

**CERTIFICATION
OF THE
CARTERSVILLE-BARTOW MPO**

Be it known to all, the below signees do hereby endorse and certify the Anywhere USA MPO, and further certify that the Metropolitan Planning Process is being conducted in accordance with all applicable requirements of:

I. 23 U.S.C. 134, 49 U.S.C. 5305, and this subpart

1. Are there agreements in place to address responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA), where multiple Metropolitan Planning Organizations share geographic areas? **Yes, dated 3-16-16 between ARC/DNR-EPD/GDOT/CBMPO for air quality conformity.**
2. Are all major transportation modes represented as members of the MPO? **All local governments in Bartow County and the local transit provider are on the CBMPO committees. There are no freight or railroad representatives currently serving.**
3. Were any changes to the MPA boundaries reflected in the Policy Board representation? **N/A**
4. Were agreements or memorandums signed and in place for identification of planning responsibilities among the MPO, GDOT, public transit operator(s), air quality agency(ies), and/or other agencies involved in the planning process? **Yes. See answer to question 1.**
5. Were roles and responsibilities defined for the development of the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents? **Yes**

Uniformed Planning Work Program (UPWP)

1. Does the UPWP detail the activities to be performed with Title 23 and the Federal Transit Act funds? **Yes. These activities appear in Element 4.2 Transit Planning.**
2. Are the UPWP activities developed, selected and prioritized with input from the State and public transit agency(ies)? **Yes.**
3. Does the UPWP provide funding for the professional development of the MPO staff? **Yes.**
4. Is the final UPWP submitted in a timely manner to GDOT with authorization occurring by or before the beginning of the MPO's fiscal year? **Yes. The early November adoption allows time for the contracts to be completed before the start of the January 1 fiscal year for the MPO sponsor.**
5. Are amendments to the UPWP developed and processed in accordance with procedures outlined in the MPO's Public Participation Plan. **Yes. The information is emailed to the MPO Public Involvement contact list, posted on the MPO website, and the public review period is advertised in the local news outlet.**
6. Are planning activities and status reports submitted quarterly by the MPO to GDOT? **Yes.**

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Long Range Transportation Plan (LRTP)

1. Does the LRTP incorporate a minimum 20-year planning horizon? **Yes. Currently 2016-2040.**
2. Does the LRTP identify both long-range and short-range strategies and actions leading to the development of an intermodal transportation system? **Yes.**
3. Is the LRTP fiscally constrained? **Yes**
4. Is the development of the LRTP and the TIP coordinated with other providers of transportation (e.g. regional airports, maritime port operators)? **Yes, representatives of the local airport authority serve on the CBMPO committees.**
5. Were all planning factors of Moving Ahead for Progress in the 21st Century Act (MAP-21) considered in the planning process? **Yes, these are listed in a matrix.**
6. Does the LRTP include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities in consultation with federal, state and tribal land management and regulatory agencies? **Yes.**
7. Did the MPO approve the LRTP in a timely manner without entering into a planning lapse? **Yes, and this was done in coordination with the Atlanta Regional Commission efforts in tandem.**
8. Do the Amendments to the LRTP/STIP/TIP follow the approved Amendment Process? **Yes.**
9. Did the MPO approve LRTP amendments in accordance with procedures outlined in the MPO's Public Participation Plan? **Yes, adoptions follow a 30-day comment and review period.**

10. Does the transit authority's planning process coordinate with the MPO's planning process? **Yes. The transit agency director and MPO staff communicate on a regular and on-going basis.**
11. Did the non-attainment and maintenance areas of the MPO, as well as FHWA and FTA, make a conformity determination on any updated or amended LRTP in accordance with 40 CFR Part 93? **Yes, the joint conformity analysis was approved by EPA on August 26, 2016.**

Transportation Improvement Plan (TIP)

1. Are the TIP updates, at least every 4 years, on a schedule compatible with STIP development? **Yes**
2. Is each project, included in the TIP, consistent with the LRTP? **Yes.**
3. Did the MPO, GDOT and the transit operator collaborate on the development of the TIP? **Yes.**
4. Does the TIP contain all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53? **Yes.**
5. Is the TIP financially constrained by year and revenue estimates, reflecting reasonable assumptions? **Yes, according to the guidance provided by GDOT.**
6. Is the MPO TIP included in the STIP by reference, without modification? **Yes.**
7. Do the amendments to the LRTP/STIP/TIP follow the approved Amendment Process? **Yes.**
8. Did the non-attainment and maintenance areas, the MPO as well as the FHWA and FTA make a conformity determination on any updated or amended TIP in accordance with 40 CFR Part 93? **Yes. All amendments were included in Conformity Determination Report Addendum #2 approved by FHWA on June 26, 2018.**

Public Participation Plan (PPP)

1. Was a 45-day comment period provided before the Participation Plan process was adopted/revised? **Yes. The 45-day comment period ended March 28, 2016 and the Public Participation Plan was adopted May 4, 2016.**
2. Did transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected? **Yes. All activities were posted to the MPO website and news coverage was provided by the local news media.**
3. Were opportunities provided for participation for local, state, and federal environmental resource and permit agencies where appropriate? **Yes, state and federal agencies on the MPO Public Involvement email list are notified of any public comment opportunities.**
4. Did the public involvement process demonstrate explicit consideration and responsiveness to public input received during the planning and program development process? **Public comments received were included in the final document along with MPO responses.**
5. Did the transportation planning process identify and address the needs of those traditionally underserved, including low-income and minority households? **Yes. Needs were identified in the areas of pedestrian and transit services. A pedestrian facility survey was conducted 2015-2017 and a Transit Development Plan was produced 2016-2018.**
6. Is the disposition of comments and changes in the final LRTP and /or TIP documented and reported when significant comments are submitted? **Yes. All comments received and responses thereto are added as an appendix to the final document.**
7. Is additional time provided if the "final" document is significantly different from the draft originally made for public review? **Yes.**
8. Did the MPO undertake a periodic review of the public involvement process to determine if the process is efficient and provides full and open access for all? **The CBMPO is new and a review of these processes will be undertaken with the update to the LRTP.**

List of Obligated Projects

1. Does the MPO provide a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities? **Yes, these are included in the TIP.**
2. Is the annual listing made available to the public via the TIP or the LRTP? **Yes, and through the MPO website as well.**

II. In non-attainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93

1. Did the MPO's UPWP incorporate all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA? **To the best of our knowledge the answer is Yes.**
2. Do agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area? **All of Bartow County is included in the MPO and in the nonattainment area designation so this does not apply.**
3. Did the MPO coordinate the development of the LRTP with SIP development and the development of Transportation Control Measures (TCM) if applicable? **Yes, the MPO cooperated with and participated in Inter-Agency Committee meetings to achieve this purpose.**
4. Did the LRTP include design concepts and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations? **Yes.**
5. Did the MPO's TIP include all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities? **Yes**
6. If applicable, does the MPO ensure priority programming and expeditious implementation of TCMs from the STIP? **N/A**

III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21

1. Has the MPO adopted goals, policies, approaches and measurements to address Title VI and related requirements? **Yes. The community is LAP certified with the most recent Title VI training completed in August 2017.**
2. Is the public involvement process consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance execution by the state? **Yes.**
3. Does the MPO have processes, procedures, guidelines, and/or policies address Title VI, ADA, and DBE? **Yes. Bartow County has a Title VI Coordinator assigned and annual reports are filed.**
4. Does the MPO have a documented policy on how Title VI complaints will be handled? **Yes. The policies and procedures were adopted by Bartow County June 5, 2013.**
5. Does the MPO have a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations? **Yes, this was included in the LRTP.**
6. As appropriate, does the planning process identify/consider/address the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau)? **Yes. Transportation planning activities since the inception of the MPO have focused on the use of 5307 funding to improve transit services and identification of pedestrian needs through a sidewalk survey.**

IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity

1. Does the MPO adhere to all requirements prohibiting discrimination against a person under, a project, program, or activity receiving financial assistance under because of race, color, creed, national origin, sex, or age? **Yes, as a matter of policy.**

V. Section 1101(b) of MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects

1. Has GDOT established overall goals for the percentage of work to be performed by DBE's based on the projections of the number and types of federal-aid highway contracts to be awarded and the number and types of DBE's likely to be available to compete for the contracts? **Bartow County does not independently have a DBE goal as our selection process involving local funding is based upon qualifications. However, in every instance where federal funds for transportation projects are used the County applies the GDOT DBE requirements as per federal requirements.**

VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts

1. Does the MPO required by Title VII of the Civil Rights Act of 1964, not discriminate on employment opportunities based on race, color, religion, sex, or national origin? **Yes.**

- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38**
1. Does the MPO, required by 49 U.S.C. 5332, prohibit discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity, otherwise known as Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and U.S. DOT regulations, “Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act,” 49 CFR part 21 at 21.7? **Yes. These provisions are included in all contracts.**
- **VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance**
1. Has the MPO identified strategies and services to meet older persons’ needs for transportation planning and programming? **More work needs to be done in this area.**
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender**
1. Does the MPO adhere to the Act on Equality between women and men and prohibit both direct and indirect discrimination based on gender? **Yes.**
 2. Does the MPO adhere to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination? **Yes. Bartow County completed a pay study in 2015 with the University of Georgia Carl Vinson Institute of Government.**
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.**
1. Does the MPO adhere to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments? **Yes.**