbox"/> | <input type="checkbox"/> | 6. Five-year Sales History, Recording data, Consideration, Verification | <input type="checkbox"/> | <input type="checkbox"/> | 28. After Land Valuation – Percentage of dollar adj. To each sale, discussion of each adjustment |
| <input type="checkbox"/> | <input type="checkbox"/> | 7. Inspection Data | <input type="checkbox"/> | <input type="checkbox"/> | 29. Other Relevant After Approaches to Value |
| <input type="checkbox"/> | <input type="checkbox"/> | 8. Tax Data | <input type="checkbox"/> | <input type="checkbox"/> | 30. Explain/Support Damages, etc. |
| <input type="checkbox"/> | <input type="checkbox"/> | 9. Zoning | <input type="checkbox"/> | <input type="checkbox"/> | 31. Correlation of After Value, TCE, Breakdown, Effect of Acquisition |
| <input type="checkbox"/> | <input type="checkbox"/> | 10. Utilities Available | <input type="checkbox"/> | <input type="checkbox"/> | 32. Addenda Section – Appraiser qualifications, limiting conditions, tract sketch*, structure sketches, comparable sales maps, Sales, etc. |
| <input type="checkbox"/> | <input type="checkbox"/> | 11. Realty Vs Personalty Meeting: Date(s), Attendees, & Discussion of Results | <input type="checkbox"/> | <input type="checkbox"/> | 33. DOT Certificate of Appraiser date of valuation within 20 days of Region receipt of report, estimated value of acquisition, signed. |
| <input type="checkbox"/> | <input type="checkbox"/> | 12. Present Use-Photos of all Improvements | | | |

REVIEW AND APPROVAL ACTION

- | | | | | | |
|--------------------------|--------------------------|--|--------------------------|--------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | 13. H&B Use Analysis (Before) | | | Supplemental information requested |
| <input type="checkbox"/> | <input type="checkbox"/> | 14. Description of Acquisition | <input type="checkbox"/> | <input type="checkbox"/> | Excess Acquisition [Uneconomic Remnant(s)] Recommended |
| <input type="checkbox"/> | <input type="checkbox"/> | 15. County, City & Neighborhood Data | <input type="checkbox"/> | <input type="checkbox"/> | Noncompensable Items |
| <input type="checkbox"/> | <input type="checkbox"/> | 16. Site Data-Topography, Landscaping, Septic System, ROW Proximity, etc. | <input type="checkbox"/> | <input type="checkbox"/> | State Obligated |
| <input type="checkbox"/> | <input type="checkbox"/> | 17. Before Land Valuation Percentage or Dollar adj. To each sale, discussion of each adjustment, Land sales; photos, consideration, recording & verification, etc. | <input type="checkbox"/> | <input type="checkbox"/> | Owner Obligated |
| <input type="checkbox"/> | <input type="checkbox"/> | 18. Improved Market Approach-proper and supported adjustments, Sales; photos, consideration, recording & verification, etc. | <input type="checkbox"/> | <input type="checkbox"/> | Clause to enter remainder |
| <input type="checkbox"/> | <input type="checkbox"/> | 19. Income Approach – Actual rent, Eco. Rent (mkt. Support), explanation of rent variance, expenses (supported), interest rate, recapture rate, GIM (supported). | <input type="checkbox"/> | <input type="checkbox"/> | Two or more appraisal reports |
| <input type="checkbox"/> | <input type="checkbox"/> | 20. Rent Comps. Photographs, rents verification, H&B use, zoning, etc. Sold Rental Comps, photos, consideration, recording & verification, etc. | <input type="checkbox"/> | <input type="checkbox"/> | All property listed per appraiser instructions |
| <input type="checkbox"/> | <input type="checkbox"/> | 21. Location of Septic System (re: taking if applicable) considered | <input type="checkbox"/> | <input type="checkbox"/> | Outdoor Signs in ROW considered per appraiser instructions |
| <input type="checkbox"/> | <input type="checkbox"/> | 22. Proximity of existing ROW considered | | | The appraisal report complies with the definition of appraisal in § 24.2(a) (3) in title 49 CFR Part 24. |

* TO BE FURNISHED TO THE APPRAISER

Comments:

I certify:

- I have reviewed the appraisal thoroughly for the referenced tract and have accurately represented the contents by this checklist.
 - On the following date(s) _____, I made a visual inspection of this tract and of the applicable comparable sales. The selected

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.
(See attached [MPO on site Review and fiscal 2023 summary](#))

Metropolitan Planning Organization on site Reviews

The Title VI Coordinator reviewed five (5) Metropolitan Planning Organizations on site during the 2023 reporting period. They are as follows; Auburn-Opelika MPO, Gadsden-Etowah MPO, Huntsville MPO, Decatur MPO, and Anniston MPO. All MPOs onsite reviews were found to be operating within the guidelines of the MPO regulations. There were no areas of special emphasis identified with any of them.

There was discussion on minority participation within the voting and non-voting segments of the organization. The MPO Policy Boards makes up the voting members who are elected official, minority representation is based strictly on local elections results. The non-voting members are the Technical Advisory Committee (TAC) and the Community Advisory Committee (CAC) there is a underrepresentation of minority on these committees. The Title VI Coordinator recommended that each MPO try and reach a minority representation goal on the CAC, based on the population percentage of minorities in their cities.

Minority participation in the planning and public involvement process is a major focus for all of them. However, they all stated that it difficult to get minority or non-minority participation if it doesn't involve them directly. There was an observation and recommendation made to four of the MPOs by the Title VI Coordinator, that they should include the two year and four year colleges in the area on there CAC. Auburn-Opelika MPO already include Auburn University on their CAC. The recommendation was readily agreed upon. The addition of these entities will make the Planning Organization more inclusive of all entities that may be affected by transportation decisions.

There were no minorities used on the consultant work because, (1) their budget is not a large budget, (2) a lot of the planning work is done internally and (3) there is not a requirement on FHWA side to use minority but, on FTA side there are annual goals set for minority participation. All five of these MPO receive FHWA and FTA funds together in one budget, but funds are split with FTA entity and operate separately from the FHWA.

All MPO reported that they had no Limited English Proficiency issues during this reporting period and would use Foreign Language Services (FLS) if needed. Gadsden-Etowah MPO has a major project that is still in developmental stage, RACR-028-759-002, this project will relocate approximately 80 individuals, some of which are Spanish speaking individual and will require the services of FLS.

The on site review of MPOs is a routine activity that basically gives the Title VI Coordinator an opportunity to sit down with City Planners, to hear and see their perspective on implementing the transportation needs. The role that MPOs play is an integral part in the development, of ALDOT Transportation Improvement Plan TIP and Long Range Transportation Improvement Plan. Title VI Coordinator continues to look for better ways to enhance the equity of benefits and services we provide to the public and make recommendations accordingly.

METROPOLITAN PLANNING ORGANIZATION SUMMARY
2022-2023

	Auburn	Birmingham	Calhoun	Columbus	Decatur	Dothan	Eastern Shore	Fl-Ala	Gadsden	Huntsville	Mobile	MGM	Shoals	Tuscaloosa
Minority Board Representation	0%	36%	50%	25%	0%	25%	15%	25%	17%	30%	25%	36%	0%	0%
Board appointment by elections	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Are minorities and females included (CAC)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Overall Number of contracts awarded	0	22	2	0	0	2	3	2	0	2	2	2	3	0
ALDOT qualified consultant list used	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Contracts awarded to minorities	0	4	0	0	0	0	1	2	0	0	2	1	0	0
Type contracts awarded		Consultant	0	0	0	0	Transit	Planning	0	0	Planning	Planning		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: 05 September 2023
FY 2023
(10/1/22– 9/30/23)

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

Mayor Gary Fuller - Opelika
Mayor Ron Anders - Auburn
Councilman Todd Rauch - Opelika
Councilman Max Coblentz - Auburn
Judge Bill English – Lee County
Commissioner Ross Morris – Lee County
Steve Graben - ALDOT
Robert D. Dees - ALDOT
Mark Bartlett – FHWA (non-voting member)
Brad Lindsey – ALDOT (non-voting member)
Yvette Taylor – FTA (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 100%, Female %0

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

TAC: 11% (3/28)
CAC: 20% (2/10)

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, FHWA-Alabama Administrator, TAC Chairman, and CAC Chairman.

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?
\$529,611 was allocated in FY2023 Budget.
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?
There was no contracts award by the MPO during FY2023.
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?
There were no contracts awarded by the MPO during FY2023 to a designated DBE.
10. What is the total dollar amount awarded to minorities?
There were no contracts awarded by the MPO during FY2023 to a designated DBE.
11. What type of contracts were awarded?
Not applicable
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. A current Contractor List is provided by ALDOT when necessary.

Link to DBE database:

<https://cpmsapps2.dot.state.al.us/alucp/search>

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 agency Facebook and 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. We also will employ the agency that provides translation services through ALDOT.
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 LRCOG Facebook and 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 LRCOG Facebook/website and at the LRCOG 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; LRCOG Facebook/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 FY2023. Had an issue been brought forth, 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 LRCOG Facebook/webpage. The technical information itself is made available at local libraries, the LRCOG office and the LRCOG Facebook/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. Have there been any American with Disabilities Act (ADA) updates or improvements to any facilities?

None in FY23.

2020 - New ADA “no hands” exit for front door.

2018 - New ADA sidewalk installed leading to the front door.

2017 - New “van” assessable handicapped parking place added near front door; handicapped parking signs replaced; and, handicapped parking striping redone.

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

Yes

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

Yes, as vacancies open up, we encourage the jurisdictions to appoint low-income minorities.

29. 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

05 September 2023

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 2023 (October 1, 2022 - September 30, 2023)

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

16 of 44 members = 36%

MPO POLICY COMMITTEE 2023

Last Name	First Name	Representing	Minority/
Al-Dakka	Jehad	Jefferson County - Hoover	X
Alexander	Wardine	City of Birmingham	X
Armstrong	Allen	Blount County Public Transportation	
Bell	Denise	City of Birmingham	X
Bittas	Andrè	Shelby County - Pelham	X
Bolin	Michael	Unincorporated Jefferson County	
Brasseale	Jerry	Jefferson County Municipalities - Pleasant Grove	
Brocato	Frank	Jefferson County Municipalities - Hoover	
Choat	Buddy	Jefferson County Municipalities - Trussville	
Cochran	Joe	Jefferson County Municipalities - Pinson	
Curry	Ashley	Jefferson County Municipalities – Vestavia Hills	
Davis	Julio	Jefferson County Municipalities - Graysville	X
Fowler	James	City of Birmingham	
Graham	Stephen	St. Clair County	
Hanner	Gary	St. Clair County	
Hatcher	Chris	City of Birmingham	X
Hawkins	Fred	Shelby County - Alabaster	
Hester	Christie	Shelby County	X
Hogeland	Stan	Jefferson County Municipalities – Gardendale	
Holcomb	Larry	Jefferson County Municipalities - Fultondale	
Holladay	Scott	Shelby County	
Jacks	Tim	St. Clair County Public Transportation	
Knight	Joe	Unincorporated Jefferson County	
Leonard	DeJarvis	ALDOT East Central Region	X
Markert	Cal	Unincorporated Jefferson County	
Martin	Mac	Jefferson County - Hoover	
Mitchell	Chaz	City of Birmingham	X
Nicholson	Chris	Unincorporated Jefferson County	
O’Quinn	Darrell	City of Birmingham	
Perkins	Theoangelo	Jefferson County Municipalities – Harpersville	X
Ragland	Johnny	Jefferson County Municipalities - Warrior	

Reeves	Chris	Shelby County - Hoover	
Richardson	Gary	Jefferson County Municipalities - Midfield	X
Scott	Bobby	Jefferson County Municipalities – Center Point	X
Shepherd	Rick	Shelby County Commission	
Smith*	Theodore	Birmingham-Jefferson County Transit Authority	X
Smitherman	Crystal	City of Birmingham	X
Stephens	Jimmie	Unincorporated Jefferson County	
Thomas	Katrina	City of Birmingham	X
Ware	Steve	Jefferson County Municipalities - Hueytown	
Washburn	Nick	Blount County	
Webster	Charles	Jefferson County Municipalities - Clay	
Willingham	David	Shelby County	
Woodfin*	Randall	City of Birmingham	X

2. Indicate the percentage of representation of minorities and females on your Technical and Citizens Committees:

Technical Committee: 6 of 41 = 15%

Citizens Committee: 8 of 18 = 44%

3. How are the MPO members selected?

Appointed by geographic area.

4. Are minorities and females included in this process?

Each authority appoints a representative to serve on the 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 \$1,768,500 federal in the FY 2023 Unified Planning Work Program (UPWP).

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

Planning and grant funding 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?

22

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 USDOT/FTA third-party contracting procedures.

9. How many contracts were awarded to minorities and females?

4 or 18%

10. What was the total dollar amount awarded to minorities and females?

\$128,131 or 15%

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 have the planning process developed for ensuring, demonstrating, and substantiating compliance with Title VI?

The Birmingham MPO emphasizes the requirements of Executive Order 12898 to protect minority communities/citizens from disproportionate adverse impacts based on planning and implementation of projects and programs.

MPO activities include a public involvement process that considers and includes minority populations. Documents 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 Birmingham MPO's Public Involvement Plan and the 2050 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; mapped and documented in the 2050 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 Birmingham MPO's responsibilities as a recipient of federal financial assistance. The LEP Plan is part of the Public Involvement Plan.

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

Public meetings are held at a time and place that is accessible via 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 the MPO have been made to engage low-income and minority populations in the certification review process?

The federal review team held a public involvement meeting on February 25, 2020 to provide an opportunity for the public to comment on the planning process.

20. What were the public outreach efforts?

According to the MPO's adopted public involvement procedures, notices were mailed and emailed to the MPO's contact list, which includes agencies/organizations assisting individuals who are underserved, transient, low-income, disabled, and/or minority. Flyers were also 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?

A public involvement meeting was held in April 2023. No issues were raised.

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

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?

Professional and consultant services are procured through either the ALDOT consultant selection process or the USDOT/FTA third-party contracting procedures.

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

The proposal process for contractor selection identifies DBE as one of the evaluation criteria in the ranking of proposals. For FY 2023, \$847,237 was paid to contractors, with \$128,131 of that amount (15%) paid to DBEs.

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

The agencywide contact list and MailChimp distribution list are updated on an ongoing basis and used for notification of public meetings and to disseminate general information. Organizations representing these populations are included.

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

All public meeting announcements and advertisements include a point of contact for anyone requiring special accommodations, including interpretation.

26. Have there been any American with Disabilities Act (ADA) updates or improvements to any facilities?

No. All facilities are and have been ADA accessible.

27. 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. Anyone can participate in the MPO committee meetings in person or online. All meeting facilities are ADA accessible.

28. 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 and sent to agencies targeting this group of individuals. Public meetings are held in locations accessible to public transportation and all locations are ADA accessible.

29. 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 of 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 2050 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, 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 particular 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: September 11, 2023

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 22, 2023

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>	50%	2/0
b. <u>City of Jacksonville</u>	0%	2/0
c. <u>City of Anniston</u>	0%	2/0
d. <u>City of Hobson City</u>	100%	0/1
e. <u>City of Weaver</u>	0%	2/0
f. <u>City of Oxford</u>	0%	2/0
g. <u>East Central ALDOT</u>	0%	0/1

2. Indicate the percentage of representation of minorities on your Technical & Citizen Committees. TAC = 5%; CAC = 21%

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? \$255,674 (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? Two. JRWA and JSU.

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? Transit study and feasibility plan along with a supplemental economic development study.

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

plan updates.

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, Public Participation Plan, UPWP, and TIP.
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. 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.
20. What were the public outreach efforts? See #15, #16 and #19. Since the pandemic, all MPO meetings were held with a virtual option. The meeting information was listed on the EAC website and all meetings are open to the public.
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 ADA accommodations, or 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.
26. Have there been any American with Disabilities Act (ADA) updates or improvements to any facilities. No
27. Do meeting formats encourage participation by minorities or people with disabilities? Yes. Information for public meetings is available in several locations at various times and these meetings are always held in handicapped accessible buildings and rooms.
28. Are persons traditionally under served 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).
29. 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.
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

 Principal Regional Planner, MPO Coordinator

Signature and Title of Authorized Official

August 22, 2023

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: 9-20-2023

1. List the members of your MPO and indicate the percentage of minority representation. See Attached
2. Indicate the percentage of representation of minorities on your Technical & Citizen Committees. About 25%
3. How are the MPO members selected? See Attached
4. Are minorities and females included in this process? Yes
5. What is the total dollar amount received from the DOT? See Attached
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? No open contracts
8. What is the process by which contractors are selected? RFP/RFQ
9. How many contracts are awarded to minorities? No open contracts
10. What is the total dollar amount awarded to minorities? No open contracts
11. What type of contracts were awarded? No open contracts
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? Road and Multimodal Projects and Transportation Studies
14. What strategies and efforts has the planning process developed for ensuring, demonstrating, and substantiating compliance with Title VI? See attached
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 a project.
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? See attached
 - 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 ADA accommodations, or 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. Have there been any American with Disabilities Act (ADA) updates or improvements to any facilities. Yes. The Cities of Columbus has been updated buildings and parks for ADA assessable. Phenix City is implementing projects identified in their ADA Transition Plan.
27. Do meeting formats encourage participation by minorities or people with disabilities? Yes
28. Are persons traditionally under served by transportation systems such as low-income, minorities, or LEP persons actively sought out for involvement? Yes
29. 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 (GA side).
 - a. If imbalances are identified, how does the planning process respond? See attached

(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

Lynnda Winkler

Principal Transportation Planner

Signature and Title of Authorized Official

September 20, 2023

Date

ALDOT – TITLE VI QUESTIONNAIRE

Question 3. The TCC and PCC members are selected by titles within the city/county, state, and federal governments. MPO staff is in the process of restructuring the CAC.

Question 5. From GDOT – Federal \$332,342.54 and Local (City of Columbus) \$83,085.64. 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 planning.

Question 14. The MPO continues publishing most of our planning documents in Spanish. The public information process concerning road projects includes having a Citizens Advisory Committee for the project. This committee is made up of citizens within the project area. This includes our low income and minority citizens.

Question 23. Yes, they can bid on projects unless it is a local project. If it is a city funded local project (Georgia side), then the City's Engineering Department has a contract list that the local government chooses from. This list is put out for bid every three years. All Federal Funded projects will be advertised thru a bid process.

Question 29 A. We coordinate all 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.

TRANSPORTATION PLANNING COMMITTEES

POLICY COMMITTEE

VOTING: Mayor Barry “Skip” Henderson, Columbus – Chair
Mayor Eddie Lowe, Phenix City – Vice-Chair
Mayor Fred Copeland, Smiths Station
Lisa Sandt, Lee Russell Council of Governments, PEX
Charles Coffey, 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
Vacant, Chairperson, Citizens Advisory Committee
Will Johnson, Director of Planning, Columbus
Rod Costello, Chairman, Russell County Commission
Jannine Miller, Director of Planning, Georgia DOT
Cathy Williams, Georgia State Transportation Board

ADVISORY: **Sabrina David**, Division Administrator, FHWA, Georgia
Mark D. Bartlett, Division Administrator, FHWA, Alabama
Bradley B. Lindsey, PE, State Local Trans. Engineer, Alabama DOT
Tyler Peek, PE, District Engineer, Georgia DOT
Ted Hicks, Office of Planning, Georgia DOT

TECHNICAL COORDINATING COMMITTEE

VOTING: Will Johnson, Director of Planning, Columbus
Vacant, Master Planner, Chief of Master Planning, Fort Benning
Cooper Calhoun, Montgomery Area Traffic Engineer, Alabama DOT
Kenneth Riner, Board of Commissioners, Chattahoochee County
Shawn Blakeney, Russell County Engineer
Jim Livingston, Executive Director, River Valley RC
Felton Grant, Transportation Planning Coordinator, Columbus
Jackie Williams, Transportation Planning Specialist, GA. DOT
Justin Hardee, Lee County Engineer
Pam Hodge, Deputy City Manager, Columbus
Amber Clark, Director, Columbus Airport
Wallace Hunter, City Manager, Phenix City
Vance Beck, Traffic Engineer, Columbus
Andrew Swicegood, City Engineer, Smiths Station
Sherri Ellis, PE, Assistant Region Engineer, Alabama DOT
Angel Moore, City Engineer, Phenix City

Adam Smith, Pre-Construction Engineer, Georgia DOT
Ena Riveria, METRA Transit, Columbus

ADVISORY:

Larry Alexander, Federal Highway Administration, Alabama
Carol Comer, Multi-Model Planning Division, Georgia DOT
Ann-Marie Day, Planning Team Leader, FHWA, Georgia
Vacant, Chairperson, Citizens Advisory Committee
Olivia Lewis, Inter-Modal Planning Engineer, FHWA, Georgia
Robert B. Dees, 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: MPO Staff is restructuring the CAC committee.

ADVISORY: Will Johnson, Director of Planning – Secretary

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: 08/05/2023

1. List the members of your MPO and indicate the percentage of minority representation.
See Page 1
2. Indicate the percentage of representation of minorities on your Technical & Citizen Committees.
10%
3. How are the MPO members selected?
Appointed after City and County Elections according to MPO By-laws
4. Are minorities and females included in this process?
Yes
5. What is the total dollar amount received from the DOT?
See Page 1
6. Are dollars designated for special project(s) or at the discretion of your MPO?
Discretion of MPO
7. What is the total number of contracts awarded?
1
8. What is the process by which contractors are selected?
See page 1
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?
Interstate 65 Bethel Road Corridor Study
12. Does your MPO maintain an active list of contractors?
Yes within the City of Decatur and ALDOT
13. What types of programs or projects are placed on the MPO bid list?
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 2020 Census and ACS Yearly Data.

16. Have there been provisions made to ensure compliance with EO 13166, Limited English Proficiency (LEP), within the planning process?
Yes, the MPO has completed a LEP for the Planning Area and it is reviewed each year for needed changes
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?
The MPO has no Tribal Governments located in the 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 2
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 2
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.
See Page 2
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 ADA accommodations, or provision of information to people with visual impairments, non-English and LEP speakers, or to persons without extensive formal schooling.)
Yes
26. Have there been any American with Disabilities Act (ADA) updates or improvements to any facilities.
Yes
27. Do meeting formats encourage participation by minorities or people with disabilities?
Yes
28. Are persons traditionally under served by transportation systems such as low-income, minorities, or LEP persons actively sought out for involvement?
Yes
29. 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)?
- if imbalances are identified, how does the planning process respond?
See Page 2

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 Area Metropolitan Planning Organization

Name of Applicant Agency

Reynae Helleno, MPO Director, Decatur MPO
Signature and Title of Authorized Official

8-8-23
Date

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

Mayor Randy Garrison, Chairman – Mayor City of Hartselle	Councilperson Jacob Ladner – City of Decatur
Mayor Tab Bowling, Vice-Chairman – City of Decatur	Councilperson Carlton McMasters – City of Decatur
Chairman Ray Long – Morgan County Commission	Councilperson Kyle Pike – City of Decatur
Chairman Collin Daley- Limestone County Commission	Councilperson Hunter Pepper – City of Decatur
Mayor Vaughn Goodwin – Town of Trinity	Mr. Curtis Vincent – North Region Engineer, ALDOT
Mayor Sam Heflin, Mayor City of Priceville	

Minority representation = 0%

5. What is the dollar amount received form DOT?

The MPO received a total of \$343,475 in Planning Funds (PL) and Federal Transit Funds (FTA). Of these funds \$247,595 (PL and FTA) was used for the day to day operations of the MPO. The MPO had carry over funding of \$15,880.

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

Contractors are selected from the ALDOT Approved listing of Engineers and Consultants and are evaluated by members of the Policy Board and MPO Staff.

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 has 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 started to use YouTube to Stream all Policy Board meetings to allow interested individuals to watch each meeting. 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 from the Decatur Police Department 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.

29. 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 11th, 2023

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 John Ferguson, City of Dothan Commission
Commissioner David Crutchfield, 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 Jackie Kirkland, Town of Grimes
Mayor Jason Reneau, Town of Kinsey
Mayor Cindy Gary, Town of Midland City
Mayor Thomas L. Skeen, Town of Napier Field
Mayor Bobby Borland Jr, Town of Pinckard
Mayor Kimberly Trotter, Town of Rehobeth
Mayor Cindy Buie, Town of Webb
Honorable Steve McKinnon, Dale County Commission Chairman
Honorable David Money, Henry County Commission Chairman
Honorable Toby Seay, Geneva County Commission Chairman
Mr. Brandon Shoupe, Houston County Commission Chairman
Mr. Doug Sinquefield, Houston County Commission
Mr. Steve Graben, Southeast Regional Engineer, Alabama Department of Transportation

Non- Voting Members

Mr. Aaron Dawson, Federal Highway Administration
Mr. Brad Lindsey, 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 25% 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 is in the process of establishing 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 \$1.9 million in annual funding for construction projects and \$247,185 in planning funds.

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 award two (2) contracts during FY 2023. The contracts were awarded to Volert, Inc for the completion of a Bicycle, Pedestrian and Greenways Plan and Sain Associates, Inc. for the Highway 123 Feasibility Study.

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 contracts were awarded for one (1) planning study and one (1) non-planning related study.

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 Transportation 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 CTPP 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 2023. 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. Do meeting formats encourage participation by minorities or people with disabilities?

Yes. Accommodations for minorities and people with disabilities are always considered to encourage participation in all meetings.

28. 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.

29. 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

Reginald Franklin, MPO Staff

Name and Title of Authorized Official



Signature of Authorized Official

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: 8/29/2023

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

Councilmember Jack Burrell, Fairhope City Council, Chairperson
Commissioner Billie Jo Underwood, Baldwin County Commission District 3, Vice Chairperson
Mayor Robin LeJeune, City of Daphne
Commissioner Matt McKenzie, Baldwin County Commission District 2
Councilmember Ron Scott, Daphne City Council
Mayor Sherry Sullivan, City of Fairhope
Mayor Mike McMillan, City of Spanish Fort
Mayor Richard Teal, City 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. Brad Lindsey, Bureau Chief, Local Transportation Bureau, ALDOT
Mr. Richard Johnson, P.E., Chairperson of the Technical Advisory Committee
Mr. Andrew James, P.E., Chairperson of the Citizen Advisory Committee

Percentage Minority of Voting Members: 15.38%

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

Technical Advisory Committee (voting and non-voting members): 23.52%
Citizens Advisory Committee: 14.29%
Bicycle and Pedestrian Advisory Committee: 46.67%

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, City of Loxley
Baldwin County Commissioner; District 2
Baldwin County Commissioner; District 3
Southwest Region Engineer, ALDOT

Non-Voting Members:

Bureau Chief, Local Transportation Bureau, 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?

\$1,632,00 in STP funds have been awarded, \$196,303 in Carbon Reduction Funds, and approximately \$800,000 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 Policy Board.

7. What is the total number of contracts awarded?

PL funds have been obligated for one (1) contract.
STP funds have been awarded through one (2) contracts

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

The MPO utilizes ALDOT's Pre-Qualified Consultant list and an Open Bid process through each member government. For preliminary design and architectural work, the process used seeks the most qualified firm. For Construction projects, the process seeks the lowest bidder.

9. How many contracts are awarded to minorities?

1

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

Unknown

11. What types of contracts were awarded?

Construction sub-contract (Masonry) Fairhope Transit Project

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

Yes. See attached.

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

The MPO member governments have 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 Plan was most recently updated during FY22.

The MPO incorporates Title VI and LEP public involvement processes into planning documents including the TIP and LRTP. This includes public meetings and outreach to underserved populations.

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 and other planning documents. 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 Native American 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?

N/A

20. What were the public outreach efforts?

N/A

- 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 no issues or concerns raised during FY2023.

MPO staff provide comment forms to all attendees. 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.

- 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, have promoted all planning and project opportunities to DBE's and minorities. MPO staff and member governments will continue to provide contracting opportunities to minorities and women, 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 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 and planning activities 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 considered for approval by the Policy Board are first distributed to eighteen different public locations throughout the Planning Area for public comment.

- 26. Have there been any American with Disabilities Act (ADA) updated or improvements to any facilities?**

ADA updates for FY23 from member governments are attached.

- 27. 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.

28. 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 the planning process.

29. 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, maps identifying minority populations are compared with project maps and examined during the planning process during the TIP development and update process.

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

No imbalances have been identified; 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

Sarah Hays Siodak, MPO Coordinator
Signature and Title of Authorized Official

08/29/2023
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: Florida-Alabama

Date: September 1, 2023

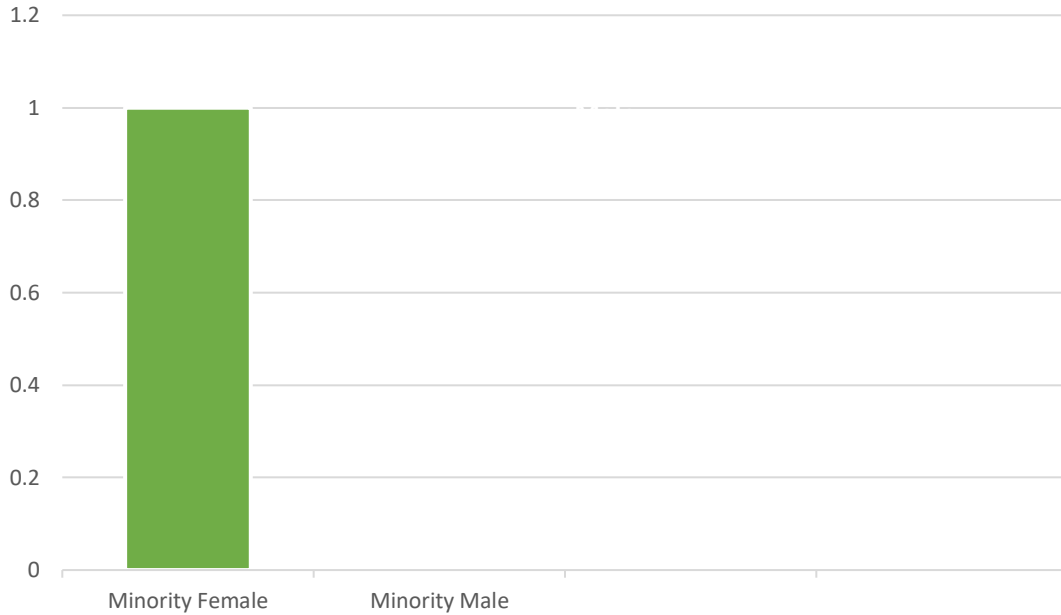
1. List the members of your TPO and indicate the percentage of minority and gender representation.

2023 TPO BOARD MEMBERSHIP

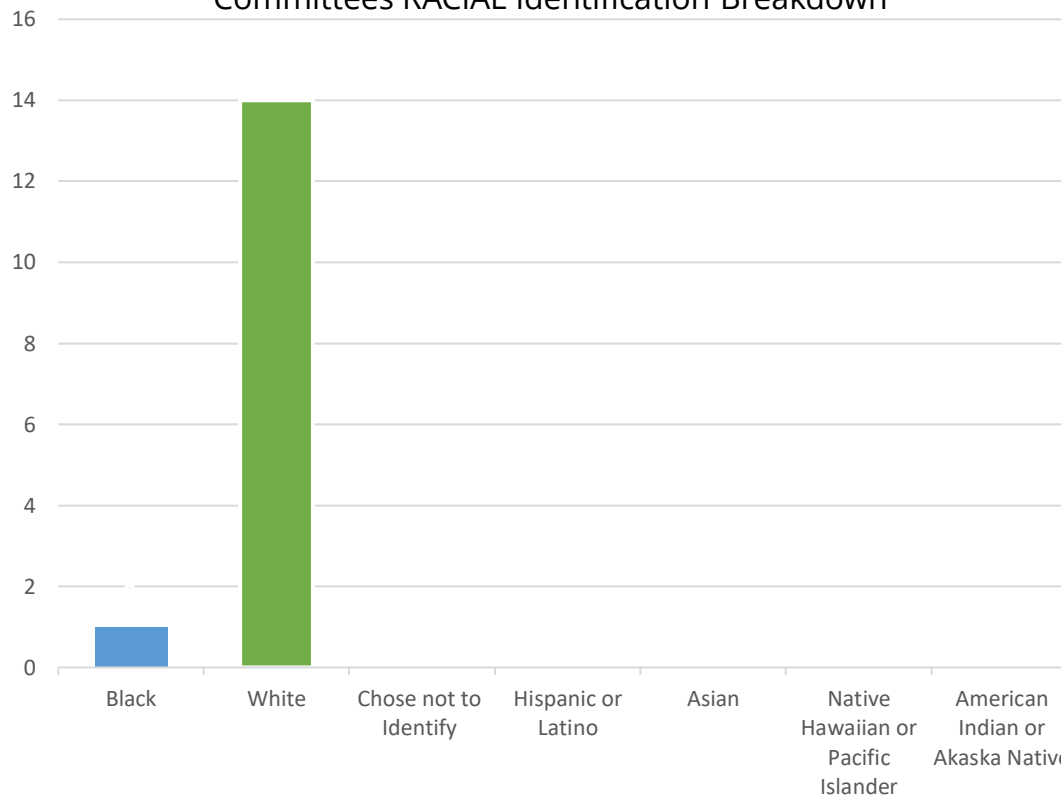
COMMISSIONER***	ROBERT	BENDER	ESCAMBIA COUNTY
COMMISSIONER***	COLTEN	WRIGHT	SANTA ROSA
COUNCIL MEMBER***	CHARLES	BARE	PENSACOLA
COMMISSIONER**	KERRY	SMITH	SANTA ROSA COUNTY
COUNCIL MEMBER***	CASEY	JONES	CITY OF PENSACOLA
COMMISSIONER***	CHARLES	GRUBER	BALDWIN COUNTY
MAYOR**	CHERRY	FITCH	GULF BREEZE
COMMISSIONER***	RAY	EDDINGTON	SANTA ROSA COUNTY
COUNCIL MEMBER****	DELARIAN	WIGGINS	PENSACOLA
COMMISSIONER***	MIKE	KOHLER	ESCAMBIA COUNTY
COMMISSIONER***	JAMES	CALKINS	SANTA ROSA
COUNCIL MEMBER***	JARED	MOORE	PENSACOLA
COMMISSIONER***	JEFF	BERGOSH	ESCAMBIA COUNTY
COUNCIL MEMBER***	JERRY	JOHNSON	ORANGE BEACH
COMMISSIONER****	LUMON	MAY	ESCAMBIA COUNTY
COMMISSIONER***	SAM	PARKER	SANTA ROSA COUNTY
COMMISSIONER***	STEVEN	BARRY	ESCAMBIA COUNTY
COUNCIL MEMBER**	ALLISON	PATTON	PENSACOLA
COUNCIL MEMBER**	ROXANNE	MEISS	CITY OF MILTON
Minority Representation*	2 Members		
Female Representation**	3 Members		
Male Representation***	16 Members		
Race Not Reported			

2. TECHNICAL AND CITIZEN COMMITTEES - Indicate the percentage of representation of minorities on your technical and citizen committees.

Florida-Alabama Technical and Citizen Advisory Committees
MINORITY Gender Identification Breakdown



Florida-Alabama Technical and Citizen Advisory
Committees RACIAL Identification Breakdown



3. How are the MPO members selected?

Based on apportionment from Census data, TPO members are appointed by local governments.

4. Are minorities and females included in this process?

Women and individuals of minority backgrounds are included in the TPO process. These groups are contacted for public input, community presentations, and all public outreach efforts.

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

The total amount of federal funds anticipated from ALDOT for 2022 is \$13,965.

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

At the discretion of the TPO, money is designated for special projects.

7. What is the total number of contracts awarded?

The TPO currently has two consultants under contract. The consultants also have sub-consultants identified in the contract.

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

Contractors are selected through the Request for Proposal process. Requests for proposals can be found on the Emerald Coast Regional Council website, newspapers, and occasionally advertised on our social media pages.

9. How many contracts are awarded to minorities?

The current consultants contracted by the TPO's have one minority-owned sub-consultant each. In this case the sub-consultant is the same.

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

The awarded dollar amount to minorities varies and is dependent on the individual task order.

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 provided by a statewide database and is monitored by the United Certification Plan.

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

General Planning programs and projects are placed on the MPO bid list for consultants.

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

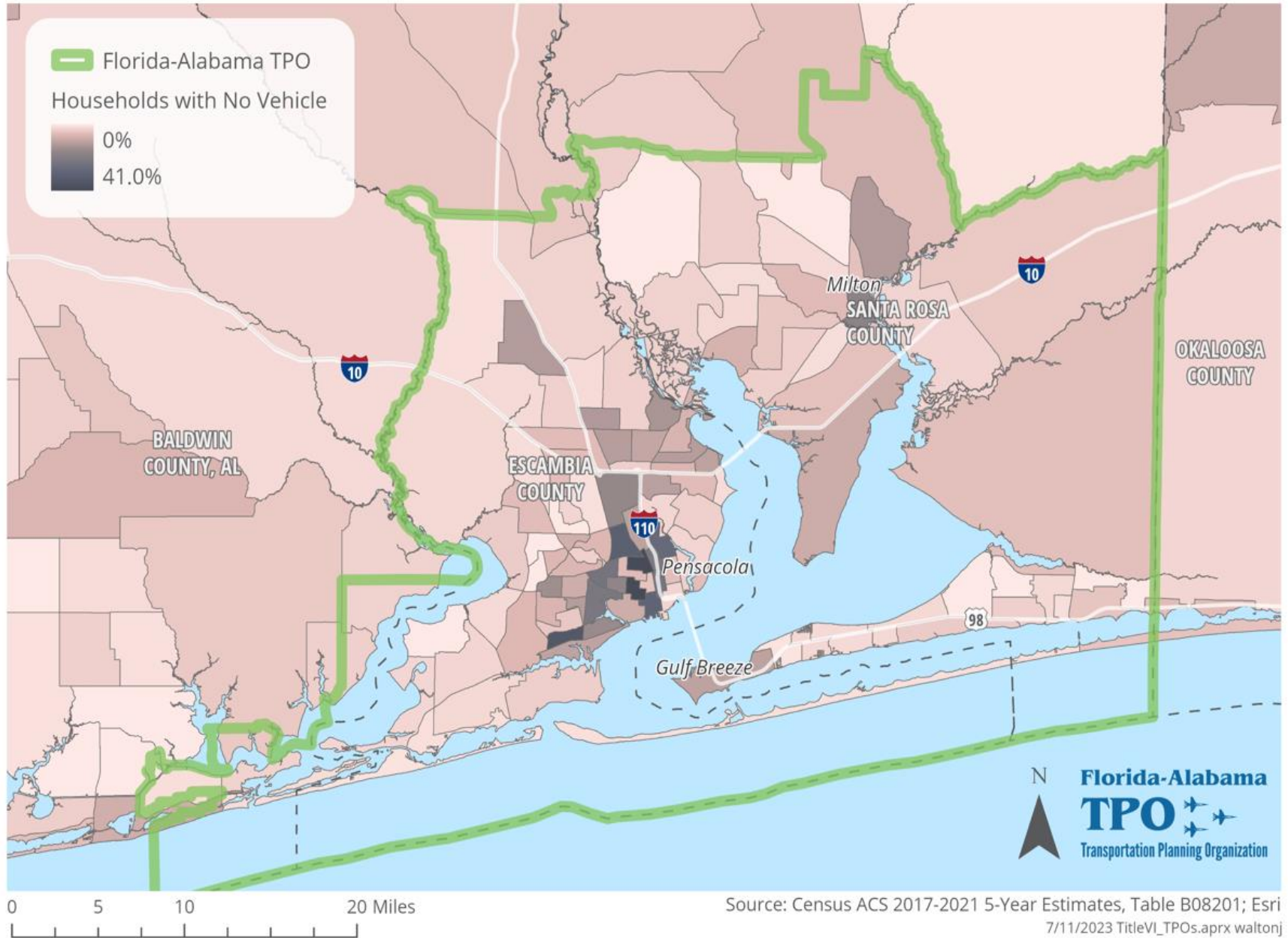
Outreach efforts are recorded via interactive map with demographic data and projects, with emphasized attention paid to special populations that may be affected as a result of plans and programs. Mapping this data shows corresponding projects relative to communities that would be most impacted and allows 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 on communities of traditionally underserved and limited English proficiency populations. Enhanced outreach methods, such as updated outreach tracking, contact methods, geo-targeting in social media, additional translated documents, 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 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?

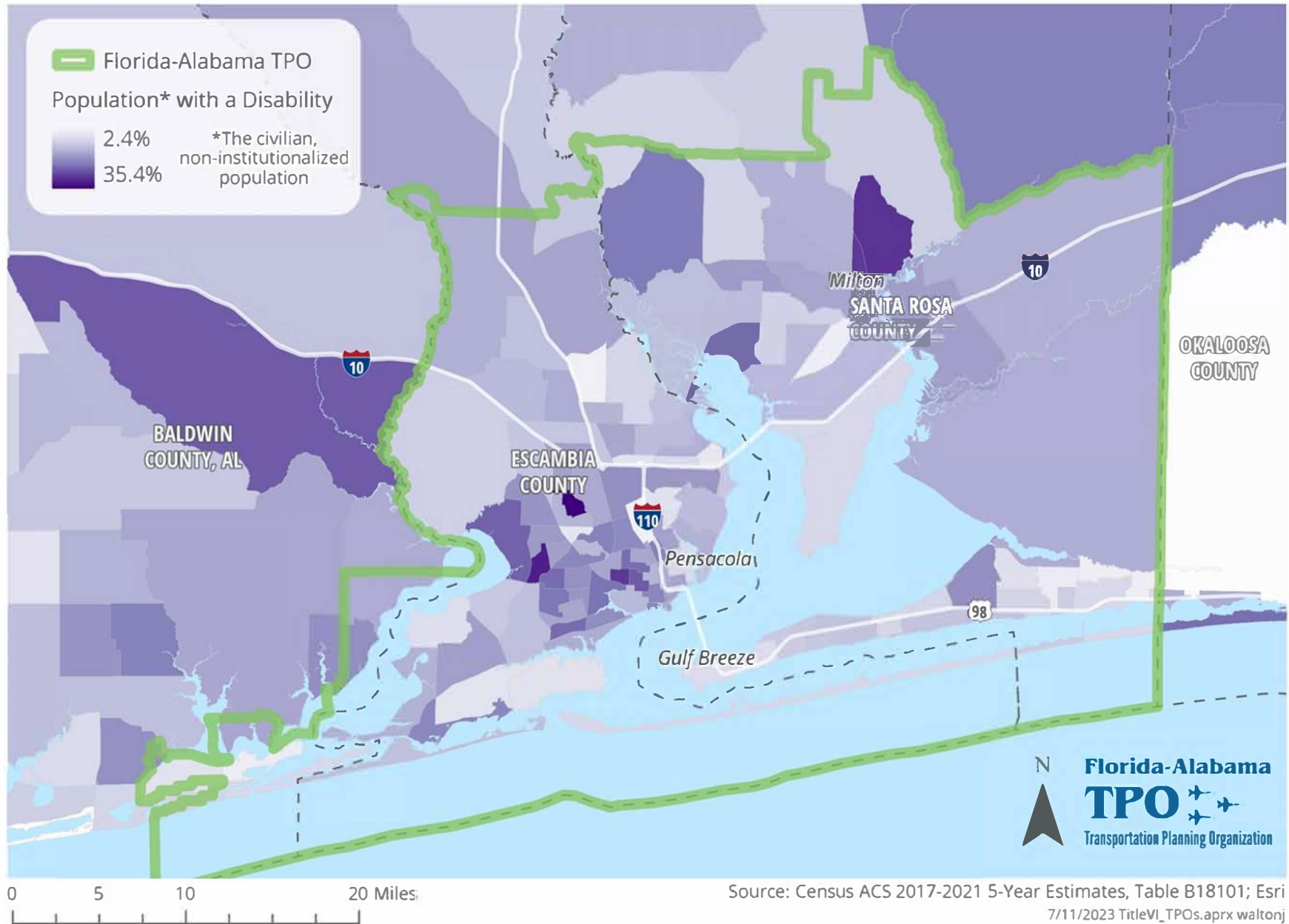
Yes, locations of key socio-economic groups (including low-income and minority populations) are identified using Esri Community Analyst, as well as via GIS mapping of Census demographics.



Households with No Vehicle Available by Census Tract

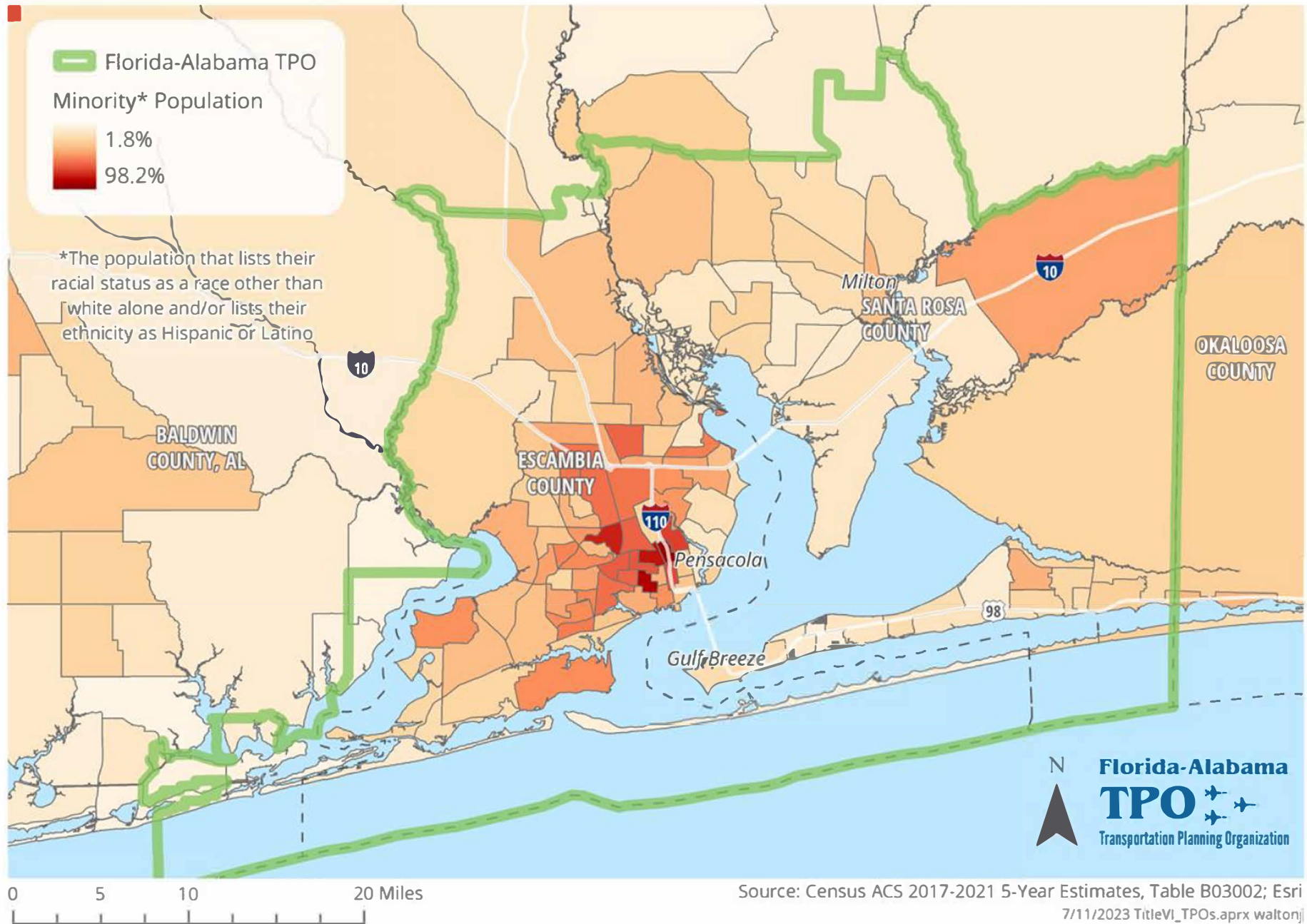


Disability Status by Census Tract



Source: Census ACS 2017-2021 5-Year Estimates, Table B18101; Esri 7/11/2023 TitleVI_TPOs.aprx waltonj

Minority Population by Census Tract



Florida-Alabama TPO Data Profile

KEY FACTS



516,799
Total Population



203,846
Total Households



2.42
Average Household Size

INCOME



\$65,766
Median Household Income

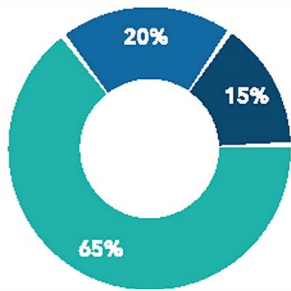


\$37,053
Per Capita Income



13%
Households Receiving Food Stamps/SNAP

EMPLOYMENT



- White Collar
- Blue Collar
- Services



Unemployment Rate

EDUCATION



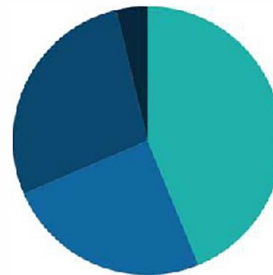
93%
High School Grad or Higher



32%
Bachelor's Degree or Higher

LANGUAGE

Population Age 5+ that Speaks a Language other than English at Home **7.4%**



- Spanish
- Other Indo-European
- Asian and Pacific Island
- Other

SPECIAL POPULATIONS



20%
Population Age 65+



30%
Households with 1+ Persons with a Disability



Minority Population*

2%

Owner Households with No Vehicles



12%

Renter Households with No Vehicles



Source: 2022 Esri Estimates;
Census ACS 5-Year Estimates 2017-2021 (food stamps, language, vehicles, disability)
*Minority population is the population that lists their racial status as a race other than white alone and/or lists their ethnicity as Hispanic/Latino.

Total Land Area (Square Miles):

782

Florida-Alabama TPO
Transportation Planning Organization

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

U.S. Census data is used to identify the study area demographics which include, race, age, and limited English proficiency communities. Coordinating with agencies throughout the study area that serve special populations aids in the identification of traditionally underserved populations. Per FHWA instruction, LEP is included in our Title VI Process. For those needing access to translation services, an additional disclaimer is included.

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

A variety of strategies are implemented by the Title VI Coordinator and the public involvement team to reduce participation barriers. These efforts encourage people of minorities, persons with disabilities, and people of low-income backgrounds to participate in the process. Outreach strategies include holding meetings in relevant locations within the community but also ensuring that the buildings are ADA accessible and close to public transit routes. At meetings, resources are available for those who speak English as a second language. Public surveys and meeting information is posted online and is boosted to certain communities by using geo-targeted social media posts. Public surveys can also be found at county buildings, such as libraries or government offices. When public participation and input are needed, staff can review a list of minority organizations within the TPO region to contact.

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

Florida-Alabama TPO maintains a working relationship with the Santa Rosa Creek Indian Tribe. The TPO also maintains electronic communications 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. These tribes are included in our Public Participation Plan, added to our interest parties mailing list, and are contacted for presentation opportunities.

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

Distribution lists and contact information for media and community groups are updated each year to include any new minority owned businesses and minority focused publications. The ECRC worked to identify any cultural, psychological, social, environmental, or socio-economic barriers that may hinder public involvement in low income and underserved population areas. The ECRC works to identify low-income segments of societies and those affected most by the lack of technical resources, reaching them through more traditional channels and independent sources. To inform and engage low-income and minority populations the ECRC provides information through multiple channels available for various kinds of participation and input. News releases

with pertinent information is sent to radio stations and newspapers that serve minority and low-income populations, as well as other outlets including minority community groups, libraries, Chambers of Commerce minority groups and local television stations. Public workshops and meetings are noticed on the TPO website, in media news releases, and community calendars as well as multiple social media platforms to help us spread our information virtually. Outreach and events are held and attended in minority and low-income communities.

20. What were the public outreach efforts?

The ECRC gathers information about the communities that comprise the TPO area by creating demographic profiles for the TPO region. The ECRC works to identify barriers to participation such as access to internet usage, economic, physical, lack of education about planning issues, lack of time, and resources to attend public meetings. The ECRC provides multiple venues and means for community involvement providing equal access to data and information for all sectors of the community and holds meetings in more informal settings, such as community centers and churches, schedule pop-up events in various hard to reach demographic segments.

The ECRC strives to attend special events, lectures, etc. that highlight the diversity of the area and participate in public speaking opportunities with, Local Community Groups, Schools, Clubs, and Organizations. Additionally, the ECRC works to build relationships with local non-profit agencies that serve special populations. Public outreach events are held in minority and low-income communities to provide information on transportation, and as an opportunity for members of traditionally underserved populations to participate in the planning process. With adequate notice, the ECRC will accommodate citizens who are hearing and visually impaired, of limited English proficiency, transportation disadvantaged, or have other specific special needs, at all public meetings and workshops.

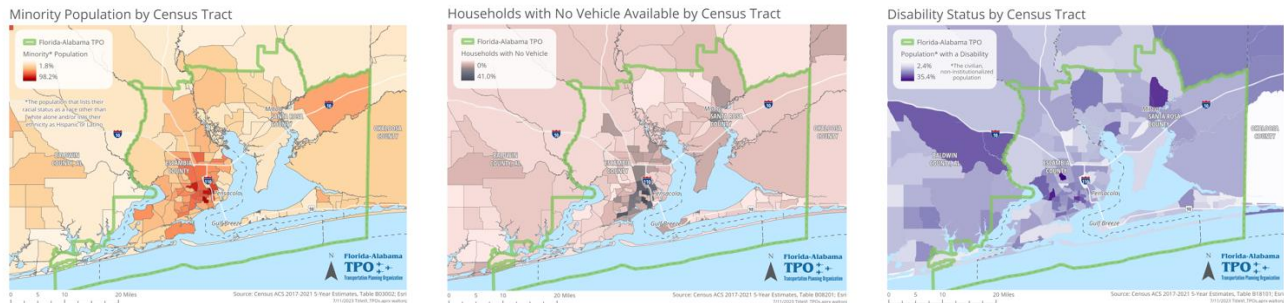
21. During public forums, what issues have been raised, how are their concerns documented, and how do they reflect on the performance of the planning process in relation to Title VI requirements?

Title VI complaint forms are available in English and Spanish on the Emerald Coast Regional Council website and in print at all TPO meetings. How the complaint is handled, and the next steps can be found in the Title VI Plan. Over the last year, no Title VI issues have been raised.



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

Yes, SEE impacts are identified using Esri Community Analyst. They are included within Community Profiles developed for TPO areas (*see demographic profile display for question #15*) and are further examined during LRTP updates in regard to Community Impact Assessments.



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.

Any RFP process requires the respondents to submit a Disadvantage Business Enterprise participation statement. The statement requires the respondents to subcontract a portion of the contract awarded to DBEs as a sub-consultant.

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 and media alerts are sent to diverse language media outlets, social media groups and community groups across the region.

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.)

Agendas are available to the public at meetings, on the ECRC website and can be sent via email when requested. Documents such as agendas and comment cards can be translated into a variety of languages. Assistance can also be arranged and provided to those with sight or hearing loss.

26. Have there been any American with Disabilities Act (ADA) updates or improvements to any facilities? The TPO works to ensure that all public meetings are held at facilities that meet ADA requirements. Because meetings are held at various locations across the region, updates may vary.

27. Do meeting formats encourage participation by minorities or people with disabilities? Participation at meetings is encouraged for everyone, including those with disabilities. Meetings are held at ADA-compliant locations, with resources available for participants with language barriers and sight and hearing loss. The ECRC provides multiple venues and means for community involvement providing equal access to data and information for all sectors of the community and holds meetings in more informal settings, such as community centers and churches, schedule pop-up events in various hard to reach demographic segments. When possible, meetings are held near public transportation stops and at times that are convenient.

28. Are persons traditionally underserved by transportation systems such as low-income, minorities, or LEP persons actively sought out for involvement? Minority groups, individuals from low-income backgrounds, and LEP persons are always contacted for outreach opportunities. The Title VI coordinator keeps a working list of these organizations to contact for community presentations and distributing public surveys. The ECRC works to build on new and existing relationships with minority groups, business and local organizations to engage broader/diverse groups with education and information and provide all interested with enough education to meaningfully participate.

29. 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 include demographic analysis for special populations. Emphasized attention is 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 in the early planning process as well as in the project criteria in accordance with the outcome of the Community Impact Assessment.

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.

Emerald Coast Regional Council

Name of Applicant Agency



Mary Jo Gustave, Public Relations Director

Signature and Title of Authorized Official

September 1, 2023

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 MPO: Gadsden-Etowah MPO

Date: September 5th, 2023

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

- 1) Mayor Scott Reeves (Chair)
- 2) Mayor Larry Means (Vice Chair)
- 3) Commissioner Jamie Grant
- 4) Mayor Craig Ford
- 5) Mr. Heath Williamson
- 6) Mr. Rod Scott
- 7) Mr. Steve Partridge
- 8) Mayor Chris Hare
- 9) Mayor Dana Snyder
- 10) Mayor Joe Taylor
- 11) Mayor Phil Colegrove
- 12) Mr. Curtis Vincent (ALDOT)

The percentage of minority and gender representation is 16.66 %.

2. Indicate the percentage of representation of minorities on your Technical & Citizen Committees.
16.66 %
3. How are the MPO members selected? The Policy Committee members are elected officials and all other members are selected by the 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 DOT? \$412,584
6. Are dollars designated for special projects 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? Zero for FY2023
8. What is the process by which contractors are selected? Contracts for Preliminary Engineering and Construction are awarded through competitive bids by sponsoring municipalities.

9. How many contracts are awarded to minorities? No contracts awarded for FY2023.
10. What is the total dollar amount awarded to minorities? None
11. What type of contracts are awarded? Street & Road Improvements
12. Does your MPO maintain an active list of contractors? No If so, please list. NA
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 sustaining compliance with Title VI? Continued implementation and maintenance of the Public Participation Plan (PPP) and the FTA Title VI Reporting Requirements.
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 a routine coordination with Indian Tribal Governments in statewide metropolitan planning? Yes
19. What effort by the MPO has been made to engage low-income and minority populations in the certification review process? The MPO observes all public comment periods and also places documents at the MPO office and on the MPO website, as necessary.
20. What were the public outreach efforts? The ongoing PPP Process
21. During public forums, what issues have been raised, how are their concerns documented, and how to they reflect on the performance of planning process in relation to Title VI requirements? All public comments are documented, kept on file and used during 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, those comments 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** What efforts, if any? Describe in detail. **Opportunity availability is mentioned in all 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 ADA accommodations, or provision of information to people with visual impairments, non-English and LEP speakers, or to persons without extensive formal schooling.) **Yes**
26. Have there been any American with Disabilities Act (ADA) updates or improvements to facilities? **Not in FY2023.**
27. Do meeting formats encourage participation by minorities or people with disabilities? **Yes**
28. Are persons traditionally under served by transportation systems such as low-income, minorities, or LEP persons actively sought out for involvement? **Yes**
29. 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 part of its efforts to provide fair and equal services to all of its citizens.**

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


Revised 7/30/2021

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

 GEMPO Transportation Planner

Signature and Title of Authorized Official

9-5-2023

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: 9/14/23 _____

1. List the members of your MPO and indicate the percentage of minority representation.
 - Mayor Tommy Battle City of Huntsville
 - Mayor Paul Finley City of Madison
 - Mac McCutcheon Chairman Madison County Commissioner
 - John Meredith Huntsville City Council
 - Mayor Curtis Strong City of Owens Crossroads
 - Aaron Dawson Federal Highway administration
 - Mayor Mary Caudle City of Triana
 - Bradley Lindsey ALDOT State Local Transportation Engineer
 - Michelle Gilliam-Jordan Top of Alabama Regional Council of Governments
2. Indicate the percentage of representation of minorities on your Technical & Citizen Committees. **43 Percent**
3. How are the MPO members selected? **A committee member is either elected and appointed by the local jurisdiction**
4. Are minorities and females included in this process? **Yes**
5. What is the total dollar amount received from the DOT? **\$ 624,000**
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? **2**
8. What is the process by which contractors are selected? **Based meeting criteria and cost**
9. How many contracts are awarded to minorities? **none**
10. What is the total dollar amount awarded to minorities? **None applied**
11. What type of contracts were awarded? **Consulting**
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? **Construction road projects as well as alternate modes of transportation.**
14. What strategies and efforts has the planning process developed for ensuring, demonstrating, and substantiating compliance with Title VI? **Constantly keeping up with the changing regulations as well as changing demographics within the MPO area**
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? **The MPO is creating ways of addressing this issue with a variety of ways to communicate through public forums as well as social media**
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? **Numerous meetings through social media and community outreach**
20. What were the public outreach efforts? **Zoom meetings with stakeholders of the communities as well as local TV, Radio and 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? **Issues of better communication and information as well as explanation of the process of how issues are resolved.**
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. **Advertising on social media as well as other outlets of Local TV and Radio Media**
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 ADA accommodations, or provision of information to people with visual impairments, non-English and LEP speakers, or to persons without extensive formal schooling.) **YES**
26. Have there been any American with Disabilities Act (ADA) updates or improvements to any facilities. **The City of Huntsville has been a constant seeking out issues or problems that are ADA related and resolve them as soon as possible**
27. Do meeting formats encourage participation by minorities or people with disabilities? **Yes, the city has accessible facilities and invite all parties involved in addressing and resolving all issues regarding the problem at home**
28. Are persons traditionally under served by transportation systems such as low-income, minorities, or LEP persons actively sought out for involvement? **Yes**
29. 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 problems are assessed and an addressed as needed to resolve the issues.**

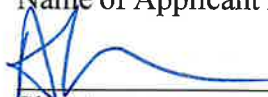
(NOTE: Please answer questions using bold, underline or different font color.)

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 MPO

Name of Applicant Agency



Asst. Director Planning City of Huntsville

Signature and Title of Authorized Official

9/14/23

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: September 5, 2023

1. List the members of your MPO and indicate the percentage of minority representation.
25% minority.
 - a. Mayor, City of Mobile - Hon. William S. Stimpson (MPO Chairperson)
 - b. Mobile County Commissioner - Hon. Merceria Ludgood (MPO Vice Chairperson)
 - c. Mobile County Engineer - Mr. Bryan Kegley
 - d. Councilman, City of Mobile – Hon. Corey Penn
 - e. Councilman, City of Mobile - vacant
 - f. Mayor, City of Prichard - Hon. Jimmie Gardner
 - g. Councilman, City of Prichard – Hon. George E. McCall, Jr.
 - h. Mayor, City of Chickasaw - Hon. Barry Broadhead
 - i. Mayor, City of Saraland - Hon. Howard Rubenstein
 - j. Mayor, City of Satsuma - Hon. Mark Barlow
 - k. Mayor, City of Creola - Hon. Don Nelson
 - l. Mayor, City of Bayou La Batre – Hon. Henry Barnes, Sr.
 - m. Mayor, City of Semmes – Hon. Brandon Van Hook
 - n. General Manager, the Wave Transit System – Mr. Damon Dash
 - o. Southwest Region Engineer, ALDOT - Mr. Matt Ericksen
 - p. Member, SARPC - Mr. Rob Middleton
 - q. Bureau Chief, Local Transportation, ALDOT (Non-voting) – Brad Lindsey
 - r. Division Administrator, FHWA (Non-voting) - Mr. Mark Bartlett
 - s. Program Analyst, FTA (Non-voting) – Ms. Rhonda King
 - t. Gateway Director, Maritime Administration (Non-voting)– Mr. Bruce Lambert
 - u. Executive Director, SARPC (Non-voting) - Mr. John F. “Rickey” Rhodes
2. Indicate the percentage of representation of minorities on your Technical & Citizen Committees. *25% 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? *\$553,908 of 2023 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 may include special projects which require third party consultants.*
7. What is the total number of contracts awarded? *two*
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? *Both contracts included DBEs as subcontractors.*
10. What is the total dollar amount awarded to minorities? *\$16,353.00 for the Long Range Transportation Plan and \$22,500 for the Bicycle and Pedestrian Plan. Total is \$38,853.00.*
11. What type of contracts were awarded? *Planning Consultants*
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.*

5x Environmental LLC
AECOM Technical Services, Inc
Alfred Benesch & Company
Alliance Transportation Group, Inc.
Alta Planning + Design
American Engineers, Inc.
American Structurepoint, Inc.
Applied Pavement Technology, Inc.
ARCADIS U.S., Inc
Architects Southwest, A Professional Corporation
Arup USA, Inc.
Atkins North America, Inc. (Atkins)
Atlas Technical Consultants
AutoBase Inc.
Ayres Associates Inc (d/b/a Ayres Associates)
Babbs Engineering Consultants,
Barge Design Solutions, Inc.
Beam, Longest and Neff, LLC
BLYNCSY
Burk-Kleinpeter, Inc .
Cambridge Systematics, Inc.
Cardno, Inc.
CDM Smith Inc.

Civil Group, LLC
Collier Engineering Company, Inc.
Covington Consulting Services
Creative Design Resolutions
CROY ENGINEERING, LLC
CSR Engineering
Dewberry Engineers Inc.
Dovetail Consulting, Inc
Driven Engineering, Inc.
DW & Associates
Dye Management Group, Inc.
Dynamic Civil Solutions
Engineering & Planning Resources,
Engineering Design Technologies, Inc
Environmental Science Associates
FHWA
Foresite Group, LLC
Fugro USA Land, Inc.
Garver, LLC
Gonzalez-Strength & Associates, Inc.
Goodwyn, Mills & Cawood
Gresham Smith
G-Squared, LLC
H.W. Lochner, Inc.
Hall Planning & Engineering, Inc.
HDR Engineering, Inc.
Heath & Lineback Engineers, Inc
HIGH STREET CONSULTING GROUP, LLC
HMB Professional Engineers
HNTB Corporation
Hoar Program Management, LLC
Hydro, LLC
Integrated Management Services
J. R. Wilburn and Associates, Inc.
JBW&T, Inc.
KCI Associates of Alabama, Inc.
Kimley-Horn and Associates, Inc.
LaBella Associates, DPC
Ladd Environmental Consultants, Inc.
Landis, Evans and Partners, Inc.
Macknally Land Design, PC
Markstein Consulting, LLC
Martin & Cobey Construction
Matrix Consulting Group
MBA Engineers, Inc.

McClain Engineering Company, Inc.
McCrorry & Williams, Inc.
McGehee Engineering Corporation
McGiffert and Associates, LLC
Mead & Hunt
Metric Engineering, Inc.
Metro Analytics
Michael Baker International, Inc.
MKSK
Moffatt and Nichol
Morell Engineering, Inc
Mott MacDonald Alabama, LLC
Neel-Schaffer, Inc.
Nspiregreen
NV5 Engineers and Consultants, Inc.
Parsons
Pavia Systems
Pie Valley Consulting
Pipeline Video Inspection, LLC
PlanGrid Inc
Praestare Engineering, Inc.
Q-Free Open Roads, Inc.
Ragan-Smith-Associates, Inc.
RS&H, Inc.
S&ME, Inc.
Sain Associates, Inc
SARCOR, LLC
SBLB, LLC
Sentell Engineering, Inc.
Serco Inc.
Skipper Consulting, Inc.
SOL Engineering Services, LLC
Southwest Credit Systems LPC
Stantec Consulting Services Inc.
STRADA Professional Services, LLC
Strand Associates, Inc.
STV Incorporated
T. Y. Lin International
Tam Consulting Services LLC
The Kelley Group, LLC
The Kercher Group
The Martinez Group Inc.
The Sanborn Map Company, Inc.
the six fifty company
Thompson Engineering, Inc.

Tindale Oliver
Traffic Technologies Inc
Transit Management Oversight & Solutions
TranSystems Corporation
TTL, Inc.
Vanasse Hangen Brustlin, Inc.
Via Mobility, LLC
Volkert, Inc. PO Box 7434
Walker Associates, Inc.
WGI, Inc.
Whitehouse Group Inc.
Whitman, Requardt and Associates, LLP
Wilson & Company Inc., Engineers & Architects
Wolverton & Associates, Inc.
Woolpert, Inc.
WSP USA Inc.

13. What types of programs or projects are placed on the MPO bid list? *The MPO does not have a bid list, we do planning studies and hire consultants. SARPC's bid list is for office copiers.*
14. What strategies and efforts has the planning process developed for ensuring, demonstrating, and substantiating compliance with Title VI? *The South Alabama Regional Planning Commission and Mobile MPO ensures compliance with Title VI of the Civil Rights Act of 1964, 49 CFR, part 21, and related statutes and regulations. Click [here](#) to view the Title VI Program*
Click the links below for directions on how to submit a complaint and to access the complaint form.

[Title VI Complaint Procedures](#)
[Title VI Complaint Form](#)
[Public Meetings](#)
[Comment Form](#)

In addition, 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 social media exposure, TV commercials, and display ads in the paper, and we deliver all public notices to locations in the traditionally underserved communities. When we have specific planning studies on transportation facilities that directly impact traditionally underserved communities we have had public meetings in those areas and have established steering committees to guide the planning process.*
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, 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. We also produce a weekly E-newsletter every Friday that goes out to over 500 people.*
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 of our meetings are public meetings. The question has been raised as to if federal funding is, or should be spent based on the demographics of a population. These Federal funds by law cannot be dispersed in that manner, and must be spent where the most need is in terms of congestion. These questions are in the minutes of our meetings, and members of the press attend those meetings. It reflects that our in planning process works, as minority communities can voice an opinion on how the capital funding should be spent. There certainly are transportation needs in those communities. Recently we funded the US 45 Corridor Study to identify recommendations for those needs. We also funded a Transit Feasibility Study to look at ways to provide public transportation to underserved communities.*
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 there is RFQ or RFP and the On-Call list is not used, and the prime or sub consultant 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 have a*

Hispanic speaking translator on staff. Further, notice is given (2 weeks) if a translator is needed that we can provide for at a public meeting.

25. Is technical information available in formats and in places and times conducive to review by the public? (This may require ADA accommodations, or 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, and other places around the county so neither a newspaper nor internet access is necessary in order to learn about proposed MPO adoptions.*
26. Have there been any American with Disabilities Act (ADA) updates or improvements to any facilities. *The Mobile MPO has funded several Transportation Alternative Program (TAP) projects in the Urban Area that specifically target ADA improvements to the transportation system. The GM&O Building where the MPO meets has installed ADA compliant entrance doors.*
27. Do meeting formats encourage participation by minorities or people with disabilities? *Yes, we are located in the GM&O Building, the hub for the WAVE Transit system that has ADA equipped vehicles. Our meetings are open to the public and the GM&O Building is located within a minority community.*
28. 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, and other places around the county so a newspaper is not necessary in order to learn about proposed MPO adoptions.*
29. 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 Long Range Transportation Plan (LRTP) has an Environmental Justice 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 LRTP are identified.*
 - a. If imbalances are identified, how does the planning process respond? *When the Long Range Transportation Plan was amended to include the I-10 Mobile River Bridge and Bayway Project, members of the Africatown community voiced concerns over potential negative impacts of the project. An advisory Committee of Africatown citizens has been created to help steer the progression of the project. They will have monthly meetings at the GM&O Building that will be attended by MPO and ALDOT Staff where they will be allowed to voice their concerns throughout the planning of the project.*

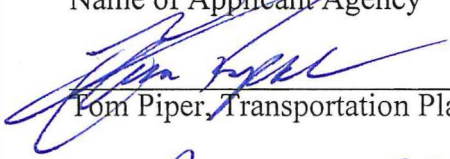
(NOTE: Please answer questions using bold, underline or different font color.)

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



Tom Piper, Transportation Planning Director

Date *August 29, 2023*

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 1, 2022 to September 30, 2023

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

- | | |
|---|--|
| 1. <u>Mayor Steven Reed (B)(M)</u> | 2. <u>Mayor Bill Gillespie (W)(M)</u> |
| 3. <u>Mr. Steve Graben, P.E. (W)(M)</u> | 4. <u>Mayor Jerry Willis (Vice-Chairman)(W)(M)</u> |
| 5. <u>Councilman Clay McInnis (W)(M)</u> | 6. <u>Mayor James Houston (W)(M)</u> |
| 7. <u>Councilman Charles Jinright (Chairman) (W)(M)</u> | 8. <u>Commissioner Doug Singleton (W)(M)</u> |
| 9. <u>Mayor Al Kelley (W)(M)</u> | 10. <u>Councilman Cornelius Calhoun (B)(M)</u> |
| 11. <u>Commissioner Jay Thompson (W)(M)</u> | 12. <u>Mr. Greg Clark (W)(M)</u> |
| 13. <u>Mr. Samuel Tensley (B)(M)</u> | 14. <u>Mr. Bradley Lindsey, P.E. (W)(M)</u> |
| 15. <u>Ms. Mary Rose Thomas (B)(F)</u> | 16. <u>Mr. Mark Bartlett, P.E. (W)(M)</u> |
| 17. <u>Mr. James Reid (B)(M)</u> | 18. <u>Commissioner Henry Hines (W)(M)</u> |
| 19. <u>Ms. Courtney Roberts (B)(F)</u> | 20. <u>Mayor Gordon Stone (W)(M)</u> |
| 21. <u>Mayor Margaret White (W)(F)</u> | 22. <u>Mayor Clayton Edgar (W)(M)</u> |
| 23. <u>Councilman Oronde Mitchell (B)(M)</u> | 24. <u>Commissioner Isaiah Sankey (B)(M)</u> |
| 25. <u>Mr. Robert Smith (Secretary) (B)(M)</u> | |

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

MPO Percentage of Minority (Ethnic) Representation 36.0%

MPO Percentage of Minority (Woman) Representation 12.0%

2. Indicate the percentage of representation of minorities on your Technical & Citizen Committees:
TAC 25.0 % CAC 24.0%
MPO Staff is comprised of 3 staff persons (4 blacks and 1 white, of which one (1) white male and two (2) black females). MPO Senior Staff Planning Director 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 \$629,886 (FY-2023). Dollar amount received annually for Transportation Improvement Program Projects is \$7,505,854.

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? Two (2) carryover contracts from FY-2022 were paid for from FY 2023 carryover planning funds.
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? There was one carryover project award from FY-2022 for the City of Montgomery Transit Development Plan that needed additional funds in the amount of \$50,000 that was paid to the DBE/minority consultant STRADA Professional Services .
10. What is the total dollar amount awarded to minorities? \$50,000 for FY-2023.
11. What types of contracts were awarded? A planning consulting contract carryover dollar amount for a Transit Development Plan update completion. A planning consultant contract carryover dollar amount for the City of Prattville Bicycle and Pedestrian 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 a community impact assessment tool 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.
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 access is provided.
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 need 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. Carryover planning work for the City of Montgomery Transit Development Plan has been completed by a minority planning firm for this particular project.
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 ADA accommodations, or 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. Have there been any Americans with Disabilities Act (ADA) updates or improvements to any facilities? Yes, there have been ADA updates and improvements at many facilities across the MPO planning area.
27. Do meeting formats encourage participation by minorities or people with disabilities? Yes
28. Are persons traditionally underserved by transportation systems such as low-income, minorities, or LEP persons actively sought out for involvement? Yes
29. 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 several 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

Robert Smith, Planning Director, MPO Secretary

Signature and Title of Authorized Official

10-11-23

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: Shoals Area MPO Date: September 1, 2023

1. List the members of your MPO and indicate the percentage of minority representation.
Mayor Andy Betterton – Florence Mayor Mike Lockhart – Muscle Shoals
Mayor William Foster – Tuscumbia Mayor Steve Stanley – Sheffield
Curtis Vincent – ALDOT Mayor Tim Tubbs – Killen
NACOLG Executive Director – Keith Jones Mayor Matthew Connolly – St. Florian
Mayor Derick Silcox – Leighton Joe Hackworth – Lauderdale County
Commission
Tommy Barnes – Colbert County Commission
0% Minority
2. Indicate the percentage of representation of minorities on your Technical & Citizen Committees.
13%
3. How are the MPO members selected?
Elected Officials of Local Member Governments
4. Are minorities and females included in this process?
Yes
5. What is the total dollar amount received from the DOT?
\$540,484.00
6. Are dollars designated for special project(s) or at the discretion of your MPO?
At the discretion of the MPO
7. What is the total number of contracts awarded?
3
8. What is the process by which contractors are selected?
We follow the regulations set forth 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 were awarded?
Corridor Study, Shoals MPO Bike Ped Plan, Shoals MPO Road Condition Survey
12. Does your MPO maintain an active list of contractors? Yes If so, please list.
We refer to the list maintained by ALDOT
13. What types of programs or projects are placed on the MPO 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 (LEP), 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 effort by the MPO has 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 the newspapers, the website, city hall and visits to the community.
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? A. efforts, if any? 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 ADA accommodations, or provision of information to people with visual impairments, non-English and LEP speakers, or to persons without extensive formal schooling.)
Yes
26. Have there been any American with Disabilities Act (ADA) updates or improvements to any facilities.
Yes
27. Do meeting formats encourage participation by minorities or people with disabilities?
Yes
28. Are persons traditionally under served by transportation systems such as low-income, minorities, or LEP persons actively sought out for involvement?
Yes
29. 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 was to be identified the process would be reevaluated and appropriate measures taken to improve the process.

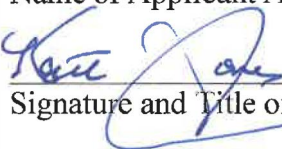
(NOTE: Please answer questions using bold, underline or different font color.)

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.

Northwest Alabama Council of Local Governments

Name of Applicant Agency


Signature and Title of Authorized Official

9-1-2023

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: **08/9/23**

1. List the members of your MPO and indicate the percentage of minority representation.
- | | |
|----------------------------|----------------------------|
| 1. Mayor John Hinton | 2. Mayor Walter Maddox |
| 3. Judge Rob Robertson | 4. Dennis Stripling (WARC) |
| 5. Wallace McAdory (ALDOT) | |

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

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

Percentage of MPO (Policy Committee) male representation: 100%

2. Indicate the percentage of representation of minorities on your Technical & Citizen Committees. **Technical = 18%, Citizen = 8%**
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 2022, the MPO received \$169,769 in 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 900 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 2023. The program includes a limited English proficiency plan that ensures compliance with EO 13166. The MPO is next scheduled to update their public involvement plan and Title VI program in fiscal year 2028.**
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. MPO committee meetings also have a virtual meeting option.**
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 30 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 25 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 2023 that addressed these issues.**

26. Have there been any American with Disabilities Act (ADA) updates or improvements to any facilities. **Yes. New signage has been added in the parking lots as well as the conference room.**
27. 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. MPO committee meetings also have a virtual meeting option.**
28. 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.**
29. 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 9, 2023

Date