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U.S. DISTRICT COURT
N.D. OF ALABAMA

IN THE UNITED STATES DISTRICT COURT
FOR THE NORTHERN DISTRICT OF ALABAMA
SOUTHERN DIVISION

EVAN MILLIGAN, et al., Plaintiffs, v. WES ALLEN, in his official capacity as Alabama Secretary of State, Defendant.	Case No. 2:21-cv-01530-AMM THREE-JUDGE COURT
MARCUS CASTER, et al., Plaintiffs, v. WES ALLEN, in his official capacity as Alabama Secretary of State, Defendant.	Case No.: 2:21-cv-1536-AMM

DEFENDANTS' JOINT RESPONSE TO MILLIGAN AND CASTER PLAINTIFFS' OBJECTIONS AND REQUEST FOR PRELIMINARY INJUNCTION

80:13 81:14 83:21 91:9 92:17 93:12 94:18,20 95:9 95:10 96:2
couple 20:11 83:2
course 20:11 47:5 76:18 79:9
court 5:6 16:23 17:2 20:15 24:15 25:2,9,14 26:3 27:3 30:22 31:10 33:20 34:2,12 36:2 37:7,10 40:18 41:9,19,20,23 42:1,5,21 43:11 43:12 45:2 47:6 49:18 53:8 64:12,16,20,21 66:11 67:10,23 68:20 70:20 71:8 72:16 75:17,19 76:23 77:7
court's 25:6,14 34:13 41:10 42:19 43:8 64:22
courts 38:10 43:18 58:6
cracking 34:20 35:4 43:16
created 66:20
crime 83:13
criminal 91:10
critical 87:3
crossover 68:13 68:17
crowe 50:4,6
cultural 88:5
culture 52:8
current 35:22 49:18
cutting 84:16

d

d 27:22
daniels 39:13
data 50:15
date 17:22,23 96:12
dated 18:16
david 85:6
day 50:2,7 60:13 91:15 92:5 96:18
days 50:18
deadline 15:14 38:9
dealing 31:1
dear 40:4 79:10
decatur 35:10
decided 26:20 31:4
decision 52:21 53:8 72:17
decisions 43:10 53:18
declared 49:18
decrease 50:9
dedicated 52:6
deeply 63:10
defending 81:15
defense 83:8
deference 22:18 44:13
definitely 50:11
degree 34:4 42:17
delta 81:5
demands 66:14
democracy 49:8 89:11
democrat 7:9
democratic 56:21,22 57:1 60:3 62:1 82:20 87:2
demonstrated 68:16
depends 68:13
description 66:23
deserves 63:5
determination 25:7 65:13
determine 65:10 67:12
determined 41:22 42:3
developed 76:22
deviation 73:9 73:22 74:2,6,8 74:10,13,20 75:2,16 77:2,8 77:13,16,20 78:2
deviations 43:23 74:5 78:9
dialogue 89:1
dictum 73:17
differ 18:19 59:4
different 20:16 31:9
difficulties 50:17
diluted 88:3
directed 50:21
direction 48:6
director 52:4 82:16
discrimination 41:17 49:20
discuss 16:18 17:11 20:4
discussed 47:13
discussions 79:3
disenfranchis... 87:8
dismantle 86:12
disobedient 55:9
displayed 27:20
distinction 70:14
distribution 33:14

district 27:21,22 34:2,8,11 35:2,3 37:20 41:9,20 42:1 43:7,12 45:6 49:19 51:14 52:3 56:1 59:14,19,23 60:1 64:12,21 64:22 65:22 66:20 67:8,14 67:14 68:10,11 68:12 80:3,6,7 82:19 84:16 92:3,14,21 93:5 95:10
district's 41:8
districting 66:2
districts 24:13 24:14,17,20,23 25:5,8,11,16 27:9 33:22 34:5 34:17 35:9,9 42:23 43:4,13 43:20 44:4,6,7 46:20 47:2,16 49:4 51:5 54:1 56:4 58:20,23 59:9,12 61:9,23 62:12 65:5,7 67:11 68:3 71:21 75:14,21 76:1,7 77:2,3,4 77:6,7 84:18 85:20 88:11,14 90:14 94:17
diversity 5:7
documented 41:18
doing 20:15 29:22 68:22 85:12
donald 89:16
donna 63:23
door 94:19
dorman 23:11
dot 27:23
dothan 82:12
doubts 71:22
dowdy 40:6
dr 51:23 54:4 56:14,16,17 62:15,22 63:1,5 63:8 94:15 95:3
draw 60:5 61:1 75:12 86:15 89:6
drawing 49:3 87:15
drawn 27:9 44:6 52:17 55:19 60:23 65:22 72:13 73:10 75:7 76:3,7
driving 48:19
dubose 40:12
duchin 44:23
due 58:17 59:4
e
e 27:23,23 96:1 96:1
earlier 90:11
early 67:16 91:18
economy 49:16
education 35:16 49:12 83:19
effective 56:5 66:19
efficiently 82:2
eight 43:18
either 7:15 35:2 43:1
elaborate 49:3
elect 7:3 10:19 34:9 37:12 47:18 88:12
elected 91:21 93:15
election 4:14 38:3 44:20 50:18 67:10
elections 41:12 42:6 43:15 47:7 67:12
eligible 83:16 84:17
ellis 3:11,12 9:13,14 13:16 13:17 24:6
elmore 84:4
email 21:12,20 21:23 22:1 27:18,20 90:2 90:11
emailed 79:6
emphasized 42:21
employment 49:12
empower 86:16 88:11
enable 27:2
enact 66:6
enacted 24:12 44:19 64:16
enactment 41:2
encourage 62:4
ended 92:1
enforce 65:3
engagement 52:7
engaging 88:22
england 3:14,15 5:18 6:20,23 7:15 8:4,19,22 9:8,17,18,19,22 10:2 13:20,21 24:7 69:3,8,12 69:13,23 70:1 70:10,11,23 71:9,18 72:4,18 73:1,5,12,23 74:7,11,18 75:1 75:5 76:12,17 77:14,22 78:7 78:15,19

enjoy 41:11
enjoyable 57:22
ensure 87:5 88:2
ensured 37:10
entered 25:3
entire 54:1
entitled 65:14
envelope 33:13
equal 55:15 75:20
equalize 68:8
eras 81:9
especially 55:17
essentially 44:16
establish 65:16 66:18
established 88:11
establishes 64:16
establishing 65:18
evaluate 66:17
evan 32:17 36:14 40:6 82:22
evans 89:21,22
evening 54:23
everybody 15:11,13 17:5 18:4 19:18 21:4 21:5,22 32:12 39:21 53:22 57:20 58:17
evidence 34:3 66:13 67:6
example 50:5
except 68:10
excuse 23:22
executive 52:4 82:16
exercising 86:21
exhibit 28:6,8
existing 19:17
expecting 20:16
experienced 50:23
experiences 88:13
experts 42:13
expires 96:22,23
explained 83:4
explaining 49:5
explanation 67:3
express 36:22 57:4
expressing 52:16
extensive 41:15
extra 32:9
extraordinary 16:20
extreme 42:17

f

f 96:1
fabric 87:12
face 50:18 87:15
faced 86:20
faces 91:7
facing 50:2
fact 30:20 31:3 31:14 49:8 58:14 67:7,17
factor 49:7
fair 55:15,22,23 58:15 86:22
fairly 79:14
fairness 5:10 89:10
faith 86:9,10
faithfully 41:20 42:1
far 15:16 35:16 37:8 86:18
fast 15:17
favor 11:18 15:7 34:13 40:19
favored 67:13
features 34:16
federal 16:22 24:15 25:2 35:23 43:12 55:10
feeding 49:13
feel 35:18
felicia 54:16
felt 79:16
ferries 81:20 82:3
fifth 84:11
fight 61:19 62:8
figures 2:10,11 4:23 5:1,19 6:7 7:6 8:2,3 11:6 12:7,8 17:15,17 17:22 23:22
filed 34:19
filings 26:2
final 44:2
finally 44:20 89:2
find 74:14
findings 41:10 42:6
fine 32:23 39:23 54:15
first 6:5 11:15 28:1 30:22 31:21 45:15 65:16 76:3 88:2 91:4,23 92:1,19 92:20
fits 66:22
five 32:5,13,19 32:23 63:9 73:8 84:11
flexibility 65:21
floor 10:20
folder 70:5
folks 33:5
follow 55:14 68:21,22
following 24:11 87:23

follows 64:23
forbidding 25:4
forefront 53:2 53:15
foregoing 96:4,8
forgive 82:10
forgot 59:8
form 35:1 96:7
forward 22:10 32:10 38:2,5 44:1 48:5 56:6 56:11 57:8 62:18 82:18 84:20 90:19 95:2
fought 48:22 81:13,14,15 87:11
found 36:1
founder 52:5
fragmented 88:3
france 15:16
frank 90:22
friends 57:11 59:6
front 21:18,23
full 36:22 37:4
fully 87:2
fulton 54:11
fund 83:8
further 44:13 57:6 79:3 96:14
fussing 60:8
future 89:9

g

g 27:23
general 43:15
gentleman 94:9
gentlemen 10:17 36:17
geographic 88:5
gerrymandering 76:10,11 83:22 88:4
gerrymanders 24:18
getting 61:22
gingles 65:16 66:18
give 22:18 26:21 27:16 32:4,9,13 32:19,22 37:16 41:4 46:17 61:21 63:5,9 79:18 86:16 87:16 89:7
given 17:6 36:7 42:17 53:21
gives 17:13 60:6
glad 21:7
glasgow 82:15 83:9
glass 83:9
go 4:21 17:4 18:13 51:3 69:16 76:14 78:12 81:8,11 93:7,22
goal 58:19
goes 60:12 72:15
going 17:9 19:1 20:3 21:20 30:10 31:10 32:4,8,13,18 46:14 56:1 57:6 57:12,13 58:8 59:3,11 60:2,3,5 60:20,21 61:8 61:14,17 62:12 63:2,7,9 65:3 69:6 70:12 72:14 75:10 95:1
good 23:9 32:16 32:17 36:16 39:11 45:17 51:22 54:23 57:15 61:17 72:12 76:6 82:14 91:2
gotten 92:6
gov 27:23
governance 46:12
governing 66:10
government 49:23
governor 16:19 91:20
graciously 90:22
graduated 45:20
great 5:9 22:18 52:14 55:6
greater 40:7
greatly 21:15
gregory 86:5
grimsley's 59:14
group 40:23 46:3 48:18 52:18,18
groups 88:23 93:1
guess 19:23 29:11 76:2
guidelines 16:15 16:18 17:6,7,11 17:21 18:3 19:18 20:2,13 20:18
guides 31:7
guy 91:20
guys 53:18

h

half 61:11
hall 3:18,19 5:14 9:20,21 10:22 11:1,2 13:23 14:1 24:8 93:8
hand 22:21 33:12 63:6
handed 38:15 55:13

handicaps 91:7
happened 59:13 92:2
harper 61:5
harris 66:11 67:9
hb1 34:18 40:21 41:1,9,22 42:3 44:7,17
heading 17:18
healthcare 49:11
hear 17:10 27:4 31:19 32:12,22
heard 7:12 53:22 87:6 88:18
hearing 1:9 17:1 17:8 21:22 22:7 22:9 23:10,13 23:14 25:20 26:4,7,16 27:8 27:11,18 28:2,6 33:14,21 46:9 56:8 69:16 79:9 84:19 90:9 94:4 94:7 95:19,22
hearings 52:12 69:19
heavy 50:19
held 34:2 41:19 41:23 83:8
help 60:7 62:15
helped 52:11
helpful 20:22 36:9
helps 76:9
henry 59:14
hereto 28:10
heroes 49:15
hi 82:14
hiding 19:17
high 45:20 46:4 85:9 93:10
highest 84:3,12
highway 91:13
hill 61:5
hills 45:20
hindered 87:1
hip 52:7
historians 46:15
historic 80:20 80:23
historical 80:18 86:23 88:15
historically 81:6 81:17
history 41:16 46:7 49:9 52:23 55:7,9,11 81:9 81:20 87:7 89:6
hold 34:23
holding 40:20
hollow 59:1
homeless 49:13
hop 52:7
hope 36:8 79:18 90:9
hot 20:10
house 4:21 5:12 5:13,15,22 6:4,5 6:10 7:2 23:18 77:3
housed 83:20
housing 49:12
human 49:10
hundred 81:3
hunt 91:20
huntsville 35:10 93:7

i

identification 28:9
identified 43:17 45:2
identify 27:5
ids 50:16
iii 90:23
illustrative 44:22,23 45:1 65:17
immensely 87:12
impacting 84:17
imperative 87:18
implore 53:13 53:18 86:15 88:20 89:2,3
importance 46:10 49:3
important 5:7 20:7 27:2 56:18 59:13 83:14
improving 52:6
inaudible 15:5 16:12 54:7,8,13 69:4,14 85:3
incarcerated 83:5,11,16
incarceration 84:13
include 42:23
included 27:19
includes 48:23 80:4
including 26:4 44:22 66:19
incorrect 50:21
increase 76:19
increased 50:11
increasing 83:22
independent 30:23 31:3
indicate 47:20
indicated 33:19
individuals 47:1 47:18
inequalities 87:14
influenced 50:9
informed 46:16
initial 20:9
initially 71:11 91:3
injunction 25:4 25:19 41:8

42:19 65:2,10
injustices 86:23
inmates 84:4,5
input 18:23 21:4 69:6
inside 14:23 50:20 83:17
instance 44:4
instilled 46:13
intense 42:15
intentionally 78:18
interest 43:17
interested 96:17
interests 88:9
intimately 52:9
introduced 25:21,23 30:1 67:16
involved 52:10 63:10
involving 83:13
iraq 48:21
irrelevant 61:6
issue 29:6 35:23 57:16
issues 34:18 35:21
item 4:13 14:21

j

j 1:16 89:16 96:21
jackson 39:11 39:13 40:1,4,7 48:11,12,15 51:4 54:6
jaigregory 86:9
jail 91:9
james 54:17,19 54:23 55:1 90:7 90:10,22
jefferson 44:15 68:4,12,14,15 72:2 80:5 96:2
jim 50:4,6 63:3 63:7
jimmy 57:23
job 61:17
joe 56:14,20 83:4 91:3
john 95:9,11,12
jointly 26:5 28:3 28:5 40:15
jones 3:20 9:23 10:1 14:3,4 24:8 40:12
judge 34:1 41:7 64:21 70:19 71:8 72:16
july 1:10 2:2 15:13,19 16:11 16:20 62:18,21 69:2 79:3 96:18
juncture 87:4
june 25:13 34:12 40:17 47:6 49:17 52:21
justice 50:14 51:9

k

kay 79:10
keep 47:22 56:4 70:12 75:12,21 85:8
keeping 35:11 43:18
keeps 34:23 35:19 75:12
kept 93:14
key 47:14
khadidah 40:7
kick 23:3
kin 96:15
kind 28:20 60:19 85:22 91:1
know 16:7,9,19 22:15 38:23 39:20 40:17 47:5 55:5,7 58:10 61:18 62:10,23 65:4 69:1 75:11,23 83:3,7 84:10 85:8,19
known 40:10,15 46:19 48:3 82:17

l

l 27:23 40:12 56:15,20
lack 79:16 83:18
ladies 10:17 36:16
lady 91:5
laid 37:7
lakeisha 40:11
large 57:19
largely 44:5
late 90:6
law 35:12 50:1
laws 50:8,8,12
lawsuit 34:19 57:7 83:9
lawsuits 24:16
lawyer 23:11
lawyers 20:23 46:15 61:18 67:2
lays 39:18
lead 37:1
learn 46:5
leave 44:4 53:11 90:8
lectern 27:1
left 58:4
legal 67:22 83:8 87:19
legally 45:2
legislative 1:5 45:4 51:11 66:22
legislative's 44:13
legislator 91:2
legislators 62:11
legislature 24:12 37:23

44:6,18 45:10 58:22 59:16 65:2,20 68:7
legislature's 41:2 44:14
lemonade 91:12
lemons 91:12
lengthy 50:19
lesson 81:10
letetia 39:13 40:6
letter 28:3 33:2 39:17 47:11
liability 65:18 66:4
liberty 51:9
license 96:22,23
lie 55:5
life 91:18
light 5:3
liked 92:18
likely 41:3 47:8 75:18
likeminded 48:19
limestone 84:5 91:9
limit 27:7
limiting 45:5
lines 5:5 50:19 60:5,19 66:16 68:4 72:3,22 73:20 78:3,18 84:16
list 26:15 28:12
listening 27:17 56:20
literally 92:18
litigation 67:16 71:6
little 20:10 23:4 32:9 57:15 59:20 60:6 80:17 81:16 82:2,3 91:1
live 21:21 37:21 45:18 83:21
lives 48:15
livingston 2:12 2:13 8:5,6 11:8 11:17,18,19 12:1,3,6,10,11 12:11,13,16,19 13:5,9,15,18 14:9,13,17,19 23:16,22,23
locations 48:20 50:22
log 59:1
long 46:19 70:12 73:19 79:20 81:7,19 81:21 83:12 86:18
longstanding 87:14
look 17:14 18:4 19:18 20:12 21:5,7 38:5 48:5 56:2 62:17 84:20 85:16,23 94:17
looked 59:2 67:10
looking 13:5 17:17 18:6,16 77:7 95:2
lot 47:13
love 40:13 85:11
lovvorn 3:23 4:1 10:4,5 14:7,8 24:9
lower 34:11,13 35:23 36:14

m

ma'am 17:16 19:7,10,13 31:17 40:3
mad 60:16
maddox 46:6
made 46:22 47:1 49:19 94:15
maintain 44:5
major 49:7
majority 7:8 43:2,5 47:16 49:4 51:6,14 58:20,22 60:14 61:9,22 88:10 92:8,9
make 19:6 20:23 21:6 28:21 29:19 30:13 38:13 53:18 55:14 67:5 70:13,13 74:20 77:15 78:11 85:10 93:16 94:17,21 95:5,14
makes 45:3 47:13
man 92:2,19,20
manasseh 40:13
mandate 55:12 55:14
mandates 55:10
manner 44:16
map 13:5 26:9 29:6,9,20 30:1 34:15,19,22 35:3,5,11,14,16 35:19,22 36:6 36:23 37:3,6 38:1,14,15,16 39:17 46:21 47:17,21,22 49:19 53:17 63:15,21 64:8,9 65:14 68:1,2 70:3 72:7,12 73:2 77:11 79:13 80:1,2,4 84:14 90:9 92:15,16 95:2
maps 29:15 37:9 37:15 52:16 55:14,15,19,20

65:15,17,17
71:15,16,19,21
72:6 74:1,19
75:2 84:1 86:16
87:16 89:6
94:21
marcus 40:11
marked 28:8
mary 85:1
materials 36:8
matter 48:16
55:2
matthews 90:21
90:23
maximum 75:15
maye 54:6,6,7
mayor 91:22
mcgowin 94:11
94:15 95:9,9,11
mean 53:10
73:6
meaningful 89:1
means 25:15
76:7 96:5
meant 38:18
measures 66:21
meet 38:8
meeting 14:22
15:19 16:11,13
17:13 20:4,5,19
21:21
meetings 84:21
meets 37:6
member 33:11
82:18
members 4:10
6:12 7:14 23:19
24:13 27:13
33:19 38:4 40:5
51:13 56:19
86:8 89:2,3
mention 6:22
29:5 48:22 58:7
mentioned 91:3
merrill 24:16,19
24:21,22
message 5:9
mic 36:15
michelangelo
91:14
microphone
18:9 22:14
32:11 80:22
mike 80:12
miller 29:14
milligan 24:22
25:20 26:6 28:4
29:1,14 30:16
32:16,17,20
33:1,8,10 36:11
36:21 38:19,21
40:6,10,19 45:8
47:11 48:4
53:16 64:14
65:13 71:15
72:7,8 82:22,23
minds 56:2
mine 55:6
mines 83:3
ministries 40:8
minority 5:13
7:7 49:4 51:14
57:1 85:14
86:19 87:22
88:10
minus 77:8
minute 13:6
27:16 59:19
67:20,21
minutes 14:22
15:9 27:16 32:5
32:13,19,23
33:16 45:14
63:9 90:20
mirror 35:15
misguided 51:1
missed 92:12
mission 86:11
mistake 95:15
mobile 35:17
44:17 68:5 72:2
80:7 81:5,15
82:6 85:11
mobilize 52:11
mock 46:8
modest 44:8
moment 63:2
89:5
montgomery
35:17 43:21
48:11 54:16,19
56:15 58:5 68:5
80:7 84:5 85:2
89:16
moral 51:11
83:13 87:18
morning 32:16
motion 5:21,21
6:3 7:13 15:1,4
move 38:2 44:1
48:6
moved 6:1 15:2
moving 14:20
57:8
multi 86:10
multiracial
52:18 86:11

n

n 27:23
naacp 36:19,19
38:3 40:9 83:7
92:23
name 15:22
16:2,4 17:19
23:10 26:23
27:6 32:12,17
36:17 39:12
45:18 48:14,17
51:23 54:23
56:20 82:15
90:20,22 95:8
named 46:6
nation 46:12
near 27:20
necessarily 77:9
necessary 44:8
60:22 66:4
73:16 77:17,20

need 15:21 16:1 16:4 20:14,17 20:19 21:16,17 21:18 22:5,14 22:14 23:4 32:10 42:22 61:7,8 62:5 64:21 81:9 94:21 95:7
needed 46:16
needs 75:11 88:9
neighbors 49:13
neither 96:15
never 46:21 58:4
new 24:13,14,17 24:19,22 25:5,7 25:10,16 26:5,9 27:8 66:20 79:18
nominate 4:18 5:18 11:3
nomination 4:22 5:15
nominations 5:22 10:20
nominee 52:2
north 93:7
northern 35:8 35:13
noticed 59:5
number 16:2,6 45:5 76:19
numbers 55:5 84:8 85:9 93:1 94:21

o

o 27:23
objective 73:16 78:10
objectives 78:4
obligation 87:19
observations 85:10
obstacles 49:6 86:21
occurring 96:12
october 67:18
offering 20:2
office 91:21
officer 23:13
oh 30:9 32:21 90:5
okay 6:21 16:16 23:2,6 28:14 29:4 30:10,11 32:2 33:3,8 38:22 40:1,2,4 54:14,17 64:5 69:21 77:22 81:4
older 92:8 93:5
olds 91:8
oliver 92:13
once 55:6 66:7
ones 18:17,22
online 81:3
open 10:20
opened 82:1
openly 88:22
opinion 46:1 64:22
opinions 73:18
opportunities 47:17
opportunity 26:21 33:22 34:5,17 36:7 37:17 47:3 48:13 53:21 57:3 65:5,7 67:7 68:2,12 71:21 75:14 86:13 87:4 88:16 90:14
order 6:18 10:18 28:20 42:20 43:8 65:5 65:22 68:7 73:8 73:13 77:12 86:12
orders 31:2
ordinary 82:16
organization 16:4,5 46:3 48:17 52:9 86:11
organizations 36:20 88:23
organizer 55:1
orr 2:14,15 8:8 8:9 12:12,13 23:23
outside 34:8 50:20 85:16
overall 44:2,10
overcome 88:15
overt 41:14

p

p.m 1:11
p.m. 2:2 15:13 62:20 95:20
package 70:7,8
packet 14:23
page 19:6 96:12
painful 87:7
painted 91:14
panel 33:5 34:2 34:11 35:23
paper 91:13
paramount 88:20
pardon 91:20
park 80:20 81:1 81:13
part 35:8,13
participate 87:2
participating 57:18
participation 88:20
particular 26:13 31:4 46:3 83:21
particularly 34:20 39:18 46:22 84:3,16

86:19
parties 71:5,7 96:16
party 29:21 57:2 71:1
pass 58:22 72:15
past 44:14,14 60:23 67:11
pastor 83:8
pathways 86:13
pending 41:3 64:12 65:9 70:16,19
people 21:20 28:12 37:16 45:14 46:8 47:3 48:19 49:13 52:12 53:1,15 53:19 55:17,23 56:3 81:3 82:17 83:16 91:19 92:7,9 93:9 94:18,22
percent 42:9,12 44:12 46:23 47:20 50:15,16 51:7 59:7 61:10 61:10,11 72:23 75:16,16
percentage 44:11
percentages 74:2
perform 43:14 67:7
performed 67:11
period 81:22
persevered 87:10
person 37:12,18 45:15 58:12 60:10 77:9 85:4 85:6 92:2,5
persons 26:15 27:17
perspective 80:18
pertains 49:10
peyton 61:5
phase 30:22 31:1,8
phases 30:21
phone 16:2,5 51:1
photo 50:13,16
physically 27:3
picked 91:13 93:13
picture 91:14
pinnacle 53:4
place 61:5
placed 35:2
plaintiff 29:21 30:10 31:22 32:5 36:20 66:17
plaintiff's 30:2 44:22
plaintiffs 22:17 22:20,23 25:21 25:22 26:6 28:4 28:23 29:2,12 29:13 30:4,6,8 30:16 32:1,3 37:1,3,5,6 38:5 38:16,17,19,21 39:1,4,14 40:11 40:15,20,23 43:9 44:21 45:9 47:12 48:5 53:9 53:16 55:16 57:7 61:16 62:4 64:10,11 65:13 67:15 70:18 71:16 72:9 79:12 82:22 84:14 90:15
plan 16:1,22 26:5,10,13 28:5 40:16,21 41:3,6 42:22 43:3,9,13 44:12,15,20,21 44:23 45:1,10 47:11 48:4 57:5 58:4,8,11,18,19 60:4,6 61:21 62:19 63:15,17 64:16 65:11 67:5 70:21,21 74:10 75:12 76:3 79:18,21 82:23
plans 15:14 25:22 26:1,1 44:22 57:19,21 59:3,5 60:7 66:6 67:18,19 70:6,8 74:12
plead 51:12
please 17:7 18:8 26:23 27:5,7 32:10 63:21 90:19
pledge 51:8
plenty 17:13
plus 72:23 77:8
point 6:17 21:10 28:20 31:15 60:13 68:19 81:6
pointed 47:15
pointing 67:1 78:16
points 47:15
polarization 34:3 42:14
polarized 42:7 42:18
police 50:19
policy 44:14,14
political 41:12 49:15 56:22 76:8
politician 91:3
politicians 46:15

politics 53:14
polls 48:18
pond 54:16
populated 84:3
population 43:22 47:1 51:6 51:7 59:11 60:15 68:8 75:15,20 77:20 91:6 92:8,9
possible 15:18
possibly 57:21
potential 26:9
powell 40:13
power 86:17 87:16 89:7
practical 42:21
preaching 78:15
preamble 23:5
precedence 41:21 55:12
precedents 42:2
precincts 35:7 73:15 78:9
preconditions 66:19
preferred 42:11
preliminary 25:3,7,15,19 41:8 42:19
premonition 91:15
presence 50:19
present 4:8,11 27:4 74:1
presented 16:22 47:3 48:4 71:14 72:8 73:2 74:12 74:19 83:1
presenter 69:9
presenters 71:12
presenting 34:15
preserves 35:13
president 36:18 85:13,13
pretty 57:14
prevails 89:10
prevent 76:11
previous 47:22 53:19
previously 25:23
primary 43:15
prime 50:5
principles 46:11 66:2 88:1
pringle 4:3,4,13 4:18,19,20 5:20 6:2,9,16,19,23 7:1,2,12,15,18 7:21 8:1,7,10,13 8:16 9:2,5,12,15 10:6,8,9,9,13,15 10:16,23 11:4,7 11:10,14 14:11 14:12,20 15:3,6 15:9,23 16:14 16:17 17:16,20 18:1,8,12,21 19:7,10,13,16 20:3,21 21:16 22:4,8,13 23:6,8 23:18 24:9 28:13,15,18 29:3,8,17,23 30:9,17 31:16 31:20 32:2,8,18 32:21 33:6 36:10 39:23 40:3 45:12 48:9 51:2,17 54:3,10 54:14,21 56:12 62:13,17,23 63:7,14,20 64:1 64:5 68:23 69:5 69:10,15,21 70:3 78:19 79:1 80:9,10,15,21 81:2 82:7,10 84:22 85:5 86:4 89:13,18,23 90:4,17 93:19 94:1,6,13 95:7 95:11,17
prior 20:18
prioritize 87:23
prison 83:12,22 91:17,18,19 94:19,20,20
prisoners 59:8,9 59:10
prisons 83:5,17 91:6
privilege 46:4
privileged 57:17
probably 85:19
problem 35:4 68:19 78:17
procedure 20:1 20:8,9
procedures 31:12
proceeding 96:4
proceedings 2:1 96:11
process 17:4 30:21 31:9,11 38:2 52:10 78:1 78:13 87:3 88:1 88:22
processes 31:13
processing 15:17
produce 86:13
produced 59:6 96:6
produces 75:13
producing 34:23
professor 55:6
profound 94:16
program 46:8,9
progressive 79:19
progressively 56:11
projected 85:16

promote 58:19
propelled 52:23
propensity 93:2 93:3,10
proper 48:20
proposed 25:21 25:23 26:5 28:5 68:1 90:10
proposes 43:3
protect 58:12 87:21
protecting 45:6
protection 47:23
proven 49:8
provide 66:7 67:2 71:21 88:16
provided 29:15 36:8
provides 68:2
public 1:9 17:8 21:21 22:7,9 26:9 46:18 52:12 69:7,16 69:19 85:17,18 88:19 94:4,7
purpose 26:7 27:10,11 72:13 74:8,13
purposes 65:18
push 56:6,10
put 31:11 53:14 53:14 58:3 62:9 62:19 63:23

q

quality 96:10
question 11:15 18:18 22:2 66:5 69:4,9,11,17,23 71:10,12,13 72:5,11 76:13 78:21
questions 16:6,8 21:12 27:13,14 38:7 69:19 79:5
quite 36:13 43:2 43:6 85:10
quorum 4:9,11
quote 41:10,19 41:20,23 42:1,4 42:7,12,14,16

r

r 27:22 96:1
race 66:2,15 79:20
races 50:17
racial 24:18 34:3 41:14,16 42:13 66:16 68:4 72:3,22,23 73:20 78:18
racially 42:7,18 58:14
racism 50:3 86:12
raise 22:21 36:14 83:2
raised 45:19
ran 91:21,22,23 92:10
rate 84:13
read 17:10 18:4 21:5 22:2 31:2 39:16,21 64:22 79:7
ready 22:9 28:15 38:2
real 57:14,16 60:17
realistic 61:12
reality 42:21 60:18
realize 58:13
really 32:20 46:12 53:18 84:6 85:7
reapportioned 59:15
reapportionm... 1:7 17:20 23:12 26:8 48:14 57:18 58:4 89:4
reason 5:4 18:3 43:3 45:7 75:8
reasonable 51:14
reasonably 66:3
reasons 45:8 48:2
received 79:8,23
recently 26:3 59:16
recognition 5:2
recognize 45:14 63:3 87:13
recognized 36:2
recognizes 48:10 51:20 54:5,11,16 56:14 78:20 80:12 82:11 85:1 86:5 89:15 89:20
recognizing 55:10
record 27:6,19 28:2,22 29:20 33:3 38:13 39:16,22 66:22 84:8
recording 96:10
redistricting 17:21 37:22 38:6 40:21 46:2 52:10 79:11 88:1,21
redraw 37:9
redrawing 5:4 80:1
redrawn 25:17
reduce 59:11
reed 56:15,16 56:17,20 62:14 62:15,22 63:1,5 63:8 83:4 91:3 94:15 95:3

reference 26:10 26:12,13
referring 67:4
reflect 44:7 45:4
reflects 88:8
regarding 46:1
regardless 79:19
regards 34:20
region 82:6
registered 26:17
related 41:17
release 24:11 91:19
relevance 46:10
relevant 29:13
remedial 25:21 26:1,1,5 28:5 35:3 36:6 38:15 38:16 39:17 40:16 42:22 43:4,9,20 44:12 44:21 65:15 79:13
remedies 43:16 45:3
remedy 31:1,3,8 64:19 66:7 71:7
remind 15:12
remotely 1:16 27:18
repairing 49:10
repeat 55:4,8 58:9
reporter 27:3
represent 37:19 55:23 56:1 70:15 79:14
representation 79:17 86:22 87:17 88:8 93:6
representative 3:3,4,5,6,7,9,10 3:11,12,13,15 3:18,19,20,22 4:1,2,4,5,7,16 4:17,18,19 5:14 6:20,22,23 7:17 7:20,23 8:3,7,9 8:12,15,18,22 9:1,3,4,5,6,7,8,9 9:10,11,12,13 9:14,15,16,18 9:19,20,21,22 9:23 10:1,2,3,5 10:6,7,9,10,12 10:13,22 11:1,2 11:5 13:7,8,10 13:11,13,14,16 13:17,19,21,23 14:1,3,4,6,8,10 14:14,16 23:17 24:3,4,5,5,6,7,7 24:8,8,9,10 47:4 47:19 48:7 52:13 69:3,8,12 69:13 70:1,10 70:11,23 71:9 71:18 72:4,18 73:1,5,12,23 74:7,11,18 75:1 75:5 76:12,17 77:14,22 78:7 78:14 91:23 92:11
representatives 23:19 88:12
represented 55:16 59:18
representing 22:17,20,22 37:13 70:17 86:9
represents 23:12 96:8
republican 7:10
repugnant 41:16
require 77:8
required 37:8,9 78:2
requirement 50:13 65:16
requirements 74:15,21
requires 77:9
residents 89:1
resilience 87:13
resolve 41:3
respect 58:17 59:4
respectfully 45:9
respecting 88:5
response 3:8,21 76:4 78:23 94:5 95:16
result 20:16 96:17
results 60:10,11 61:20
retains 65:20
retention 44:3 44:10 47:21
return 50:10
returns 67:10
review 14:21 17:7,11,14 18:23 19:19 20:23 47:10
reyer 1:16 96:21
reynolds 4:6,7 10:11,12 14:15 14:16 24:10
rhondel 54:11 54:17,19
rhone 54:11
right 19:6,9 29:18 33:17 35:20 38:21 39:9 51:4 54:15 56:9,10 61:20 69:11 70:4 71:1 71:10,19 72:5 86:21 87:5 89:5 91:16 94:19 95:13

rights 21:3 24:21 25:1,9,18 35:21 36:4 40:22 43:12 44:9,11 47:9 48:18,23 49:11 49:23 53:2,10 64:18 65:12,19 65:23 66:9 73:14 74:14,22 78:5 87:11,20 87:21
river 93:14
roberts 2:16,17 8:11,12 12:14 12:15 24:1
robinson 92:13
rodney 40:13
rodreshia 82:11 82:15
roll 3:15,17 6:8 6:9,11 7:13 11:17,21
rolling 48:17
ronald 40:13 54:20,21 55:1
room 15:20 21:11
rowed 93:14
rule 65:22
ruled 33:21 34:12 40:18 47:6
rules 68:21
ruling 25:6,15 34:10,14 64:20
run 80:19,23 91:21
running 81:21
runoff 92:3,12
russaw 82:12,14 82:15
russell 85:6,7

s

s 27:22,23
safe 58:20,23 59:23 61:9
sanders 76:4,22
satisfied 75:19
satisfy 65:8,23 71:23 73:13 74:14,21 90:14
satisfying 72:19
saw 59:13,18
saying 19:4 71:13 72:14
says 65:10 66:12
schedules 17:2
school 45:20 46:5,21 77:5
scofield 2:18,19 8:14,15 12:17 12:18 24:1
scotus 37:10 52:21
screen 62:19 64:8
scrutiny 31:10 71:23 72:15,20
seat 92:6
seats 85:15
second 4:21 5:19,21 6:3 7:11 11:6,8,9,11,13 11:15 15:4,7 38:13 51:13 59:23 60:1 68:11 82:19 94:12
secondly 88:10
seconds 51:3
section 21:2 24:20 25:8,18 36:3 40:22 41:22 42:3 47:8 64:17 65:6,11 65:19,23 66:4,8 66:14
secure 90:13
see 20:13 53:5,8 66:21 67:11 69:1 84:6 85:19 94:10,20
seeing 48:5 53:6 62:18 95:2
seem 18:7 20:7
seen 22:16 61:20 71:16 77:11 84:1 91:16
seize 89:4
select 37:11,18
selma 89:21
senate 7:3 10:19 23:17 77:3
senator 2:4,5,6 2:7,8,9,10,11,12 2:13,14,15,16 2:17,18,19,20 2:21,22,23 3:1,2 4:22 5:1,19 6:7 7:6,16,17,19,20 7:22,23 8:2,3,5 8:6,8,9,11,12,14 8:15,17,18,20 8:21,23 9:1 10:21 11:3,6,16 11:16,22,23,23 12:2,3,3,4,5,5,7 12:8,8,10,11,12 12:13,13,14,15 12:15,17,18,18 12:20,21,22,23 12:23 13:2,3,4,8 13:11,14,17,21 14:1,4,5,8,12,16 16:9 17:15,17 17:22 23:16,20 23:20,21,21,22 23:23,23,23 24:1,1,2,2 30:18 85:11
send 5:8 21:13 22:1 33:7
sense 46:22 47:14
sent 70:6

session 16:20,21
set 38:9
seven 35:6 47:2 51:5
several 81:2
shalela 40:6
share 45:23
shared 47:12
sheet 21:18 22:6
shelby 92:17 93:12
shines 89:11
shot 55:22
show 5:7 30:3 50:13
shown 90:12
shows 84:15
shrinks 80:2
sic 40:5 41:5 44:20
side 35:20 89:5
sides 81:18 82:4
sign 21:10,17,18 22:6 26:19 54:8 54:9
signature 96:20
signed 26:15 28:12 45:15 50:1 85:7 96:18
significant 86:20
simelton 36:13 36:17 38:12,20 39:2,6,9
similar 44:17
simply 58:19
single 68:3 75:8 76:2
singleton 2:20 2:21 8:17,18 11:3,16,19,20 12:9,20,21,21 13:1,12,22 14:2 14:5 24:2,16 25:22 29:6,8,20 30:1 39:4,7 64:9 64:10 67:15 70:6,8,18 74:4,5 75:4,4,7,15
singleton's 74:4
sir 6:6 19:21 20:4,22 28:18 29:3 30:18 36:12 51:3 56:17 62:22 71:8 75:5 80:14 80:16 90:19 95:7
sit 22:11 62:5,8
six 51:4 77:10 77:12
sizable 60:15
sketch 51:13
small 74:2,19
smith 40:13 79:10
smitherman 2:22,23 8:20,21 12:22,23 24:2
society 82:17
socioeconomic 88:6
sold 91:16
solid 58:22
soon 57:14
sorry 13:4 54:22 69:22,22 74:16 76:15 82:13,23 94:9,14
sort 19:23 33:13
sovereignty 58:2
speak 26:14,19 26:20 27:1,5 32:15 36:7 39:3 48:13 80:21
speaker 4:10 5:17 6:1,6,14,17 6:21 7:4,11 11:9 11:12 15:2,21 16:10,16 18:6 18:10,14 19:3,8 19:11,14,22 20:6 27:15 28:1 28:17,19 29:4 29:10,18 30:7 30:12,19 31:18 31:23 32:6 39:5 53:20 54:12,20 57:23 58:1 67:20 69:18 70:9 85:3
speakers 26:10 26:14,17 79:13
speaking 39:7 81:6,17
special 16:20
specific 45:3 50:13
specifically 83:3 83:6 84:2
spirit 5:9,10
split 43:20 56:4 60:21,23 61:2 68:6,7 73:6,8,10 73:14,15 76:1,5 76:20 77:12 78:3
splits 35:5,6 44:15,17 45:5 60:22,22 61:3 72:2,21 73:20 78:17 84:2
splitting 66:15 68:3 75:7,22 77:10,16 78:9
spoke 91:4,5
spoken 54:18
stake 57:10,13 57:15,15
stand 32:11 53:16,17 55:3 55:11 67:19 87:3 94:7
standard 37:7 72:19 75:19
standing 82:21
start 16:21 19:8 23:5 27:5 32:3

state 5:5 25:4 33:23 34:6 35:8 35:14,16,19 36:18 38:4 40:9 44:19 47:18 48:6 52:23 54:1 55:1,2 58:6 66:16 75:23 77:4 80:20 81:1 84:11 87:12 90:19 91:23 92:10 96:2
state's 46:23
stated 53:20 85:12
statement 94:16
states 25:13 38:10 40:18 43:11 51:8 53:11 61:23 84:12
statewide 41:12
stating 27:6
stenographer 1:15
stenographic 96:5
steps 17:3 66:15
steve 23:16
stone 40:7
stop 61:8
stream 21:21
strength 34:21
strict 31:10 50:7 71:23 72:15,19 72:20
strong 42:15 66:13
strongly 36:5 45:9 51:12
students 46:13
subject 65:21
submit 15:14,22 20:17 27:18 40:16 61:14 79:15
submitted 26:2 26:11 28:3 33:3 37:1 62:20 65:15,17 67:23
submitting 16:1 16:3
subordinate 66:1
subsequent 76:23
substantially 66:3
subtle 41:14
success 41:11
successful 57:20
successfully 41:1
sugar 61:4
suggest 93:6
suggested 79:13 79:21
suggestion 21:6 21:7
sun 60:12
super 49:15
supervision 96:7
support 28:4 36:22 37:4 48:3 55:19 68:17 79:12 80:2,4
supported 38:17 39:1 42:8 42:10
supporting 6:13 64:10
supports 39:17
suppression 50:3,6 87:7
supreme 25:14 26:3 33:20 34:12 36:2 37:7 37:10 40:18 41:9 42:5,20 43:11 45:1 47:6 49:17 53:8 64:15,20 66:11 67:10,23 75:17 75:19 76:22 77:7
sure 19:6 21:1 28:21 29:19 30:13 32:14,15 33:1 37:2,14 38:14 67:6 76:15 77:15 78:11 79:2 93:16 94:17,22 95:5
system 91:17
systemic 50:3 86:12,23

t

t 27:22,22,23 96:1,1
t.o.p.s. 82:17
tactics 88:4
take 20:12 26:8 27:11,12,14 33:15 63:2 94:11
taken 75:10 96:4
talk 15:18 19:1 19:19 62:5,9 80:16
talked 94:16
talking 29:7 60:9 61:11 75:3
tall 36:14
talladega 51:21 52:1,15
target 72:23
taught 46:6,9,21
teacher 46:5
tell 80:15
ten 35:7
tend 55:8
tendencies 91:1
tensaw 81:5
terms 31:9 33:21

terribly 94:13
testimony 46:18 49:2
thank 5:2 7:4 10:16 15:11 18:14 19:15 22:4,7 30:11 31:15,16 33:14 36:6,10 38:11 38:22 39:8,9,11 45:10,12 48:8,9 48:12 51:16,17 54:2,3 56:7,12 56:17 61:16 62:13,22 63:1 63:11 64:5,7 68:22,23 79:1 79:20 80:10 82:7,9 84:19,21 84:22 86:3,4 89:12,13 90:21 93:22 94:1 95:3 95:12
thing 20:15 62:7 76:6
things 20:13 55:4 58:8 93:16
think 5:2,6,8 31:1 33:16 64:2 72:12 73:17 82:5
third 52:3
thomas 40:14
thought 18:10 57:9
thoughts 57:4
thousands 83:15
three 24:15 25:23 27:15 32:1,3,5 34:1,1 41:7 45:14 53:7 58:7 64:21 67:18 70:19 71:8 72:16 90:20
tide 3:16,17
tiffany 79:23
time 17:13 18:18,23 19:2 19:20 26:16 32:9 59:19 60:5 69:20 75:10 76:18 81:8,19 81:22 87:13 89:12 96:13
times 52:22 57:22
titled 38:16
today 15:12 16:15,18 17:8 23:3 29:1,7,9,22 33:3 36:22 45:13,23 51:18 55:11,16 56:8 56:13 69:6 82:8 83:14 84:20 86:15 89:14
together 31:11 43:19 56:5,11 58:3 62:9 89:8
told 55:7 57:11 57:12
took 35:23
top 92:14
topic 27:7
totally 30:23 31:3
touch 35:7 91:1
towards 49:20 50:6
traditional 66:1
transcript 28:7 96:6,11
transform 52:5
transparency 88:19
travis 48:10,15
trey 45:16,18
trial 25:2,6,9,14 42:13,19
true 96:10
truly 88:8 89:11
try 20:8 26:21 58:9 62:9 74:20
trying 39:19 62:7 78:4
turn 18:9
turned 91:11
turnout 50:10 50:10 52:7,14
turpitude 83:13
tuscaloosa 68:6 73:6,7,10 80:5
tutwiler 84:9
tweaked 20:14
twice 91:22 95:15
two 23:15 30:21 34:16 42:23 43:13,19 46:6 47:16,17 53:23 58:7,20,22 61:9 61:22 62:12 64:13 65:5 66:9 68:2,11 74:18 75:2,13 79:8 84:2 85:20,21 90:13
type 50:8 76:10
tyrone 54:5,6

u

unanimously 34:2
unconstitutional 24:18 25:12
undeniable 41:18
under 49:22 50:12 65:19 72:1 96:7
underrepresen... 88:17
understand 30:2,17 37:3 58:13 60:4 77:15 78:12 88:13

understanding 38:18
understands 37:15
unethical 50:12
unfortunately 83:18
unidentified 4:10 5:17 6:1,6 6:14,17,21 7:4 7:11 11:9,12 15:2,21 16:10 16:16 18:6,10 18:14 19:3,8,11 19:14,22 20:6 28:17,19 29:4 29:10,18 30:7 30:12,19 31:18 31:23 32:6 39:5 54:12,20 67:20 69:18 70:9 85:3
unique 88:13
unit 16:11
united 25:13 38:10 40:18 43:11 61:23 81:7,18 82:1 84:12
uniting 35:17
unity 19:12
university 45:21
unnecessary 61:3
upcoming 84:20
upheld 41:9 42:20
uphold 87:20
urge 36:5 41:4 45:9 87:22
urging 37:22
used 18:19 58:2
using 25:4 27:20 52:7

v

v 24:16,19,22 27:23
valley 61:5
variance 84:7
various 52:19
vestavia 45:20 46:4
veteran 48:21
vice 56:23 82:18 85:13 86:2
victory 64:15
violate 24:20,23 25:8
violated 40:22 41:22 42:3 47:8 64:17
violates 65:11
violation 65:4,6
virtually 41:11
voice 53:22 79:20 87:6 89:9
voices 52:14 88:18
volunteers 48:16
vote 6:4,5,8,10 6:22 7:14 17:12 19:2 42:10,12 49:21 56:7 58:12 59:10 83:11,17 84:17 86:22 91:16 94:18,23
voted 35:12
voter 48:15 50:3 50:5,7,9,10 51:6 52:6,7 79:15 83:19 87:7
voters 34:5,8,21 42:8,10 43:1,4 43:14 48:19 49:1,5,6,14,20 50:2,7,15,18,20 51:10 53:21 55:2 67:13 68:14 71:22 79:14,19 87:22
votes 92:12,18 93:21
voting 21:2 24:21 25:1,9,18 34:4,21 35:20 36:4 40:22 41:17 42:18 43:1,5,12 44:9 44:11 47:8 48:18,20 49:4 49:11,18,23 50:8,21 53:2,10 59:7,11 60:14 64:17 65:11,19 65:23 66:8,20 68:13,17 73:14 74:14,21 78:5 83:19 86:17 87:16,20 89:7 93:2,3,10 94:23
vr 41:5
vra 38:16 43:9 44:15,20 48:3
vs 36:21 66:11 67:9 76:4,22 82:22,23 83:9

w

wait 16:11 20:19 90:5
walked 91:12
walker 21:9,19 22:5,8,11 23:4,7 23:9,11 28:11 28:14,16 32:14 33:9 38:12,22 39:3,8 71:10 79:5,7 90:1,4
walking 77:23
want 6:4,5 17:10,10 18:3 19:18 21:4,20 21:23 22:11,18 26:20 28:21 29:19 30:13 32:22 33:18 37:2,14 57:6,14 58:7 61:7,13,15 61:19 63:12,17

70:13,13 77:15
77:23 78:11
81:5 92:22,23
95:14
wanted 19:5
30:20 83:2
wants 26:19
warning 27:17
watch 21:22
watching 22:1
39:15 52:20
81:3
water 20:10
wavelength
62:6
way 16:6 18:19
19:14 20:22
25:17 33:4
44:18 46:22
68:6 72:1 74:14
75:9 81:12
92:14,15 93:11
93:12
we've 4:8 11:12
11:14 52:19
57:19 59:22
60:4 79:8 81:17
95:5
week 90:11
weeks 20:12
53:7
welcome 23:10
56:15
wendell 40:14
went 92:15
west 79:23
westberry 76:4
76:21
white 21:10
42:10 50:10
51:6 62:11
66:19 68:14
79:15 85:21
86:1 92:18 93:6
wider 49:7
williams 3:1,2
8:23 9:1 13:2,3
13:4 24:3 85:2
89:16,17,19
93:19,21
win 56:7 57:9
57:12,13 67:14
wind 59:21
winfrey 51:20
51:22,23 54:4
wish 85:22
witnesses 69:19
woke 49:21
won 67:13
wonderful 46:5
word 51:10 95:4
work 37:20
57:22 65:21
68:21,22
worked 57:20
working 38:5
worth 80:19
write 81:10
writing 20:18
wrongs 87:5

y

y'all 32:9 33:14
48:12 63:9,10
yeah 6:16 11:14
15:23 16:17
21:4,16 22:13
23:8 28:16 32:8
32:21,22 33:10
38:20 63:19
64:7 70:11 78:6
year 19:5 91:8
years 46:7 57:18
79:17
yield 5:14 89:17
89:18,22,23
yields 89:19
young 91:5 92:7
93:4,18

z

zero 41:11
43:22 73:9,21
74:5,6,10 77:1,8
77:13 78:2
zoom 96:10

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N.D. OF ALABAMA

ALABAMA PERMANENT COMMITTEE ON REAPPORTIONMENT
AND REDISTRICTING PUBLIC HEARING

HELD ON
THURSDAY, JULY 13TH, 2023

LOCATION:
ALABAMA STATE HOUSE
11 SOUTH UNION STREET
MONTGOMERY, ALABAMA 36104
AND
ONLINE VIA ZOOM

TRANSCRIBED REMOTELY BY:
ANNA RUFFIN, CCR
COURT REPORTER

COCHAIRMAN LIVINGSTON: We're going to get started here. If I could ask the clerk to call the role, please.
THE CLERK: Senator Barfoot?
SENATOR BARFOOT: Here.
THE CLERK: Senator Bell?
SENATOR BELL: Here.
THE CLERK: Senator Chesteen?
SENATOR CHESTEEN: Here.
THE CLERK: Senator Figures?
(No response.)
THE CLERK? Senator Livingston?
COCHAIRMAN LIVINGSTON: Here.
THE CLERK: Senator Orr?
(No response.)
THE CLERK: Senator Roberts?
(No response.)
THE CLERK: Senator Scofield?
(No response.)
THE CLERK: Senator Singleton?
SENATOR SINGLETON: Here.
THE CLERK: Senator Smitherman?
SENATOR SMITHERMAN: Here.
THE CLERK: Senator Williams?
SENATOR WILLIAMS: Here.

THE CLERK: Representative Almond?
REPRESENTATIVE ALMOND: Here.
THE CLERK: Representative Boyd?
(No response.)
THE CLERK: Representative Carns.
REPRESENTATIVE CARNS: Here.
THE CLERK: Representative Clouse?
(No response.)
THE CLERK: Representative Ellis?
REPRESENTATIVE ELLIS: Here.
THE CLERK: Representative England?
(No response.)
THE CLERK: Representative Hall?
REPRESENTATIVE HALL: Here.
THE CLERK: Representative Jones?
REPRESENTATIVE JONES: Here.
THE CLERK: Representative Lovvorn?
REPRESENTATIVE LOVVORN: Here.
THE CLERK: Representative Reynolds?
(No response.)
THE CLERK: I have 17 present. You have the quorum -- oh, 18 present.
COCHAIRMAN LIVINGSTON: 18 present. With 18 being present and the quorum being called, next order of business would be the review and

approve the meetings from the last meeting, which are in your packets.
SENATOR ORR: Mr. President? Mr. Chairman?
COCHAIRMAN LIVINGSTON: Senator Orr.
SENATOR ORR: I move we approve the minutes from the previous meeting.
COCHAIRMAN LIVINGSTON: There's a motion from Senator Orr. Is there a second.
SENATOR SMITHERMAN: Second. Second.
COCHAIRMAN LIVINGSTON: Mr. Smitherman seconded.
All in favor of approving the minutes say Aye.
(A collective Aye was heard throughout the room.)
COCHAIRMAN LIVINGSTON: Like signed Aye and minutes are approved.
Mr. Pringle?
COCHAIRMAN PRINGLE: May the question now before the Bodies' adoption of the guidelines, do we have a motion? Do we have a motion for moving adoption.
REPRESENTATIVE HALL: Mr. Chair?
COCHAIRMAN PRINGLE: Ms. Hall, do you

second it.
REPRESENTATIVE HALL: Yes. And I would like to speak when you finish.
UNIDENTIFIED MALE: I second, Mr. Chairman.
COCHAIRMAN PRINGLE: We have a motion and we have a second --
UNIDENTIFIED MALE: Role call voting at the present time, Mr. Chairman, whenever --
COCHAIRMAN PRINGLE: If the clerk will call the roll.
REPRESENTATIVE HALL: Mr. Chair, that's why I was asking. We have a proposed amendment to the guideline plan, so when you plan to consider those --
COCHAIRMAN PRINGLE: If Mr. England's here, do you have an amendment.
REPRESENTATIVE HALL: Yeah, I have the amendment. It should be in everybody's folder.
COCHAIRMAN PRINGLE: Would you like to present the amendment, Ms. Hall.
REPRESENTATIVE HALL: I'll be happy too.
COCHAIRMAN PRINGLE: Thank you.
REPRESENTATIVE HALL: The amendment

Page 6

that you have is -- is -- for each one of the members that is in the folders. And these -- just for clarification for those that did not have a copy of that.

"Because the U.S. District Court in Milligan v. Allen has ordered the State to enact a new congressional map that remedies the violations of Section 2 of the Voting Rights Act, the Reapportionment Committee shall prioritize all plans that follow the U.S. District Court's guidance. Accordingly, all proposals shall include at least two of seven congressional districts in which members of the plaintiff class identified in Milligan have an equal opportunity to elect candidates of choice. In assessing compliance with the Court order, this committee shall consider the court's fact findings on communities of interest, racially polarized voting, and other factors that inform its conclusion that the congressional current map with a single majority-black district illegally dilutes black voting strength.

The committee shall also obtain an written report by an independent expert (a generally recognized authority on the Voting Rights Act) that analyzes any plan submitted to a committee vote.

Page 7

Such report should specifically deliver an opinion and supporting analysis as to whether and how the proposed plan satisfies the U.S. District Court's directives in Milligan. All reports should become part of the record for legislative consideration and shared with the public."

This is the amendment I move that we adopt at this time.

COCHAIRMAN PRINGLE: Ladies and gentlemen of the committee, the proposed amendment would embedded -- embedded in the guidelines arguments by counsel for the Milligan and Caster plans about the US Supreme Court's recent decision in Allen versus Milligan. And for that reason alone, it should be rejected. Guidelines are no place for a party's legal arguments.

Moreover, the proposed amendment is unnecessary and is not good practice. The first paragraph was a proposed amendment that will require the committee to comply with Section Two the Voting Rights Act. The guidelines already require the committee to comply with the Voting Rights Act, as well as the US Constitution, which the proposed amendment does not mention, to comply under Section Two of the Voting Rights Act and what the US

Page 8

Constitution necessarily means complying with court decisions that interpret those provisions.

The committee cannot feasibly amend the guidelines every time a court interprets these provisions, and it would be unwise to start picking and choosing among court decisions to include some of them and guidelines and leave others out.

The proposed amendment is also subject to different interpretations. The first paragraph mentions congressional districts in which members of the plaintiffs class identified and, Milligan have an equal opportunity to elect candidates of their choice. But even among plaintiff suing the State, the meaning of an equal opportunity to elect candidates of choice is in dispute.

And Milligan plans apparently argued this means districts with over 50% black voting age population, but the single complainers have advocated remedial districts would be the APs and low to mid 40s, which incidentally, the Milligan plan is repeatedly endorsed until just recently.

We should not include the guidelines language that is at best unclear and at worst incorporates an unproven argument of one set of plaintiffs. The proposed amendment would require the

Page 9

committee to consider the courts fact finding of communities of interest. Whatever the trial court found about the Gulf Coast, being a community of interest, was a preliminary finding based on limited record compiled in an expedited hearing. It's not a final judicial determination and does not preempt the committee's ability and responsibility under the guidelines to identify and respect communities of interest, including the Gulf Coast and the black belt when it trolls to those remedial districts.

One purpose of the hearing, the committee is considering is to receive public comment and communities of interest, and we should be open to that evidence and not instead default to the arguments of the Milligan, plaintiff's lawyers. The second paragraph that the proposed amendment would require the committee to receive and review a report by an independent expert upon whether the proposed plan complies with the trial court's directives and Milligan, which directives this language refers to is unclear or whatever directives are intended or preliminary finding the conclusion of love, made in a hurry record.

They do not reflect what the court will say after it has had the opportunity to review a

Page 10

complete record. Moreover, no such report has been submitted by Milligan and Caster plaintiffs and supported their VRA plaintiffs' remedial plan that was presented and discussed in the last hearing.

That said, I anticipate that when the House of Senate leadership submits a plan for the Committee's review will be supported by one more -- one of more functionality reports. In short, the proposed amendment is not needed and would incorporate into our guidelines, the arguments of the Milligan plaintiffs lawyers, and for these reasons, the motion to amend the guidelines should be denied.

REPRESENTATIVE FIGURES: Mr. Chairman?

COCHAIRMAN PRINGLE: Yes.

SENATOR FIGURES: In light of the fact that Representative Hall's, amendment did not get a second, let it go on the record showing --

UNIDENTIFIED MALE: I will --

SENATOR FIGURES: You would --

UNIDENTIFIED MALE: No, I will.

SENATOR FIGURES: No. I was just going to let the record show that I second it.

COCHAIRMAN PRINGLE: Thank you, Senator Figures.

SENATOR FIGURES: Also, Mr. Chairman,

Page 11

can we get a copy of the statement you just read?

COCHAIRMAN PRINGLE: It's in the record, and I'll be glad to share it with you.

SENATOR FIGURES: Thank you.

COCHAIRMAN PRINGLE: Senator Smitherman.

SENATOR SMITHERMAN: To listen to report that the co-chair gave, I think that I feel duly noted, based on my opinion and my own interpretation to make a few corrections. One is that in this -- in this proposed amendment, if you look at this from the middle part on down, it says, "In asserting compliance with the Court's order. This committee shall consider the Court's fact findings on community interest, racially polarized voting, and other factors that inform its conclusion that the congressional current map with a single majority black district, it legally dilutes black voting strength."

I think that's, I think that's why we're here in the first place. I think that's how we got here by the courts, saying this is what -- the map wasn't right. So I think that it makes only common sense to follow directives from the Court.

The second thing I want to say is

Page 12

this: As I heard the response, I kind of heard something like this and I'll stand corrected. But it said that -- when we were talking -- you were talking about the taking the directions that -- that this amendment was trying to take us. It was something to the effect that this would be carrying furthering the ruling of the Court, it was something of that nature. I want to set the record straight. This is a two-part situation. This is not a continuation from the first ruling on the merits that the Court did on the initial complaint.

There is two phases to this. The first phase is them ruling what they're ruling. This phase -- and if you look in the orders, when he talked to orders at the -- when he talked about that they were going to use strict scrutiny in the principles of coming up with the remedy. The end of phase two is that the remedy now has to meet what the Court says and has to meet the procedural -- substantive procedures that is -- that is used by those have to meet those standards that they have. So it would make to me only common sense to take that part right there because the Court has said, that's the flaw. And we got to go from here to try to correct this and would you present us back if there's

Page 13

going to be acceptable? So I want to make that very clear to everybody in here that this is not one carryover from the ruling. There's two parts to it. Now we in the remedy phase, and the remedy phase is totally independent, as it relates to the ruling that we have to come up with another remedy. Thank you, Mr. Chairman.

SENATOR ORR: Mr. Chairman?

COCHAIRMAN PRINGLE: Mr. Orr.

SENATOR ORR: In light of Chairman Pringle's comments, I would move to table the amendment.

COCHAIRMAN PRINGLE: There's a motion to table. Is there a second.

SENATOR SMITHERMAN: Second.

COCHAIRMAN PRINGLE: Second by Senator --

(Cross-talk.)

COCHAIRMAN PRINGLE: Roll-call vote.

THE CLERK: Senator Barfoot.

SENATOR BARFOOT: Aye.

THE CLERK: Senator Bell?

SENATOR BELL: Aye.

THE CLERK: Senator Chesteen?

SENATOR CHESTEEN: Aye.

THE CLERK: Senator Figures?
SENATOR FIGURES: No.
THE CLERK? Senator Livingston?
(No response.)
THE CLERK: Senator Orr?
SENATOR ORR: Aye.
THE CLERK: Senator Roberts?
(No response.)
THE CLERK: Senator Scofield?
(No response.)
THE CLERK: Senator Singleton?
SENATOR SINGLETON: No. No, no, no.
THE CLERK: Senator Smitherman?
SENATOR SMITHERMAN: Aye.
THE CLERK: Senator Williams?
SENATOR WILLIAMS: Aye.
THE CLERK: Representative Almond?
(No response.)
THE CLERK: Representative Boyd?
(No response.)
THE CLERK: Representative Carns.
REPRESENTATIVE CARNS: Aye.
THE CLERK: Representative Clouse?
(No response.)
THE CLERK: Representative Ellis?

REPRESENTATIVE ELLIS: Aye.
THE CLERK: Representative England?
(No response.)
THE CLERK: Representative Hall?
(No response.)
THE CLERK: Representative Jones?
REPRESENTATIVE JONES: No.
THE CLERK: Representative Lovvorn?
REPRESENTATIVE LOVVORN: Aye.
THE CLERK: Representative Reynolds?
(No response.)
THE CLERK: I have Aye as 13 and No to 6.
COCHAIRMAN LIVINGSTON: The guidelines have been adopted in a 13-6 vote. Chairman Pringle?
COCHAIRMAN PRINGLE: Ladies and gentlemen, we're going to now move to a discussion of a couple of things. We're gonna talk about some of the plans that are pending before the committee. But I'd like to get started. If you would like to speak, in general terms, about different issues, communities of interest or historical sights, not specifically on a plan, there's a signup sheet. There's a sign up sheet right over here.
If you'll come sign up, we'll

recognize you. This is for people here to talk about general communities of interest. Then we're going to have you -- if you want to talk about a specific plan, there's a sign up sheet for each specific plan, and we'll be glad to call you up and let you talk about each plan.
And you can sign up for multiple -- multiple plans. It doesn't bother me. But we just want to make sure when we call you, you're going to talk about the plan that we have before us.
SENATOR FIGURES: Mr. Chair?
COCHAIRMAN PRINGLE: Yes, Senator Figures?
SENATOR FIGURES: I understand that plans -- were the -- the deadline for plan submittal was July 7, how many plans have been submitted? And how will we know which plan --
COCHAIRMAN PRINGLE: We're actively processing plans as fast as possible, but there was an overwhelming number sent into the committee. From all over, from France, from New Zealand and all over out of state. Right now, we're trying to consolidate and get our plans from Alabama residents to you as fast as possible. We're just -- to be frank, we're just overwhelmed. We are working as diligently as

possible to do --
SENATOR FIGURES: How do we have a public hearing on the plans that were submitted, if we don't have the plans before us?
COCHAIRMAN PRINGLE: I got some plans that have been submitted that are run through our computers. And we can put numbers on the screen for you. We just haven't got to all of them. I'm doing the best I can, Senator in a very, very, very time-compressed --
SENATOR FIGURES: I'm not complaining. I'm just saying it makes sense if we're having a public hearing about plans submitted, we need the plans.
COCHAIRMAN PRINGLE: Yeah. We've got numerous plans we're gonna put up before -- Will -- will they be bringing us copies of the plan -- we'll turn everything over to you as fast as we can get it.
One of the problems is, some of the plans are not compatible with Maptitude. So we have to get the plans we have to get them in loaded in our computer into Maptitude. And then process them so we can run them.
SENATOR SMITHERMAN: Mr. Chairman?

Page 18

COCHAIRMAN PRINGLE: Mr. Smitherman?
MR. SMITHERMAN: Mr. Chairman, I don't mind yielding -- outspoken -- I like to be recognized after that.
SENATOR ENGLAND: Yes, Mr. Chairman, as a member of this permanent legislative committee, and as part of the minority of this committee, we have not been privy to any maps drawn by this committee itself. And we're talking about going into session on next week. I wrote a letter titled to Chairman Livingston, yourself, and Attorney Dorman Walker, asking for any maps or other functionality reports that can that this committee already has drawn, and we have not received anything.
Could you please respond to that in terms of maps, that this committee and where we are, and while we as the minority has not been a part of that process?
SENATOR FIGURES: That's drawn by the majority -- not by this committee that you're referring to.
COCHAIRMAN PRINGLE: And, Senator, as I told you, we just adopted guidelines a few minutes ago. I don't know how I can present plans to a committee when I haven't guidelines to guide me

Page 19

drawn.
REPRESENTATIVE ENGLAND: Why don't we sit down together and draw our map?
COCHAIRMAN PRINGLE: We are working on that as fast as we can. I've got nothing to hide, Senator, and I'm ready to get started on that plan.
REPRESENTATIVE ENGLAND: Will I be involved with that plan?
COCHAIRMAN PRINGLE: Yes.
(Cross-talk.)
COCHAIRMAN PRINGLE: I understand and we're working as diligently as possible. We have -- committee staff has been completely overwhelmed. We are working as diligently as possible to produce all of the information.
REPRESENTATIVE ENGLAND: I'm not a part of that "we" though.
COCHAIRMAN PRINGLE: Yes, Senator Smitherman?
MR. SMITHERMAN: Mr. Chairman, I -- you know I wrote a letter requesting the same information, and I like that to be, you know, kind of spread over out minutes. It's a letter. At some point in time, I'm going to hand it back to -- it's evident that I actually sent in a letter requesting

Page 20

that. But my statement is to give more to the fact we have already functionality reports.
I'm not -- I'm not putting them out map -- the map that we're talking about that we're gonna try to put together as a group. I'm saying on all these other maps, not all of them, but we have many of these other maps, we have functionality reports. And I mean, I'm not saying that's anybody's keeping me from it. But anything that's spread in that office, in this committee, to be a member you should have -- all of us should have access to. So I think it's very important and critical, that whatever we do have now, if that that'd be presented an opportunity for every member on this committee to be able to get it. So as we go through this meeting, and as we get ready to go through the next -- whatever next step it is, we will have a chance to review some of that information and be able to discuss it as we go through this process here.
That's why I had asked about the meeting a little bit before the meeting up until today. So if it can be produced, I still would like to get it. And I don't mind looking at it as we go through this process. But I need whatever we have. Thank you.

Page 21

COCHAIRMAN PRINGLE: And I understand we are processing the maps. We've processed the remedial maps we have been reviewing and running the analysis on it. As fast as we can possibly do it. We've processed the DRA plans for remedial map, which we'll have today. We've processed the CLC Map 1. We processed a Singleton Congressional Map Plan 3, and we processed the Hatcher Remedial Congressional Plan 1.
We had been reviewing the maps, putting them into computer and running the analysis on them, as fast as we can possibly do. We just got completely overwhelmed with the number of maps sent in. And so we picked y'all's maps first, and we ran those in length. We picked Senator Singleton's maps and the plaintiffs' maps. We've picked the maps that come in from Senator Singleton. That -- that -- the Singleton Congressional Plan Number three is -- does not -- is that your map?
SENATOR SMITHERMAN: No, I'm the sponsor of that one.
COCHAIRMAN PRINGLE: Oh, you're the sponsor for the Singleton Map? I'm sorry, Senator Smitherman.
But anyway, again, we are -- we are

Page 22

processing it as fast as possible. And we're going to get you the information as soon as we can. We just have a horribly compressed timeframe, yet again in this committee. I wish we could go back to the days when we had a year to do this, but we've never been given that length of time to -- to draw these maps has always been very late.

SENATOR FIGURES: We didn't have an opportunity for a long time before.

SENATOR PRINGLE: Yes, Representative England?

REPRESENTATIVE ENGLAND: Thank you for the recognition. There's something interesting that you said it kind of struck me, and please forgive me him, no disrespect about this at all. But I wasn't aware that this was like a y'all process. And I thought that we had a court order where we were trying to build a map that we were all supposed to be working on to a certain degree.

And also since we have a public hearing today, it's not since just a y'all situation for us to present maps but everybody to present maps so we can actually get a better idea of what, you know, I guess for lack of a better term "public communities of interest" are -- or what other

Page 23

perception you have of the court order so we can actually look at opposing maps and have a public hearing where everybody's here as input on not only, I guess, y'all's maps, but everybody else's maps too.

So it kind of puts us as members of the committee and the public at a disadvantage because they will not have an opportunity to provide any public input on maps that y'all present. So again -- I echo the sentiments of Senator Singleton and Senator Figures when, I mean, I would prefer that this is a process where we're all kind of building a resolution to satisfy a court order that we all got to look at everybody's proposal when we're not just seeing it on Monday when we -- when we arrive at the State House for a special session and then be expected to vote on it within five days.

So I'll yield but that's just -- that's just interesting to me.

SENATOR SMITHERMAN: Mr. Chairman, I would like to present this to the community.

COCHAIRMAN PRINGLE: Senator Smitherman has presented it to me, and if you don't mind, I like to change your memorandum to read Cochairman Livingston and Cochairman Pringle. I'm not Vice Chairman.

Page 24

Thank you.

And with that, I like to recognize Frank Schmitz, former mayor Dothan, currently serving as civilian aid to Secretary of the Army.

When you get to the microphone, please speak into the microphone and state your name and where you're from there because there are people listening to us. It was very difficult last time to people that are listening to. The clerk is in the back room to hear you, so speak into your microphone. And, Members, if you'll turn your mics off, I understand we had a problem with back feed last time. Thank you so much.

MR. SCHMITZ: Thank you so much. Well, good afternoon. First of all, thank you for this opportunity. My name is Mike Schmitz. I'm from the great City of Dothan, Alabama. I'm in the automobile business there for 35 years. I sell Hyundai's and Mercedes made in Alabama, by Alabama folks. So I'm proud of that. I also had the honor of being mayor of the city and the privilege of being mayor from 2009 to October 2017 in Dothan, and then I stepped down from there after two terms into our public school system became chairman of the board, COVID hit. So it was an exciting, interesting four

Page 25

years. I learned a lot. And then after I stepped out of that, I got appointed by the Secretary of the Army. It's a volunteer position. I represent Alabama South. I represent Fort Novosel Army Reserve, and anything to do with the military JROTC, Army National Guard and report directly to the Pentagon and to the Secretary of the Army.

I'm here as a concerned -- not a concerned -- I am a concerned citizen, involved citizen. As someone who's been involved with economic development with partnerships with southeast Alabama, I'm very protective of us. Because we stand alone, most of us are small communities. And as we stand alone, we can't succeed. So we have created partnerships that have lasted 50 and 100 years that have helped all our communities grow, and my purpose today is simply ask you, I don't have a map. I don't know what maps you have. But I would love to see those in Houston County stay in line with Montgomery and all the communities that were involved going out to southeast edge of Alabama.

We have many partnerships. One is southeast Alabama gas, we're 14 municipalities from Dothan up to Greenville -- southeast Alabama gas and that creates profits or benefits for -- for each

Page 26

community and helps them grow. The 14 mayors sit down every month, and we work together and see how we can help each other because we don't have anyone else. And so we work together. We have prospered. We are booming, and I hate to see that change. We other -- we also have an education Troy, Troy University and Troy Dothan, the medical school we have in Dothan in economic development. We, as City of Dothan, go out -- not out of our way, but we try to partner with all these smaller communities and help them create jobs because we know floats all boats, right?

We know it helps Geneva, helps us what helps Enterprise helps us or Greenville, so we worked really, really hard together to do that. We also have -- the biggest purpose I have today for this is we -- the world is changing and with Fort Novosel --

COCHAIRMAN PRINGLE: One minute.

MR. SCHMITZ: Okay. Fort Novosel and, and Maxwell Air Force Base. We got to be careful. We got to protect the values. We got to stay together to make sure they are benefited. And they continue to grow to protect our country. And we have incredible amount of partnership to help protect that. We cannot lose this. We also -- if you move

Page 27

us West, I believe Houston and Dothan County will lose our voice and lose our vote. Thank you very much. God bless you.

COCHAIRMAN PRINGLE: Thank you so much.

The Chair now recognized Jeff Brandon, CEO of Flowers Hospital in Dothan.

MR. BRANDON: Thank you, Mr. Chairman. My name is Jeff Brandon. I -- thank you -- I'll be happy to do that. I am the CEO of Flowers Hospital. I have lived in this district all my life. I'll be 65 years old in September of this year. My dad is 93. He served in the Military, Alabama National Guard, Civil Service, and we are very -- as Mayor Schmitz just said. I'm here today as a concerned citizen as someone that realizes the benefit of collaboration, cooperation communication, all of those things that he just referenced that are critically important for us not to forget.

I believe that our economy is strong today because of the things that Mayor Schmitz just mention. I can tell you that our health care community is stronger than it's ever been in our district. We have a Southeast Alabama Hospital Council that met yesterday that goes over five

Page 28

different counties that we're all focused on making sure that everyone has access to excellent health care in our community, and I don't think that we should shy away from being very proud of that.

Certainly, he mentioned the medical school. My hospital alone is about to stand up internal medical permanency program. I can just say this from a personal perspective, not just from personal -- from a professional perspective, but I'm six generations living in this particular district. My children have been educated in this district and continue to live and work in this area.

I'm very blessed to see my seven grandchildren and my two great-grandchildren on a regular basis. I'm very proud of all the things that they've accomplished, as well as continuing to see people in our community to grow and thrive. I think again -- that's our main reason for being here today, again, is to talk about what's good, what's right, what's worked, and we want to continue to support that. We certainly be open to hear from others as well, but I think that's what makes our community strong is the fact that I mentioned those three C's: Communication, collaboration, and cooperation. Want to continue see that happen.

Page 29

Thank you very much for allowing me to speak and appreciate all the hard work that everyone sitting up there does each and everyday. Very appreciative of all of your service. Thank you.

COCHAIRMAN PRINGLE: Thank you so much.

And let me -- for people that are watching us on live stream, if you would like to comment, send your emails to district@alsenate.gov, district@alsenate.gov. We'll be glad to take your comments, and we'll be glad to take your comments and we'll read them from the podium.

From that now, the Chair recognizes Ronald Jackson from Birmingham, for three minutes.

MR. JACKSON: Good morning, Legislatures and my fellow citizens of Alabama. I'm Ronald Jackson. I'm a formal member of the Alabama legislature. I'm hear to speak today on behalf of citizens of better schools and sustainable communities, and legal evaluations, and action project. We are here to support the Blackshear the plan -- everything is going be on the Internet. But we're here to tell you that -- I'm from Birmingham, Jefferson County, Alabama.

But these plans, these proposals that

Page 30

have been put out, that I have seen thus far. They are unfair, inequitable, noncompliant with the recent decision by the United States Supreme Court and -- for Jefferson County, which if you all will go back to that original Singleton decision that created this one person, one vote.

And I want everybody to understand this, what this legislature must do when they adopt what they're going to adopt. That -- that preservation of one person, one vote, must be active, that's the euphemism they use about continuity, making sure your vote count.

We want to say to you today, and let you be placed on public notice, that citizens with better schools and sustainable communities, with legal evaluation and action project, we have counsel. And we are prepared that we will respond to a special master, and if you don't keep Jefferson County together and not split it off anywhere to pull up some votes that you think you need to have, just think about what Attorney Blackshear has written to you.

In conclusion, Jefferson County is the economic engine of this State. Those of you that talk about the automobile industry, no, you really

Page 31

got it. Mayor Richard Arrington, Governor Polson, when out of Birmingham we gave you the money to get the Mercedes plan, and you think we going to let you split us up? You got another funk coming.

All I wanted say to you is this, we stand on this cardinal principle, autonomous -- defendere. If you don't know what that means, I'll tell you in Alabama language: We dare defend our rights, and I leave you with one other Latin expression: "Illegitimus non carborundum" because what I see on these plans is that. Now, you look it up. I'm not going to say what it means, because it's a language I would not say, with children listening. Support the Blackshear Plan. Thank you.

COCHAIRMAN PRINGLE: Thank you, Mr. Jackson.

The Chair now recognizes William Bowan from Opelika. Did I say that correctly?

MR. BOWHALL: The name is William Bowhall of Opelika, Alabama. I'm here to talk to this member body and the public about some overlooked issues that this State needs to take care of. Because I've been a citizen of this state and resident for 25 years. And my needs have not yet been observed or tended to by the Republicans or

Page 32

Democrats. I demand representation. I have a reason for it. I'm going to present it to you. It involves technology, advanced aerospace applications for land, air, sea, and space. And this will contribute to national security in both economic and military applications.

It's been overlooked. I went to my representatives, starting with Riley back in '99 before he began governor. I talked to multiple representative and attempted to talk to others, such as Mike Rogers -- as recently as 2018 before the last state election Whatley, Joe Lovvorn. I don't know if that's the same person. I have never spoken to him in person. But I made multiple phone calls and Whatley was the only that I caught actually in session with aid, quote on quote.

Now, I moved down to Alabama 25 years ago. I gave up an inheritant house that was given to me from my grandparents raised me as a child --

COCHAIRMAN PRINGLE: One minute.

MR. BOWHALL: -- all right? I gave that up to come down to bring -- to try to establish jobs and bring technology to this state when you needed it. I've been ignored ever since. My life's been turned upside down. I've been forced into low

Page 33

income, 9, $10-hour-job, which I used to do some research for my needs of this technology, industry never got establish. This state needs to bring a crap-load of money into this state to establish this technology because it's not individual applications that we're speaking of the way you would establish an auto industry or an aircraft industry.

This is cross-over technology. I need to get all phases established, so it makes it more economically to manufacture, and the fact -- the technology I'm about to show you, just a child --

COCHAIRMAN PRINGLE: Your time is expired, sir.

MR. BOWHALL: Well, let me do this because this is why I came here, and the public needs to know about it because the mapping does not cover the contingency of third party independent representation and that's an absolute must to see that this technology is protected, that the labor force gets established, the future needs of infrastructure get established to support its gross.

This hasn't been done in this state, and you put millions of dollars in road work, refurbishing in Birmingham. Now y'all see me take this that can be manufactured over and over again.

This is just a basic application of an air foil --
COCHAIRMAN PRINGLE: You need to speak into the microphone.
MR. BOWHALL: You got in manufacture now. It has nothing you have in manufacture now that can provide a safer needs for transportation for land, air, sea, and space. And I can't go into additional components that would be added to it, but it supports it's own -- own means of flight. And with attachable and re-attachable units, compartment to be saved --
SENATOR FIGURES: Mr. Chair?
COCHAIRMAN PRINGLE: Sir, your time's expired, sir. We're here to talk about congressional redistricting, not technology. So your time is expired, sir. I'm sorry. I gave you three minutes to talk about congressional redistricting, and I yielded extra time to you. You're here talking about technology.
MR. BOWHALL: But the redistricting refers to the black community.
COCHAIRMAN PRINGLE: Well, we're here to talk about, sir --
MR. BOWHALL: You can't --
COCHAIRMAN PRINGLE: Sir, I'm going to

ask you to sit down, and if you don't sit down, that gentleman will remove you.
Now, the next one is David -- is it L-U-S-S-E-U from Birmingham? I can't read the handwriting. David Lusseu or -- okay. I'm sorry. I can't read your handwriting. Thank you. Come forward. I'm going to hold you to three minutes.
MR. LUSSEU: It won't take three minutes. I'm David Lusseu. I was here last week, and my mind still hasn't wrapped around the chairperson and vice chair. You know, when I left out of here last week, they told me there were two professors up there on the -- one of them is not he today, but one of them had a PHD from the University of Alabama, and we had two attorneys and one of them attorneys was from the prestige University of Montevallo, and then we got a former mayor over there, was the major of the third largest city.
Now, out of all of that qualification, and we could not any much find to get vice chair from that group. You know, it seem kind of obvious that, you know, this is a two-black district and with all of that qualification, and we could not pull out a vice chair out of that community. It was kind of hard -- until Alabama get they act together, there's

no state that can get their act together. Everything starts here in Alabama. When we become like the University of Alabama football team, then we will begin to look upon a different perspective. When Nick Saban puts his players out there, he puts his players out to win. He doesn't put his players on the field, saying that this player is a republican, this player is a democrat, this player is black, this player is white. He puts players on the field to win and that's what we should start off at the beginning. You started off in the wrong area by not selecting a vice chair.
I'm hoping that when the legislature go in session on the 17th, that we can formulate a football team. We formulate a football that we going to win for the State of Alabama. This is two-black districts. Now, Blackshear's maps, which I was kind of concerned about, but it's not about me, it's what's best for the State of Alabama. I think this is what we need to start doing looking for the State of Alabama. Thank you.

REPORTER'S CERTIFICATE
STATE OF ALABAMA
ETOWAH COUNTY
I, Anna Ruffin, Certified Court Reporter and Commissioner for the State of Alabama at Large, hereby certify that on July 13, 2023, the above and foregoing proceeding was taken down by me in stenotype and the questions, answers, and statements thereto were transcribed by means of computer-aided transcription and that the foregoing, page 1 to 37, represents a true and correct transcript of the said proceeding.
I further certify that I am neither of counsel, nor of kin to the parties to the action, nor am I in anywise interested in the result of said caus

/s/Anna Ruffin
Anna Ruffin, CCR
Commissioner for the
State of Alabama at Large
CCR# 694, Expires 09/30/2023
MY COMMISSION EXPIRES: 10/21/24

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09/30/2023 37:20

1

1 21:6,9 37:10
10 33:1
10/21/24 37:21
100 25:15
11 1:14
13 15:12 37:6
13-6 15:15
13th 1:9
14 25:23 26:1
17 3:21
17th 36:14
18 3:22,23,24

2

2 6:8
2009 24:22
2017 24:22
2018 32:11
2023 1:9 37:6
25 31:24 32:17
25778 37:17

3

3 21:7
35 24:18
36104 1:15
37 37:10

4

40s 8:20

5

50 8:17 25:15

6

6 15:13
65 27:12
694 37:20

7

7 16:16

9

9 33:1
93 27:13
99 32:8

a

ability 9:7
able 20:15,18
above 37:6
absolute 33:18
acceptable 13:1
access 20:11 28:2
accomplished 28:16
act 6:8,24 7:21 7:22,25 35:25 36:1
action 29:20 30:16 37:14
active 30:10
actively 16:18
actually 19:25 22:23 23:2 32:15
added 34:8
additional 34:8
adopt 7:8 30:8,9
adopted 15:15 18:23
adoption 4:21 4:23
advanced 32:3
advocated 8:18
aerospace 32:3
afternoon 24:15
age 8:17
ago 18:24 32:18
aid 24:4 32:16
aided 37:9
air 26:20 32:4 34:1,7
aircraft 33:7
alabama 1:5,13 1:15 16:23 24:17,19,19 25:4,12,21,23 25:24 27:13,24 29:16,17,24 31:8,20 32:17 35:15,25 36:2,3 36:16,19,21 37:2,5,19
allen 6:6 7:14
allowing 29:1
almond 3:1,2 14:17
alsenate.gov 29:9
alsenate.gov. 29:10
amend 8:3 10:12
amendment 5:14,17,19,21 5:25 7:7,10,17 7:19,24 8:8,25 9:16 10:9,16 11:11 12:5 13:12
amount 26:24
analysis 7:2 21:4,11
analyzes 6:25
anna 1:21 37:4 37:18,18
answers 37:8
anticipate 10:5
anybody's 20:8
anyway 21:25
anywise 37:15
apparently 8:16
application 34:1
applications 32:3,6 33:5
appointed 25:2
appreciate 29:2
appreciative 29:4
approve 4:1,6
approved 4:18
approving 4:13
aps 8:19

area 28:12 36:11
argued 8:16
argument 8:24
arguments 7:12 7:16 9:15 10:10
army 24:4 25:3 25:4,6,7
arrington 31:1
arrive 23:14
asked 20:20
asking 5:13 18:12
asserting 11:13
assessing 6:15
attachable 34:10,10
attempted 32:10
attorney 18:11 30:21
attorneys 35:15 35:16
authority 6:24
auto 33:7
automobile 24:18 30:25
autonomous 31:6
aware 22:16
aye 4:14,15,18 13:21,23,25 14:6,14,16,22 15:1,9,12

b

back 12:25 19:24 22:4 24:10,12 30:4 32:8
barfoot 2:4,5 13:20,21
base 26:20
based 9:4 11:9
basic 34:1
basis 28:15
began 32:9
beginning 36:10
behalf 29:18
believe 27:1,20
bell 2:6,7 13:22 13:23
belt 9:9
benefit 27:16
benefited 26:22
benefits 25:25
best 8:23 17:9 36:19
better 22:23,24 29:19 30:15
biggest 26:16
birmingham 29:14,23 31:2 33:24 35:4
bit 20:21
black 6:20,20 8:17 9:9 11:18 11:18 34:21 35:22 36:8,16
blackshear 29:21 30:21 31:14
blackshear's 36:17
bless 27:3
blessed 28:13
board 24:24
boats 26:12
bodies 4:21
body 31:21
booming 26:5
bother 16:8
bowan 31:17
bowhall 31:19 31:20 32:21 33:14 34:4,20 34:24
boyd 3:3 14:19
brandon 27:6,8 27:9
bring 32:22,23 33:3
bringing 17:17
build 22:18
building 23:11
business 3:25 24:18

c

c's 28:23
call 2:2 5:8,11 13:19 16:5,9
called 3:24
calls 32:14
candidates 6:14 8:12,15
carborundum 31:10
cardinal 31:6
care 27:22 28:3 31:22
careful 26:20
carns 3:5,6 14:21,22
carrying 12:6
carryover 13:3
caster 7:12 10:2
caught 32:15
cause 37:16
ccr 1:21 37:18 37:20
ceo 27:7,10
certain 22:19
certainly 28:5 28:21
certificate 37:1
certified 37:4
certify 37:6,13
chair 4:24 5:12 11:8 16:11 27:6 29:13 31:17 34:12 35:11,20 35:24 36:12
chairman 4:4 5:5,9 10:13,25 13:7,8,10 15:15 17:25 18:2,5,11 19:20 23:19,25 24:24 27:8

chairperson 35:11
chance 20:17
change 23:23 26:5
changing 26:17
chesteen 2:8,9 13:24,25
child 32:19 33:11
children 28:11 31:13
choice 6:14 8:13 8:15
choosing 8:6
citizen 25:9,10 27:16 31:23
citizens 29:16 29:19 30:14
city 24:17,21 26:8 35:18
civil 27:14
civilian 24:4
clarification 6:3
class 6:13 8:11
clc 21:6
clear 13:2
clerk 2:2,4,6,8 2:10,12,14,16 2:18,20,22,24 3:1,3,5,7,9,11 3:13,15,17,19 3:21 5:10 13:20 13:22,24 14:1,3 14:5,7,9,11,13 14:15,17,19,21 14:23,25 15:2,4 15:6,8,10,12 24:9
clouse 3:7 14:23
coast 9:3,9
cochairman 2:1 2:13 3:23 4:5,8 4:11,17,20,25 5:6,10,16,20,24 7:9 10:14,23 11:2,5 13:9,13 13:16,19 15:14 15:16 16:12,18 17:5,15 18:1,22 19:4,9,11,18 21:1,22 23:21 23:24,24 26:18 27:4 29:5 31:15 32:20 33:12 34:2,13,22,25
collaboration 27:17 28:24
collective 4:15
come 13:6 15:25 21:17 32:22 35:6
coming 12:17 31:4
comment 9:12 29:9
comments 13:11 29:11,11
commission 37:21
commissioner 37:5,19
committee 1:5 6:9,16,22,25 7:10,20,22 8:3 9:1,12,17 11:14 15:19 16:20 18:6,7,9,13,16 18:20,25 19:13 20:10,14 22:4 23:6
committee's 9:7 10:7
common 11:24 12:22
communication 27:17 28:24
communities 6:17 9:2,8,13 15:21 16:2 22:25 25:13,16 25:20 26:10 29:20 30:15
community 9:3 11:15 23:20 26:1 27:23 28:3 28:17,22 34:21 35:24
compartment 34:10
compatible 17:21
compiled 9:5
complainers 8:18
complaining 17:11
complaint 12:11
complete 10:1
completely 19:13 21:13
compliance 6:15 11:13
complies 9:19
comply 7:20,22 7:24
complying 8:1
components 34:8
compressed 17:10 22:3
computer 17:23 21:11 37:9
computers 17:7
concerned 25:8 25:9,9 27:15 36:18
conclusion 6:18 9:22 11:16 30:23
congressional 6:7,12,19 8:10 11:17 21:7,8,18 34:14,17
consider 5:15 6:16 9:1 11:14
consideration 7:5
considering 9:12

consolidate 16:22
constitution 7:23 8:1
contingency 33:17
continuation 12:9
continue 26:23 28:12,20,25
continuing 28:16
continuity 30:11
contribute 32:4
cooperation 27:17 28:24
copies 17:17
copy 6:3 11:1
correct 12:25 37:11
corrected 12:2
corrections 11:10
correctly 31:18
council 27:25
counsel 7:12 30:16 37:14
count 30:12
counties 28:1
country 26:23
county 25:19 27:1 29:24 30:4 30:18,23 37:3
couple 15:18
court 1:22 6:5 6:15 8:1,4,6 9:2 9:24 11:24 12:7 12:10,19,23 22:17 23:1,12 30:3 37:4
court's 6:10,16 7:3,13 9:19 11:13,14
courts 9:1 11:22
cover 33:16
covid 24:25
crap 33:4
create 26:11
created 25:14 30:5
creates 25:25
critical 20:12
critically 27:19
cross 13:18 19:10 33:8
current 6:19 11:17
currently 24:3

d

dad 27:12
dare 31:8
david 35:3,5,9
days 22:5 23:16
deadline 16:15
decision 7:13 30:3,5
decisions 8:2,6
default 9:14
defend 31:8
defendere 31:7
degree 22:19
deliver 7:1
demand 32:1
democrat 36:8
democrats 32:1
denied 10:12
determination 9:6
development 25:11 26:8
different 8:9 15:21 28:1 36:4
difficult 24:8
diligently 16:25 19:12,14
dilutes 6:20 11:18
directions 12:4
directives 7:4 9:19,20,21 11:24
directly 25:6
disadvantage 23:6
discuss 20:19
discussed 10:4
discussion 15:17
dispute 8:15
disrespect 22:15
district 6:5,10 6:20 7:3 11:18 27:11,24 28:10 28:11 29:9,10 35:22
districts 6:12 8:10,17,19 9:10 36:17
doing 17:8 36:20
dollars 33:23
dorman 18:11
dothan 24:3,17 24:22 25:24 26:7,8,9 27:1,7
dra 21:5
draw 19:3 22:6
drawn 18:8,14 18:19 19:1
duly 11:9

e

e 35:4
echo 23:9
economic 25:11 26:8 30:24 32:5
economically 33:10
economy 27:20
edge 25:21
educated 28:11
education 26:6
effect 12:6
elect 6:14 8:12 8:14
election 32:12
ellis 3:9,10 14:25 15:1

else's 23:4
emails 29:9
embedded 7:11 7:11
enact 6:6
endorsed 8:21
engine 30:24
england 3:11 15:2 18:5 19:2,7 19:16 22:11,12
england's 5:16
enterprise 26:14
equal 6:14 8:12 8:14
establish 32:22 33:3,4,6
established 33:9 33:20,21
etowah 37:3
euphemism 30:11
evaluation 30:16
evaluations 29:20
everybody 13:2 22:22 23:4 30:7
everybody's 5:19 23:3,13
everyday 29:3
evidence 9:14
evident 19:25
excellent 28:2
exciting 24:25
expected 23:16
expedited 9:5
expert 6:23 9:18
expired 33:13 34:14,16
expires 37:20,21
expression 31:10
extra 34:18

f

fact 6:16 9:1 10:15 11:14 20:1 28:23 33:10
factors 6:18 11:16
far 30:1
fast 16:19,24 17:18 19:5 21:4 21:12 22:1
favor 4:13
feasibly 8:3
feed 24:12
feel 11:8
fellow 29:16
field 36:7,9
figures 2:10 10:13,15,19,21 10:24,25 11:4 14:1,2 16:11,13 16:14 17:2,11 18:19 22:8 23:10 34:12
final 9:6
find 35:20
finding 9:1,4,22
findings 6:16 11:15
finish 5:3
first 7:18 8:9 11:21 12:10,13 21:14 24:15
five 23:16 27:25
flaw 12:24
flight 34:9
floats 26:11
flowers 27:7,10
focused 28:1
foil 34:1
folder 5:19
folders 6:2
folks 24:20
follow 6:10 11:24
football 36:3,15 36:15
force 26:20 33:20
forced 32:25
foregoing 37:7 37:10
forget 27:19
forgive 22:14
formal 29:17
former 24:3 35:17
formulate 36:14 36:15
fort 25:4 26:17 26:19
forward 35:7
found 9:3
four 24:25
france 16:21
frank 16:24 24:3
functionality 10:8 18:12 20:2 20:7
funk 31:4
further 37:13
furthering 12:6
future 33:20

g

gas 25:23,24
general 15:21 16:2
generally 6:23
generations 28:10
geneva 26:13
gentleman 35:2
gentlemen 7:10 15:17
give 20:1
given 22:6 32:18
glad 11:3 16:5 29:10,11
go 10:17 12:24 20:15,16,19,23 22:4 26:9 30:4 34:7 36:14

god 27:3
goes 27:25
going 2:1 10:22 12:16 13:1 15:17 16:2,9 18:9 19:24 22:1 25:20 29:22 30:9 31:3,12 32:2 34:25 35:7 36:15
gonna 15:18 17:16 20:5
good 7:18 24:15 28:19 29:15
governor 31:1 32:9
grandchildren 28:14,14
grandparents 32:19
great 24:17 28:14
greenville 25:24 26:14
gross 33:21
group 20:5 35:21
grow 25:16 26:1 26:23 28:17
guard 25:6 27:14
guess 22:24 23:4
guidance 6:10
guide 18:25
guideline 5:14
guidelines 4:21 7:11,15,21 8:4,7 8:22 9:8 10:10 10:12 15:14 18:23,25
gulf 9:3,9

h

hall 3:13,14 4:24,25 5:2,12 5:18,21,22,25 15:4
hall's 10:16
hand 19:24
handwriting 35:5,6
happen 28:25
happy 5:22 27:10
hard 26:15 29:2 35:25
hatcher 21:8
hate 26:5
health 27:22 28:2
hear 24:10 28:21 29:18
heard 4:15 12:1 12:1
hearing 1:6 9:5 9:11 10:4 17:3 17:13 22:21 23:3
held 1:8
help 26:3,11,24
helped 25:16
helps 26:1,13,13 26:14,14
hide 19:5
historical 15:22
hit 24:25
hold 35:7
honor 24:20
hoping 36:13
horribly 22:3
hospital 27:7,10 27:24 28:6
hour 33:1
house 1:13 10:6 23:15 32:18
houston 25:19 27:1
hurry 9:23
hyundai's 24:19

i

idea 22:23
identified 6:13 8:11
identify 9:8
ignored 32:24
illegally 6:20
illegitimus 31:10
important 20:12 27:19
incidentally 8:20
include 6:11 8:6 8:22
including 9:9
income 33:1
incorporate 10:10
incorporates 8:24
incredible 26:24
independent 6:23 9:18 13:5 33:17
individual 33:5
industry 30:25 33:2,7,7
inequitable 30:2
inform 6:18 11:16
information 19:15,22 20:18 22:2
infrastructure 33:21
inheritant 32:18
initial 12:11
input 23:3,8
intended 9:21
interest 6:17 9:2 9:4,9,13 11:15 15:22 16:2 22:25
interested 37:15
interesting 22:13 23:18 24:25
internal 28:7

internet 29:22
interpret 8:2
interpretation 11:10
interpretations 8:9
interprets 8:4
involved 19:8 25:9,10,20
involves 32:2
issues 15:21 31:22

j

jackson 29:14 29:15,17 31:16
jeff 27:6,9
jefferson 29:24 30:4,18,23
job 33:1
jobs 26:11 32:23
joe 32:12
jones 3:15,16 15:6,7
jrotc 25:5
judicial 9:6
july 1:9 16:16 37:6

k

keep 30:18
keeping 20:9
kin 37:14
kind 12:1 19:22 22:14 23:5,11 35:21,24 36:17
know 16:17 18:24 19:21,22 22:24 25:18 26:11,13 31:7 32:12 33:16 35:11,21,22

l

l 35:4
labor 33:19
lack 22:24
ladies 7:9 15:16
land 32:3 34:7
language 8:23 9:20 31:8,13
large 37:5,19
largest 35:18
lasted 25:15
late 22:7
latin 31:9
lawyers 9:15 10:11
leadership 10:6
learned 25:1
leave 8:7 31:9
left 35:11
legal 7:16 29:20 30:16
legally 11:18
legislative 7:5 18:6
legislature 29:18 30:8 36:13
legislatures 29:16
length 21:15 22:6
letter 18:10 19:21,23,25
life 27:11
life's 32:24
light 10:15 13:10
limited 9:4
line 25:19
listen 11:7
listening 24:8,9 31:13
little 20:21
live 28:12 29:8
lived 27:11
living 28:10
livingston 2:1 2:12,13 3:23 4:5 4:8,11,17 14:3 15:14 18:11 23:24
load 33:4
loaded 17:22
location 1:12
long 22:9
look 11:12 12:14 23:2,13 31:11 36:4
looking 20:23 36:20
lose 26:25 27:2 27:2
lot 25:1
love 9:22 25:18
lovvorn 3:17,18 15:8,9 32:12
low 8:19 32:25
lusseu 35:5,8,9

m

made 9:22 24:19 32:14
main 28:18
major 35:18
majority 6:20 11:18 18:20
make 11:10 12:22 13:1 16:9 26:22
makes 11:23 17:12 28:22 33:9
making 28:1 30:12
male 5:4,8 10:18 10:20
manufacture 33:10 34:4,5
manufactured 33:25
map 6:7,19 11:17,23 19:3 20:4,4 21:5,6,7 21:19,23 22:18 25:17
mapping 33:16
maps 18:8,12,16 20:6,7 21:2,3,10 21:13,14,15,16

21:16 22:7,22 22:22 23:2,4,4,8 25:18 36:17
maptitude 17:21,23
master 30:18
maxwell 26:20
mayor 24:3,21 24:22 27:14,21 31:1 35:17
mayors 26:1
mean 20:8 23:10
meaning 8:14
means 8:1,17 31:7,12 34:9 37:9
medical 26:7 28:5,7
meet 12:18,19 12:21
meeting 4:1,7 20:15,21,21
meetings 4:1
member 18:6 20:10,14 29:17 31:21
members 6:1,12 8:10 23:5 24:11
memorandum 23:23
mention 7:24 27:22
mentioned 28:5 28:23
mentions 8:10
mercedes 24:19 31:3
merits 12:10
met 27:25
microphone 24:5,6,10 34:3
mics 24:11
mid 8:19
middle 11:12
mike 24:16 32:11
military 25:5 27:13 32:5
milligan 6:6,13 7:4,12,14 8:11 8:16,20 9:15,20 10:2,11
millions 33:23
mind 18:3 20:23 23:23 35:10
minority 18:7 18:17
minute 26:18 32:20
minutes 4:7,13 4:18 18:23 19:23 29:14 34:16 35:7,9
monday 23:14
money 31:2 33:4
montevallo 35:17
montgomery 1:15 25:19
month 26:2
morning 29:15
motion 4:9,22 4:22 5:6 10:12 13:13
move 4:6 7:7 13:11 15:17 26:25
moved 32:17
moving 4:22
multiple 16:7,8 32:9,14
municipalities 25:23

n

name 24:6,16 27:9 31:19
national 25:6 27:13 32:5
nature 12:7
necessarily 8:1
need 17:13 20:24 30:20 33:8 34:2 36:20
needed 10:9 32:24
needs 31:22,24 33:2,3,15,20 34:6
neither 37:13
never 22:5 32:13 33:3
new 6:7 16:21
nick 36:5
non 31:10
noncompliant 30:2
noted 11:9
notice 30:14
novosel 25:4 26:17,19
number 16:20 21:13,18
numbers 17:7
numerous 17:16

o

observed 31:25
obtain 6:22
obvious 35:21
october 24:22
office 20:10
oh 3:22 21:22
okay 26:19 35:5
old 27:12
online 1:17
opelika 31:18 31:20
open 9:13 28:21
opinion 7:1 11:9
opportunity 6:14 8:12,14 9:25 20:14 22:9 23:7 24:16
opposing 23:2
order 3:25 6:15 11:13 22:17 23:1,12

ordered 6:6
orders 12:14,15
original 30:5
orr 2:14 4:3,5,6 4:9 13:8,9,10 14:5,6
outspoken 18:3
overlooked 31:21 32:7
overwhelmed 16:25 19:13 21:13
overwhelming 16:20
own 11:9 34:9,9

p

packets 4:2
page 37:10
paragraph 7:19 8:9 9:16
part 7:5 11:12 12:9,23 18:7,17 19:17
particular 28:10
parties 37:14
partner 26:10
partnership 26:24
partnerships 25:11,15,22
parts 13:3
party 33:17
party's 7:16
pending 15:19
pentagon 25:7
people 16:1 24:7 24:9 28:17 29:7
perception 23:1
permanency 28:7
permanent 1:5 18:6
person 30:6,10 32:13,14
personal 28:8,9
perspective 28:8 28:9 36:4
phase 12:13,14 12:18 13:4,4
phases 12:12 33:9
phd 35:14
phone 32:14
picked 21:14,15 21:16
picking 8:5
place 7:15 11:21
placed 30:14
plaintiff 6:13 8:13
plaintiff's 9:15
plaintiffs 8:11 8:25 10:2,3,11 21:16
plan 5:14,14 6:25 7:3 8:20 9:19 10:3,6 15:23 16:4,4,6 16:10,15,17 17:17 19:6,8 21:7,8,18 29:22 31:3,14
plans 6:9 7:13 8:16 15:19 16:8 16:15,16,19,23 17:3,4,5,13,14 17:16,21,22 18:24 21:5 29:25 31:11
player 36:7,8,8 36:9
players 36:5,6,6 36:9
please 2:3 18:15 22:14 24:5
podium 29:12
point 19:24
polarized 6:17 11:15
polson 31:1
population 8:18
position 25:3
possible 16:19 16:24 17:1 19:12,14 22:1
possibly 21:4,12
practice 7:18
preempt 9:6
prefer 23:10
preliminary 9:4 9:22
prepared 30:17
present 3:21,22 3:23,24 5:9,21 12:25 18:24 22:22,22 23:8 23:20 32:2
presented 10:4 20:13 23:22
preservation 30:10
president 4:3
prestige 35:16
previous 4:7
principle 31:6
principles 12:17
pringle 4:19,20 4:25 5:6,10,16 5:20,24 7:9 10:14,23 11:2,5 13:9,13,16,19 15:15,16 16:12 16:18 17:5,15 18:1,22 19:4,9 19:11,18 21:1 21:22 22:10 23:21,24 26:18 27:4 29:5 31:15 32:20 33:12 34:2,13,22,25
pringle's 13:11
prioritize 6:9
privilege 24:21
privy 18:8
problem 24:12
problems 17:20

procedural 12:19
procedures 12:20
proceeding 37:7 37:12
process 17:23 18:18 20:19,24 22:16 23:11
processed 21:2 21:5,6,7,8
processing 16:19 21:2 22:1
produce 19:14
produced 20:22
professional 28:9
professors 35:13
profits 25:25
program 28:7
project 29:21 30:16
proposal 23:13
proposals 6:11 29:25
proposed 5:13 7:3,10,17,19,23 8:8,25 9:16,18 10:9 11:11
prospered 26:4
protect 26:21,23 26:24
protected 33:19
protective 25:12
proud 24:20 28:4,15
provide 23:7 34:6
provisions 8:2,5
public 1:6 7:6 9:12 17:3,13 22:20,24 23:2,6 23:8 24:24 30:14 31:21 33:15
pull 30:19 35:23
purpose 9:11 25:16 26:16
put 17:7,16 20:5 30:1 33:23 36:6
puts 23:5 36:5,5 36:9
putting 20:3 21:11

q

qualification 35:19,23
question 4:20
questions 37:8
quorum 3:22,24
quote 32:16,16

r

racially 6:17 11:15
raised 32:19
ran 21:14
read 11:1 23:23 29:12 35:4,6
ready 19:6 20:16
realizes 27:16
really 26:15,15 30:25
reapportionm... 1:5 6:9
reason 7:14 28:18 32:1
reasons 10:11
receive 9:12,17
received 18:14
recent 7:13 30:2
recently 8:21 32:11
recognition 22:13
recognize 16:1 24:2
recognized 6:24 18:3 27:6
recognizes 29:13 31:17
record 7:5 9:5 9:23 10:1,17,22 11:3 12:8
redistricting 1:6 34:15,17,20
referenced 27:18
referring 18:21
refers 9:20 34:21
reflect 9:24
refurbishing 33:24
regular 28:15
rejected 7:15
relates 13:5
remedial 8:19 9:10 10:3 21:3,5 21:8
remedies 6:7
remedy 12:17 12:18 13:4,4,6
remotely 1:20
remove 35:2
repeatedly 8:21
report 6:23 7:1 9:17 10:1 11:8 25:6
reporter 1:22 37:4
reporter's 37:1
reports 7:4 10:8 18:13 20:2,8
represent 25:3,4
representation 32:1 33:18
representative 3:1,2,3,5,6,7,9 3:10,11,13,14 3:15,16,17,18 3:19 4:24 5:2,12 5:18,22,25 10:13,16 14:17 14:19,21,22,23 14:25 15:1,2,4,6

15:7,8,9,10 19:2 19:7,16 22:10 22:12 32:10
representatives 32:8
represents 37:11
republican 36:7
republicans 31:25
requesting 19:21,25
require 7:19,21 8:25 9:17
research 33:2
reserve 25:5
resident 31:24
residents 16:23
resolution 23:12
respect 9:8
respond 18:15 30:17
response 2:11 2:15,17,19 3:4,8 3:12,20 12:1 14:4,8,10,18,20 14:24 15:3,5,11
responsibility 9:7
result 37:15
review 3:25 9:17,25 10:7 20:18
reviewing 21:3 21:10
reynolds 3:19 15:10
richard 31:1
right 11:23 12:23 15:24 16:22 26:12 28:19 32:21
rights 6:8,24 7:21,22,25 31:9
riley 32:8
road 33:23
roberts 2:16 14:7
rogers 32:11
role 2:3 5:8
roll 5:11 13:19
ronald 29:14,17
room 4:16 24:10
ruffin 1:21 37:4 37:18,18
ruling 12:7,10 12:13,13 13:3,5
run 17:6,24
running 21:3,11

s

s 35:4,4 37:18
saban 36:5
safer 34:6
satisfies 7:3
satisfy 23:12
saved 34:11
saying 11:22 17:12 20:5,8 36:7
says 11:12 12:19
schmitz 24:3,14 24:16 26:19 27:15,21
school 24:24 26:7 28:6
schools 29:19 30:15
scofield 2:18 14:9
screen 17:7
scrutiny 12:16
sea 32:4 34:7
second 4:9,10 4:10 5:1,4,7 9:16 10:17,22 11:25 13:14,15 13:16
seconded 4:12
secretary 24:4 25:2,7
section 6:8 7:20 7:24
security 32:5
see 25:18 26:2,5 28:13,16,25 31:11 33:18,24
seeing 23:14
seem 35:21
seen 30:1
selecting 36:11
sell 24:18
senate 10:6
senator 2:4,5,6 2:7,8,9,10,12,14 2:16,18,20,21 2:22,23,24,25 4:3,5,6,9,10 10:15,19,21,24 10:25 11:4,5,7 13:8,10,15,16 13:20,21,22,23 13:24,25 14:1,2 14:3,5,6,7,9,11 14:12,13,14,15 14:16 16:11,12 16:14 17:2,9,11 17:25 18:5,19 18:22 19:6,18 21:15,17,20,23 22:8,10 23:9,10 23:19,21 34:12
send 29:9
sense 11:24 12:22 17:12
sent 16:20 19:25 21:13
sentiments 23:9
september 27:12
served 27:13
service 27:14 29:4
serving 24:3
session 18:10 23:15 32:16 36:14
set 8:24 12:8
seven 6:12 28:13

share 11:3
shared 7:6
sheet 15:23,24 16:4
short 10:8
show 10:22 33:11
showing 10:17
shy 28:4
sights 15:22
sign 15:23,25 16:4,7
signature 37:17
signed 4:17
signup 15:23
simply 25:17
single 6:19 8:18 11:17
singleton 2:20 2:21 14:11,12 21:7,17,18,23 23:9 30:5
singleton's 21:15
sir 33:13 34:13 34:14,16,23,25
sit 19:3 26:1 35:1,1
sitting 29:3
situation 12:9 22:21
six 28:10
small 25:13
smaller 26:10
smitherman 2:22,23 4:10,11 11:6,7 13:15 14:13,14 17:25 18:1,2 19:19,20 21:20,24 23:19 23:22
soon 22:2
sorry 21:23 34:16 35:5
south 1:14 25:4
southeast 25:11 25:21,23,24 27:24
space 32:4 34:7
speak 5:3 15:20 24:6,10 29:2,18 34:2
speaking 33:6
special 23:15 30:17
specific 16:3,4
specifically 7:1 15:22
split 30:19 31:4
spoken 32:13
sponsor 21:21 21:23
spread 19:23 20:9
staff 19:13
stand 12:2 25:12,14 28:6 31:6
standards 12:21
start 8:5 36:10 36:20
started 2:2 15:20 19:6 36:11
starting 32:8
starts 36:2
state 1:13 6:6 8:13 16:22 23:15 24:6 30:24 31:22,23 32:12,23 33:3,4 33:22 36:1,16 36:19,20 37:2,5 37:19
statement 11:1 20:1
statements 37:8
states 30:3
stay 25:19 26:21
stenotype 37:8
step 20:17
stepped 24:23 25:1
straight 12:8
stream 29:8
street 1:14
strength 6:21 11:19
strict 12:16
strong 27:20 28:23
stronger 27:23
struck 22:14
subject 8:8
submits 10:6
submittal 16:16
submitted 6:25 10:2 16:17 17:3 17:6,13
substantive 12:20
succeed 25:14
suing 8:13
support 28:20 29:21 31:14 33:21
supported 10:3 10:7
supporting 7:2
supports 34:9
supposed 22:18
supreme 7:13 30:3
sure 16:9 26:22 28:2 30:12
sustainable 29:19 30:15
system 24:24

t

table 13:11,14
take 12:5,22 29:10,11 31:22 33:24 35:8
taken 37:7
talk 13:18 15:18 16:1,3,5,10 19:10 28:19

30:25 31:20 32:10 34:14,17 34:23
talked 12:15,15 32:9
talking 12:3,3 18:9 20:4 34:18
team 36:3,15
technology 32:3 32:23 33:2,5,8 33:11,19 34:15 34:19
tell 27:22 29:23 31:8
tended 31:25
term 22:24
terms 15:21 18:16 24:23
thank 5:24 10:23 11:4 13:6 20:25 22:12 24:1,13,14,15 27:2,4,8,9 29:1 29:4,5 31:14,15 35:6 36:21
that'd 20:13
thereto 37:9
thing 11:25
things 15:18 27:18,21 28:15
think 11:8,20,20 11:21,23 20:12 28:3,17,22 30:20,21 31:3 36:19
third 33:17 35:18
thought 22:17
three 21:18 28:23 29:14 34:16 35:7,8
thrive 28:17
thursday 1:9
time 5:9 7:8 8:4 17:10 19:24 22:6,9 24:8,12 33:12 34:15,18
time's 34:13
timeframe 22:3
titled 18:10
today 20:22 21:6 22:21 25:17 26:16 27:15,21 28:18 29:18 30:13 35:14
together 19:3 20:5 26:2,4,15 26:22 30:19 35:25 36:1
told 18:23 35:12
totally 13:5
transcribed 1:20 37:9
transcript 37:11
transcription 37:10
transportation 34:6
trial 9:2,19
trolls 9:10
troy 26:6,6,7
true 37:11
try 12:24 20:5 26:9 32:22
trying 12:5 16:22 22:18
turn 17:18 24:11
turned 32:25
two 6:11 7:20 7:25 12:9,12,18 13:3 24:23 28:14 35:12,15 35:22 36:16

u

u 35:4,4
u.s. 6:5,10 7:3
unclear 8:23 9:21
under 7:24 9:7
understand 16:14 19:11 21:1 24:12 30:7
unfair 30:2
unidentified 5:4 5:8 10:18,20
union 1:14
united 30:3
units 34:10
university 26:7 35:14,16 36:3
unnecessary 7:18
unproven 8:24
unwise 8:5
upside 32:25
use 12:16 30:11
used 12:20 33:1

v

v 6:6
values 26:21
versus 7:14
vice 23:25 35:11 35:20,24 36:12
violations 6:7
voice 27:2
volunteer 25:3
vote 6:25 13:19 15:15 23:16 27:2 30:6,10,12
votes 30:20
voting 5:8 6:8 6:17,21,24 7:20 7:22,25 8:17 11:16,19
vra 10:3

w

walker 18:12
want 11:25 12:8 13:1 16:3,9 28:20,24 30:7 30:13
wanted 31:5
watching 29:8
way 26:9 33:6
we've 17:15 21:2,5,6,16 22:5

week 18:10 35:9 35:12
went 32:7
west 27:1
whatley 32:12 32:15
white 36:9
william 31:17 31:19
williams 2:24,25 14:15,16
win 36:6,9,16
wish 22:4
work 26:2,4 28:12 29:2 33:23
worked 26:14 28:20
working 16:25 19:4,12,14 22:19
world 26:17
worst 8:23
wrapped 35:10
written 6:23 30:21
wrong 36:11
wrote 18:10 19:21

y

y'all 22:16,21 23:8 33:24
y'all's 21:14 23:4
yeah 5:18 17:15
year 22:5 27:12
years 24:18 25:1 25:15 27:12 31:24 32:17
yesterday 27:25
yield 23:17
yielded 34:18
yielding 18:3

z

zealand 16:21
zoom 1:17

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N.D. OF ALABAMA

5-YEAR CEDS UPDATE FOR:
BALDWIN, ESCAMBIA, AND MOBILE COUNTIES

REPORT BY
SOUTH ALABAMA REGIONAL PLANNING COMMISSION

110 BEAUREGARD STREET, SUITE 207
MOBILE, ALABAMA 36633
SARPC.ORG

2022

COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY

5-YEAR UPDATE 2022-2027

South Alabama Regional Planning Commission

sarpc

September 2022

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EXECUTIVE SUMMARY

The South Alabama Regional Planning Commission (SARPC) is a designated Economic Development District (EDD) through the US Economic Development Administration (EDA) and includes Baldwin, Escambia, and Mobile Counties, along with 29 municipalities. As the Region's EDD, SARPC is responsible for developing and maintaining a Comprehensive Economic Development Strategy (CEDS) through a continuous planning process. Our CEDS must be updated at least every five years in order to qualify for EDA funding and is required for EDD designation. New EDA guidelines require that the CEDS incorporate economic resiliency as an influence on our strategic planning.

Good economic development happens when good economic development planning occurs. A strong CEDS means a strong Region. This 5-year update to the Region's CEDS takes an asset-based approach, which, in addition to identifying and analyzing SWOT responses in our Region, seeks to develop existing strengths into economic opportunities for our Region.

Our Region is currently experiencing growth at an exponential rate. Each year as we recruit and develop more industries, we continue to prove our Region is a strong, global economic competitor.

With our vast amounts of land available for development coupled with all the amenities our Region has to offer, it is my hope that we continue to recruit businesses to our Region, growing into the Southeast's economic epicenter.

The South Alabama Regional Planning Commission is your partner in the development of our Region and will strive to do all we can to make sure our Region is successful.

Jack T. "Richay" Rhodes

EXECUTIVE DIRECTOR
SOUTH ALABAMA REGIONAL PLANNING COMMISSION

TABLE OF CONTENTS

CEDS STRATEGY COMMITTEE

MISSION, VISION, AND GOALS

1 INTRODUCTION

2 SUMMARY BACKGROUND

3 SWOT ANALYSIS, 2017-2022

4 EVALUATION & ASSESSMENT FRAMEWORK

5 STRATEGIC DIRECTION

6 ECONOMIC RESILIENCY

APPENDICES

A IMPLEMENTATION

B REFERENCES & ACKNOWLEDGEMENTS

C FUNDING SOURCES & PARTNERS

CEDS STRATEGY COMMITTEE

This 5-year update to the CEDS was developed by a CEDS Strategy Committee, which consists of the members of SARPC's Board of Directors as well as stakeholders representing various economic development organizations, chambers of commerce, tourism, entrepreneurs, education, workforce development, utilities, and local business owners throughout the Region.

The CEDS Strategy Committee includes representatives from the three counties within the SARPC Region and is comprised of both elected officials and representatives from the public and private business and education sector.

The purpose of the committee is to prepare input and information on the future direction of the Region and to offer guidance on potential future initiatives of SARPC.

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Many thanks to SARPC's CEDS Strategy Committee for their time and talents in helping make this CEDS as effective and strong as it can be to build our Region to it's fullest capacity

CEDS CONTENT

The Economic Development Administration (EDA) defines the Comprehensive Economic Development Strategy (CEDS) as a regionally driven economic development planning process and document for regions to identify their strengths and weaknesses and develop a plan of action to spur economic growth in their regions. Per EDA requirements, the CEDS must contain the following required sections:

- Summary Background: A summary background of the economic conditions of the Region
- SWOT Analysis: An in-depth analysis of regional strengths, weaknesses, opportunities and threats
- Strategic Direction/Action Plan: The strategic direction and action plan should build on findings from the SWOT analysis and incorporate elements from other regional plans
- Evaluation Framework: Performance measures used to evaluate the organization's implementation of the CEDS and impact on the regional economy

MISSION

Continue to aggressively recruit growth to the Region. Utilize the unique assets each county offers to attract targeted development. Build a skilled and trained workforce. Serve the Region as an effective, contributing partner in economic development. Brand the Region as the Southeast's most economically diverse and competitive market.

VISION

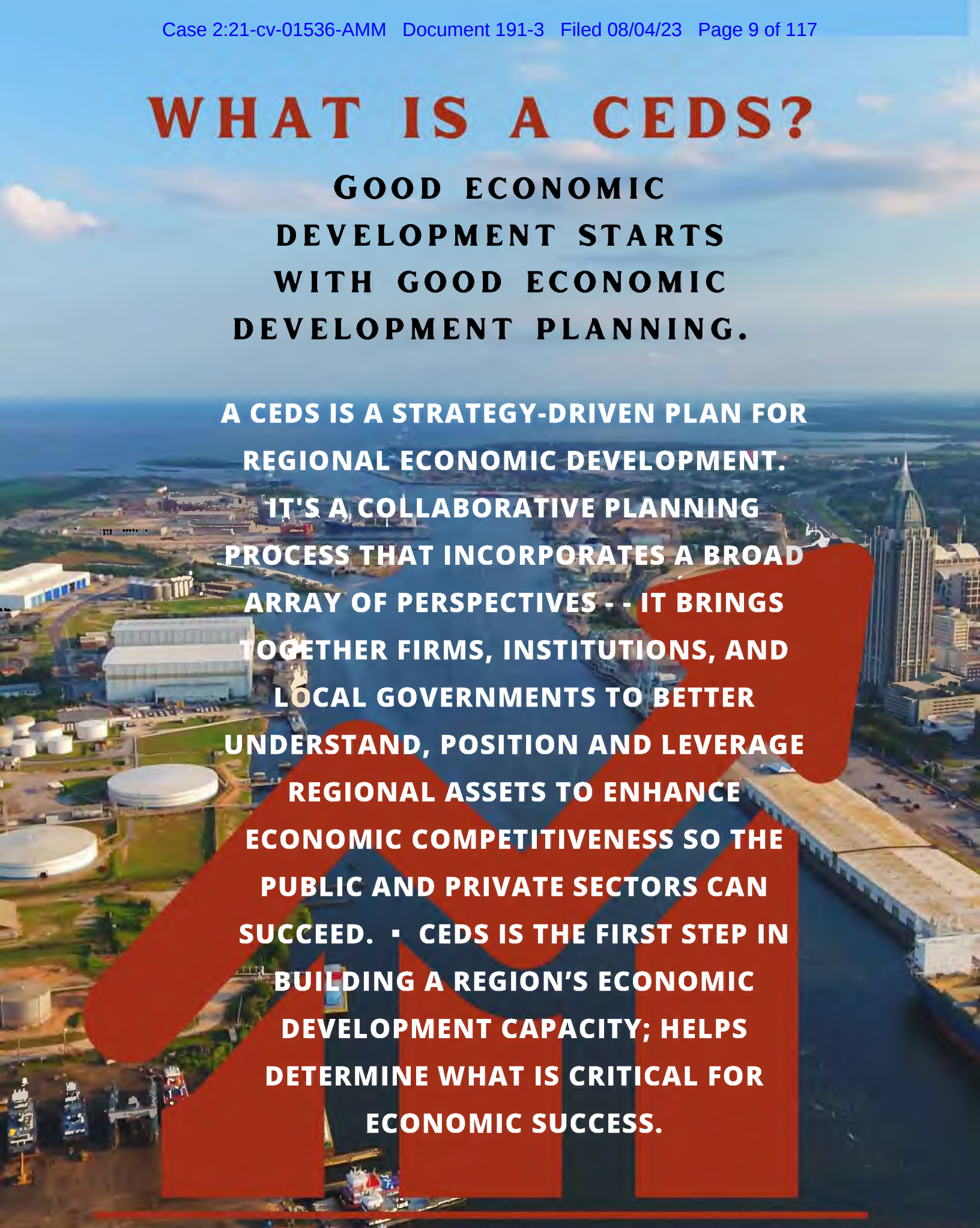
"To promote long-term economic resiliency through economic growth and diversification by utilizing the Region's existing built and natural assets in efforts to provide competitive wages that will create a strong and prepared workforce."

GOALS

1. Improve and increase infrastructure to provide sufficient capacities to accommodate population growth & traffic circulation
2. Decrease underemployment by increasing wages to capture & retain workforce
3. Advance the Region's economy & invest in downtown development & community assets
4. Build a skilled & trained workforce to fill the needs our industries require
5. Protect and foster the utilization of our natural assets
6. Build a unified identity & brand for the Region

WHAT IS A CEDS?

GOOD ECONOMIC DEVELOPMENT STARTS WITH GOOD ECONOMIC DEVELOPMENT PLANNING.



A CEDS IS A STRATEGY-DRIVEN PLAN FOR REGIONAL ECONOMIC DEVELOPMENT. IT'S A COLLABORATIVE PLANNING PROCESS THAT INCORPORATES A BROAD ARRAY OF PERSPECTIVES - - IT BRINGS TOGETHER FIRMS, INSTITUTIONS, AND LOCAL GOVERNMENTS TO BETTER UNDERSTAND, POSITION AND LEVERAGE REGIONAL ASSETS TO ENHANCE ECONOMIC COMPETITIVENESS SO THE PUBLIC AND PRIVATE SECTORS CAN SUCCEED. ▪ CEDS IS THE FIRST STEP IN BUILDING A REGION'S ECONOMIC DEVELOPMENT CAPACITY; HELPS DETERMINE WHAT IS CRITICAL FOR ECONOMIC SUCCESS.

INTRODUCTION

An overview of the South Alabama Regional Planning Commission (SARPC)

1 Introduction

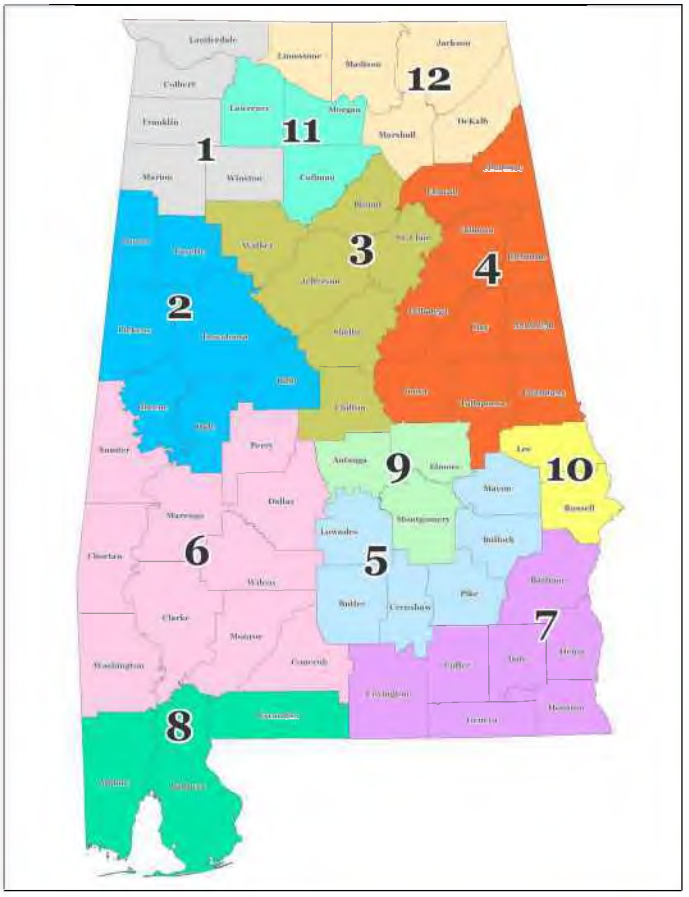
The Regional Councils

There are twelve Regional Councils within the State Alabama. The individual Regional Councils are referred to by a number of different names, such as regional commission, regional planning commission, regional planning and development commission, or regional council of governments. The generic term "Regional Council" is used to refer to all twelve.

Authorized by the legislature in 1935, the various Regional Councils were formed at different times over the years, in different forms with different service areas.

The South Alabama Regional Planning Commission (SARPC) serves three counties in south Alabama. These counties are Baldwin, Escambia and Mobile counties. SARPC is designated as Region 8 and for the purposes of this plan, will hereafter be referred to as "the Region". SARPC along with the other regional councils serve as a resource for local governments.

SARPC serves as the Economic Development District (EDD) for Region 8 and is required to prepare a regularly updated Comprehensive Economic Development Strategy (CEDS) for the Region. A "regional" CEDS acts as a guide for economic development for SARPC's multi-county region and is used to delineate public and private goals for economic development and unify them into a single "road map" of strategies.



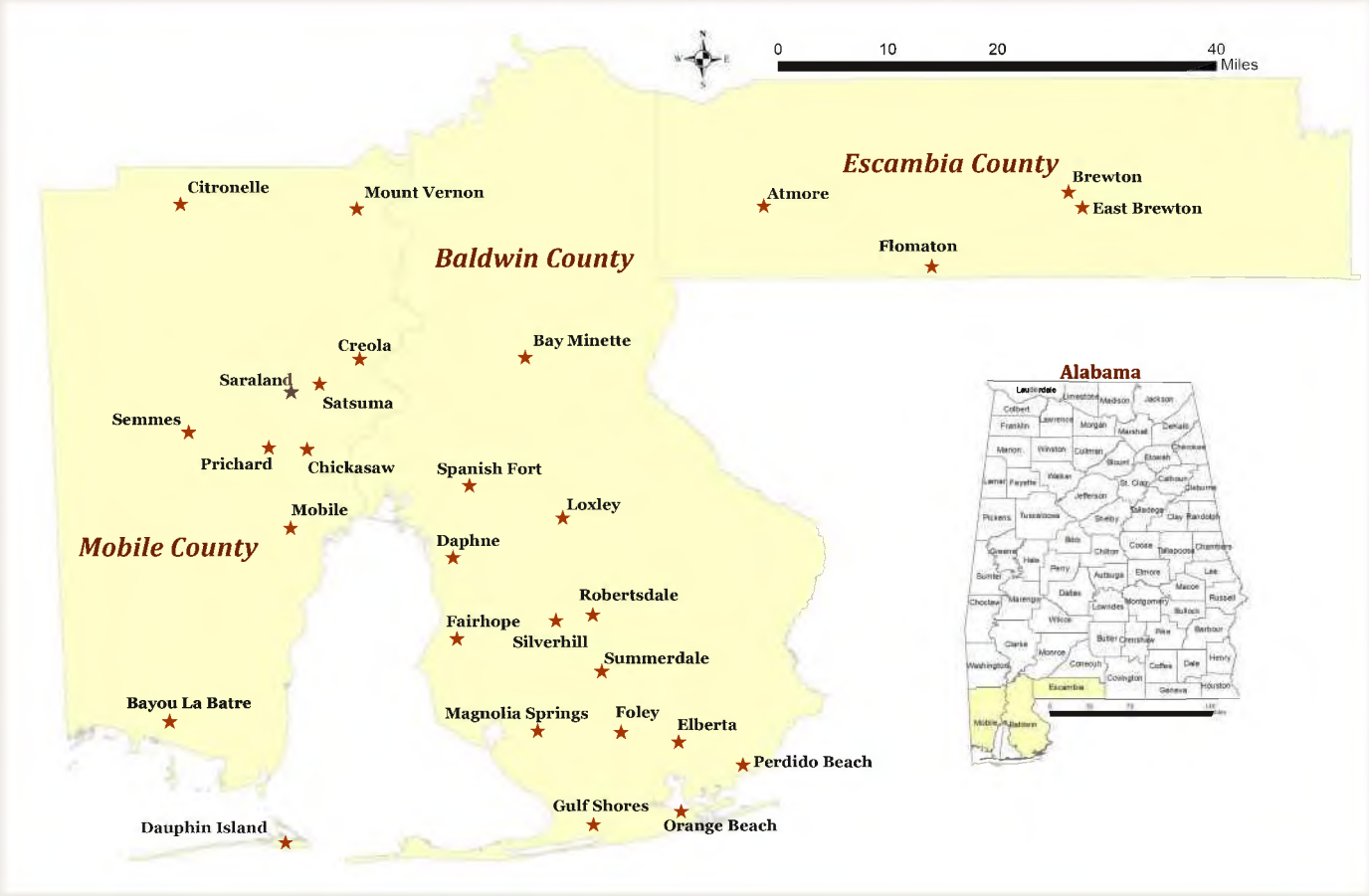
The strategies are devised based on an analysis of the regional economy, the identified goals and priorities, and the actions required to achieve those goals and priorities. An effective CEDS should be the result of continuous planning and the participation of a diverse group of public and private interests.

Each Regional CEDS contains information regarding significant regional economic clusters. Each document differs in the degree of emphasis placed upon the importance of regional clusters as well as in the methodology employed to identify clusters.

SOUTH ALABAMA REGIONAL PLANNING COMMISSION

The South Alabama Regional Planning Commission is one of 12 Regional Planning Commissions within the State of Alabama as provided for in Act 1126 of the 1969 Alabama Legislature. The Commission was first established in 1964 as the Mobile County Regional Planning Commission, and was renamed the South Alabama Regional Planning Commission in 1968 when the focus was expanded to include Baldwin and Escambia counties. SARPC works with federal, state and local entities through the provision of programs and services in community development, transportation planning, employment and economic development, grant administration and senior and social services.

In addition to being the designated Area Agency on Aging (AAA) for South Alabama and providing the administration of the Mobile Metropolitan Planning Organization (MPO) for the Urbanized Area of Mobile County, SARPC provides programs and services in community planning, employment and staffing services, economic and workforce development, grant administration, senior and social services, and transportation planning. SARPC staff serves the Region as a resource for communication, coordination, advocacy, policy-making and technical assistance to member governments, elected officials, non-profits, and public/private-sector leaders throughout the Region.



SARPC'S PLANNING AREA

SARPC's jurisdiction consists of the three counties previously mentioned and includes 29 incorporated municipalities. The Region consists of a land area that is approximately 3,700 square miles in size, with an additional 543,360 acres of water, and is bordered by the states of Mississippi and Florida, and the Gulf of Mexico. Most of Mobile County is considered to be urban, while the northern parts of Baldwin, and most of Escambia Counties are largely rural.

Our Region is the gateway to America's rails, roads, rivers and runways, giving us a huge advantage over other Regions. The new additions and expansions to the Region are creating thousands of new jobs, primarily in manufacturing and production, and drawing more and more people to the area.

SARPC's Region has experienced tremendous growth over the last few years with the addition of numerous companies such as Novelis, Imperial Dade, and ALDI making their new homes in Baldwin County and Provalus and Coastal Grower expanding their operations to Escambia County. All of this growth, along with the improvements and expansions currently underway at the Port of Mobile and other existing industries in the Region, are making the Region more attractive to developers, giving us the artillery needed to recruit many more new industries to support and compliment what is already in place.

The City of Mobile is home Alabama's only deep water seaport on the Mobile River. Additionally, Mobile has two major interstate connectors, five Class 1 railroads and two airports, all of which contribute to the Region's desirability as a location for manufacturing and industry.

Along with the relocation of the Regional Airport to the Mobile Aeroplex at Brookley, both Baldwin and Mobile Counties have added new logistics facilities to their economic arsenals with the addition of the I-10/Gulf Coast Logistics Center in Loxley that is the first Class-A industrial facility constructed in Baldwin County and the enormous South Alabama Logistics Park, which is Alabama's largest largest industrial park, offering over 6 million square feet of available space for warehouse, distribution and manufacturing operations that rely on deep-water seaport terminals for their import/export activities.

SARPC ORGANIZATIONAL STRUCTURE

FULL COMMISSION MEMBERSHIP

- EXECUTIVE BOARD
- CHAIRMAN
- BOARD OF DIRECTORS

EXECUTIVE DIRECTOR

ADMINISTRATIVE SERVICES

- Fiscal Services
- Computer Information Systems
- General Operations

PLANNING SERVICES

GOVERNMENTAL

- Comprehensive Planning
- Regulatory Planning
- Grant Services
- GIS Mapping
- CEDS
- Hazard Mitigation & Environmental Planning

TRANSPORTATION

- Metropolitan Planning Organization (MPO)
- Rural Planning Organization (RPO)

ECONOMIC DEVELOPMENT

- Temporary Staffing
- Senior Staffing
- Revolving Loan Fund

AGING SERVICES

AREA AGENCY ON AGING (AAA)

- Caregiver Programs
- Insurance Programs
- Prescription Assistance
- Long-Term Care Ombudsman
- Senior Nutrition Centers
- Legal Counseling
- SNAP
- Home Delivered Meals

SUMMARY BACKGROUND

A summary of the existing economic conditions of the Region

2 Summary Background

The CEDS will guide SARPC's work in the Region over the next five years. In efforts to develop an effective plan, the CEDS Strategy Committee sought to gain an understanding of the Region's current condition across numerous variables. Using an assets-based approach, one of the first tasks was to identify the existing strategic assets that can be better utilized to develop economic prosperity in our Region's communities, as well as the challenges we must conquer in order to fully utilize our assets to their greatest potential. This section of the CEDS is an inventory of what the Region currently encompasses and what we've accomplished in recent years.

ECONOMIC ASSETS

- Manufacturing Clusters
- Shipbuilding Industry
- Community Downtowns
- Tourism Industry
- Agriculture & Aquaculture
- Aviation & Aerospace
- Transportation & Warehousing
- Peanut Processing
- Maritime Industry
- Oil & Gas Production
- Seafood Processing
- Retail Trade
- Entertainment
- Healthcare
- Construction
- Education

BUILT ASSETS

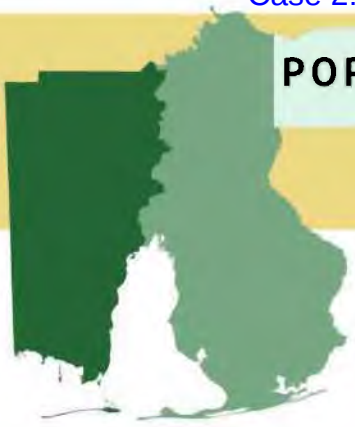
- Port of Mobile
- Interstates 10 & 65
- Mobile Aeroplex at Brookley
- Austal
- Daphne Innovation and Science Complex (DISC)
- Industrial Parks
- South Alabama Mega Site
- Alabama Cruise Terminal
- Airbus
- The Wharf
- Railroads
- Sports Complexes
- OWA
- Educational Institutions
- Hospitals

NATURAL ASSETS

- Gulf of Mexico
- Mobile Bay
- Gulf Beaches
- Mobile-Tensaw River Delta
- Sand Dunes
- Wetlands & Watersheds
- Maritime Forests
- Intertidal Salt Marshes
- Oyster Reefs & Fisheries
- Floodplains
- Nature & Wildlife Reserves

SERVICE ASSETS

- **Hospitals & Healthcare Facilities**
- **Community Colleges & Universities**
- **Workforce Development**
- **Boards of Education**
- **Aging & Youth Services**
- **Chambers of Commerce**



POPULATION HIGHLIGHTS

SARPC REGION

POPULATION GROWTH (REGIONAL)

2000	2010	2020
578,698	633,576	669,041

Source: U.S. Census

EDUCATION

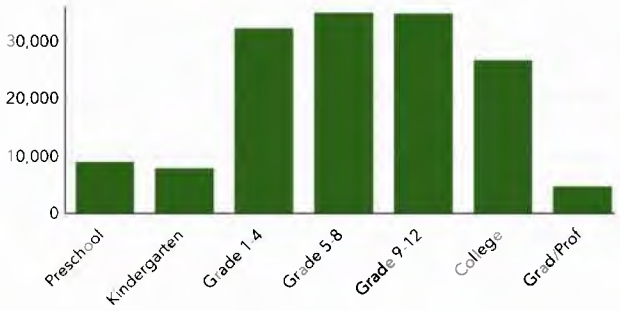
10%
No High School Diploma

33%
High School Graduate

29%
Some College

28%
Bachelor's/Grad/Prof Degree

SCHOOL ENROLLMENT (ACS)



SELECTED STATISTICS

693,434
Population

276,280
Households

40.6
Median Age

$46,376
Median Disposable Income

POVERTY

39,390
Households Below the Poverty Level

33,101
Households Receiving Food Stamps/SNAP

AT RISK POPULATION

68,943
Households With Disability

132,987
Population 65+

14,672
Households Without Vehicle

Source: ESRI Community Analyst (Data Vintage = 2022, 2027)

EMPLOYMENT

58.2%
White Collar

25.0%
Blue Collar

16.7%
Services

4.3%
Unemployment Rate

HOUSEHOLD ECONOMICS

$55,097
Median Household Income

$32,291
Per Capita Income

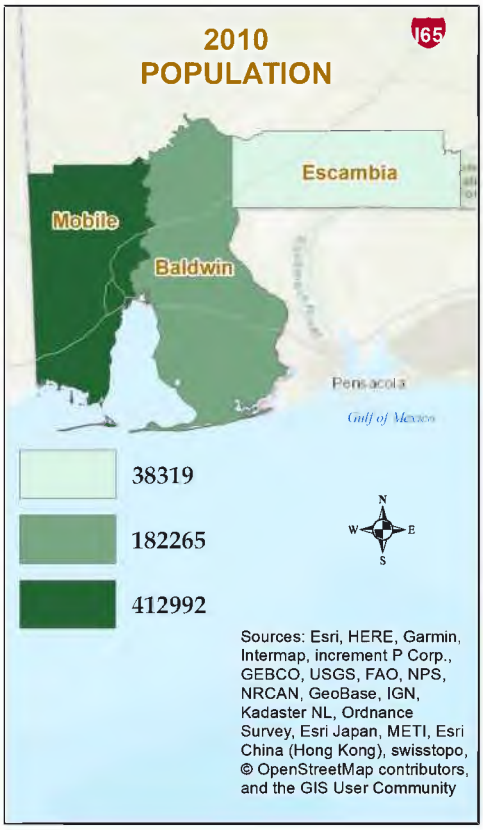
$122,419
Median Net Worth

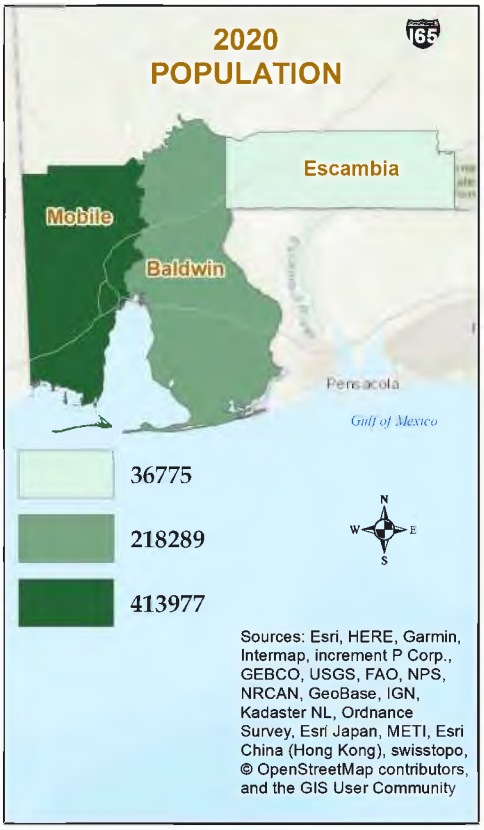
SARPC REGION POPULATION

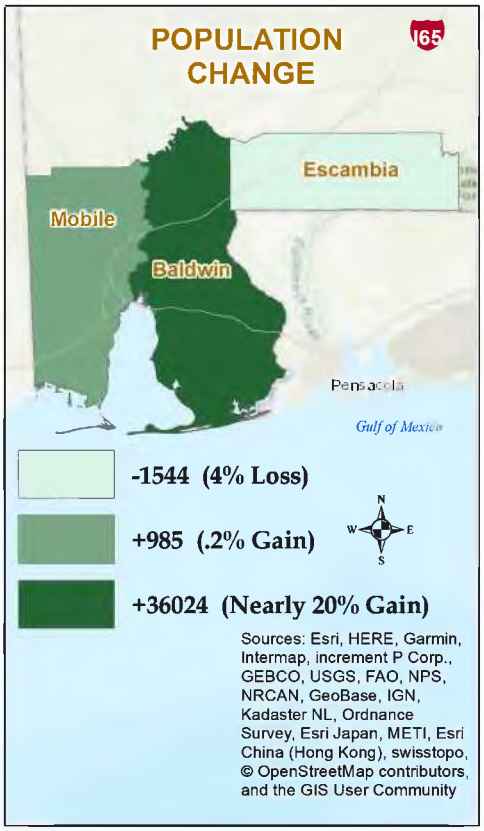
Gains & Losses

2010-2020

0 25 50 100 Miles







POPULATION SNAPSHOT: SARPC REGION BY COUNTY

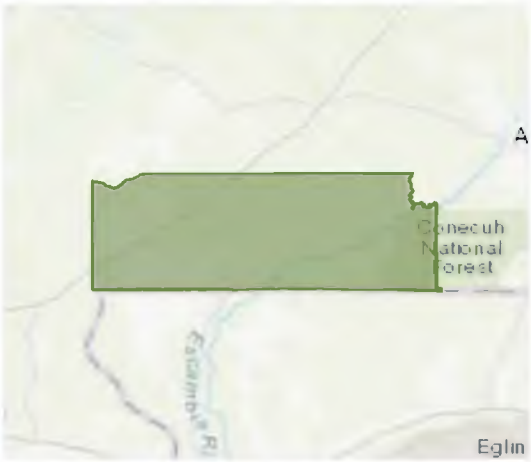
Mobile County, AL

420,950	162,544	2.54
Population	Households	Avg Size Household

POPULATION AND BUSINESSES

429,289	13,818	180,872
Daytime Population	Total Businesses	Total Employees

Escambia County, AL



37,388	14,046	2.49
Population	Households	Avg Size Household

POPULATION AND BUSINESSES

35,091	1,232	12,997
Daytime Population	Total Businesses	Total Employees

Baldwin County, AL

233,561	95,015	2.44
Population	Households	Avg Size Household

POPULATION AND BUSINESSES

220,297	8,715	91,084
Daytime Population	Total Businesses	Total Employees

Demographic Tapestry

Esri Tapestry Segmentation provides a detailed description of America's residential which areas are divided into distinct segments based on their socioeconomic and demographic composition.

Tapestry is a market segmentation system built from using a large array of attributes of demographic and socioeconomic variables to identify numerous unique consumer markets throughout the United States. The following segments reflect demographic key findings in each of SARPC's three counties to better leverage established consumer markets, as well as the emergence of new markets due to population growth, demographic and socioeconomic change, and transforming consumer behavior.

10A LifeMode Group: Rustic Outposts
Southern Satellites

TAPESTRY SEGMENTATION
esri.com/tapestry

WHO ARE WE?

Southern Satellites is the second largest market found in rural settlements but within metropolitan areas located primarily in the South. This market is typically slightly older, settled married-couple families, who own their homes. Two-thirds of the homes are single-family structures; almost a third are mobile homes. Median household income and home value are below average. Workers are employed in a variety of industries, such as manufacturing, health care, retail trade, and construction, with higher proportions in mining and agriculture than the US. Residents enjoy country living, preferring outdoor activities and DIY home projects.

OUR NEIGHBORHOOD

- About 78% of households are owned.
- Married couples with no children are the dominant household type, with a number of multigenerational households (Index 112).
- Most are single-family homes (67%), with a number of mobile homes (Index 509).
- Most housing units were built in 1970 or later.
- Most households own one or two vehicles, but owning more than three vehicles is common (Index 144).

SOCIOECONOMIC TRAITS

- Education: almost 40% have a high school diploma only (Index 140); 45% have college education (Index 73).
- Labor force participation rate is 59.1%, slightly lower than the US.
- These consumers are more concerned about cost rather than quality or brand loyalty.
- They tend to be somewhat late in adapting to technology.
- They obtain a disproportionate amount of their information from TV, compared to other media.

10E LifeMode Group: Rustic Outposts
Rural Bypasses

TAPESTRY SEGMENTATION
esri.com/tapestry

WHO ARE WE?

Open space, undeveloped land, and farmland characterize *Rural Bypasses*. These families live within small towns along country back roads and enjoy the open air in these sparsely populated neighborhoods. Their country lifestyle focuses on the outdoors, gardening, hunting, and fishing. They are more likely to own a satellite dish than a home computer. Although most households do have a connection to the internet, use is very limited. Those who are not yet retired work in blue-collar jobs in the agriculture or manufacturing industries.

OUR NEIGHBORHOOD

- An older market, with more married couples without children and single households, the average household size is slightly lower at 2.55.
- Most residents own single-family homes or mobile homes (Index 504).
- Most housing was built from 1970 to 1989; vacancy rates are higher due to seasonal housing.
- Residents live in very rural areas, almost entirely in the South.

SOCIOECONOMIC TRAITS

- Almost 25% have not finished high school; 11% have a bachelor's degree or higher.
- Labor force participation is low at 47% (Index 76).
- Income is primarily derived from wages and supplemented with Social Security and Supplemental Security Incomes.
- Religion and faith are central in their lives.
- They rely on television to stay informed.

TAPESTRY SEGMENTATION

Note: The Index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from data by MRI-Simmons.

Baldwin County Tapestry

Southern Satellites

Dominant Tapestry Segment

KEY FACTS

233,561
Total Population

$221,373
Median Home Value

8,715
Businesses

220,297
Daytime Population

43.3
Median Age

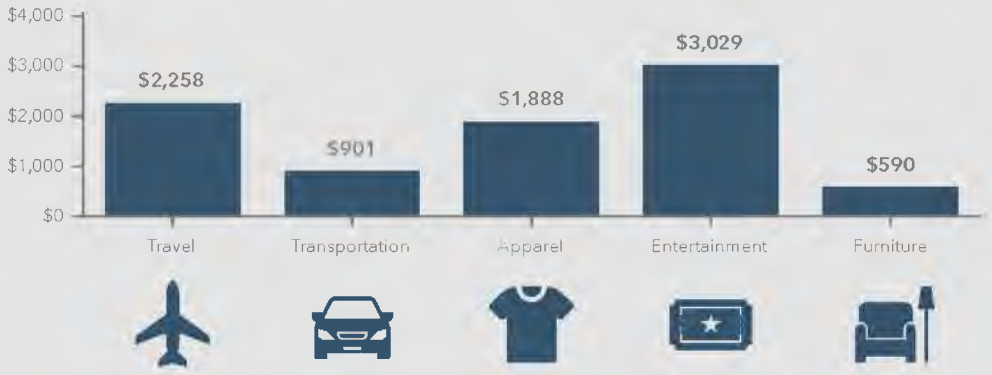
2.2%
2010-2021 Pop Growth Rate

$33,898
Per Capita Income

$57,427

2.4
Avg Household Size

KEY SPENDING FACTS



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Spending facts are average annual dollars per household

Escambia County Tapestry

Rural Bypasses

Dominant Tapestry Segment

KEY FACTS

37,388
Total Population

$111,158
Median Home Value

1,232
Businesses

35,091
Daytime Population

41.1
Median Age

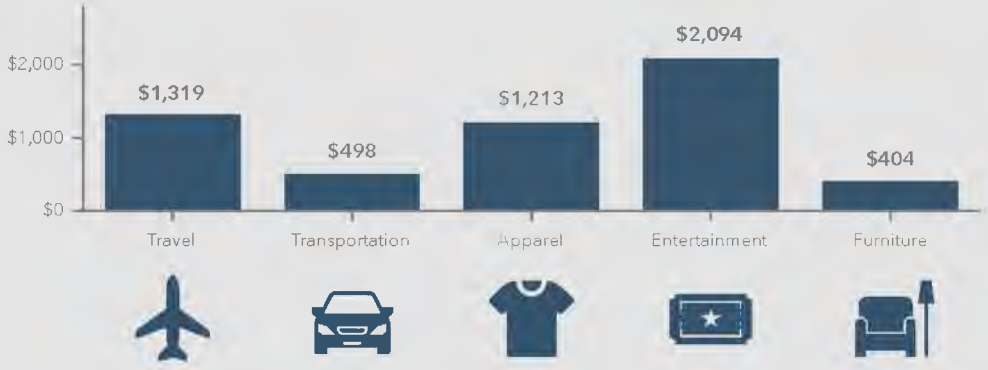
-0.2%
2010-2021 Pop Growth Rate

$20,164
Per Capita Income

$37,816

2.5
Avg Household Size

KEY SPENDING FACTS



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Spending facts are average annual dollars per household

Mobile County Tapestry

Southern Satellites

Dominant Tapestry Segment

KEY FACTS

420,950
Total Population

$153,248
Median Home Value

13,818
Businesses

429,289
Daytime Population

38.9
Median Age

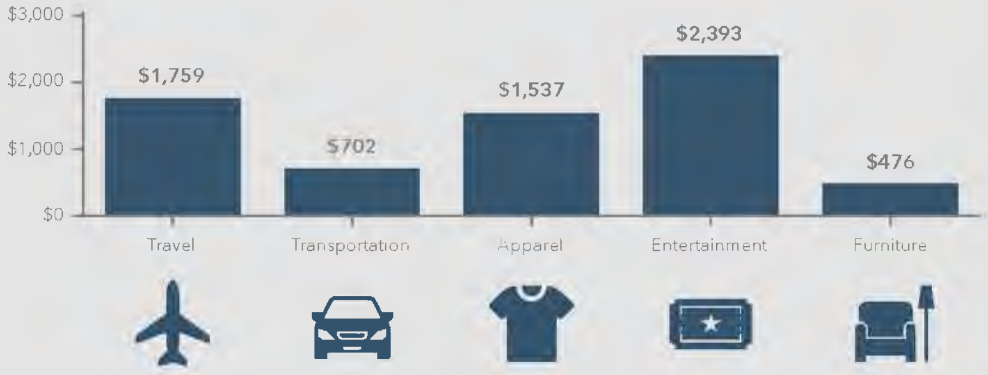
0.2%
2010-2021 Pop Growth Rate

$25,688
Per Capita Income

$49,969

2.5
Avg Household Size

KEY SPENDING FACTS



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Spending facts are average annual dollars per household

ECONOMIC ASSETS IN THE REGION

ECONOMIC ASSETS

- Manufacturing Clusters
- Shipbuilding Industry
- Community Downtowns
- Tourism Industry
- Agriculture & Aquaculture
- Aviation & Aerospace
- Transportation & Warehousing
- Peanut Processing
- Maritime Industry
- Oil & Gas Production
- Seafood Processing
- Retail Trade
- Entertainment
- Healthcare
- Construction
- Education

Economic assets are resources and mechanisms of economic value that sustain production and generate growth. They include economic clusters, infrastructure assets, inventories, institutions, raw materials, production, processing, and activities that generate economic development and wealth. When leveraged properly, they support and develop external linkages, production networks, synergies, and partnerships.

WHY ARE ECONOMIC CLUSTERS IMPORTANT FOR THE REGION'S ECONOMY?

Clusters are geographic concentrations of interconnected companies, specialized suppliers, service providers, and associated institutions in a particular field that are present in a region. They are the main economic drivers of a region that increase the productivity with which companies can compete. Essentially, clusters are the foundational building blocks of modern economies that provide numerous functions that create and sustain healthy and growing economies.

PROFILE THE REGION'S ECONOMY

DRIVE REGION'S ECONOMIC PERFORMANCE

INSTIGATE NEW POLICIES & FRAMEWORKS

ATTRACT NEW INDUSTRIES & INVESTMENTS TO THE REGION

TOURISM & HOSPITALITY INDUSTRY

Tourism has long been and continues to be the predominant economic driver for Baldwin County, which has set records despite the COVID-19 pandemic. Tourism is no longer a seasonal economy. It has grown into a year-round economy that brings in thousands of people and dollars every month throughout the year with all of the entertainment and sporting events scheduled annually.

The County leads the State with an estimated 51,000 people employed in the tourism industry in 2020, resulting in more than $1.5 billion in travel-related wages.

According to the latest Alabama Tourism Department economic impact study, during the COVID-depressed economy of 2020 Baldwin and Mobile counties combined generated 46% of the state's total tourism expenditures ($6.1 billion) and almost 42% of the state's total travel related employment in 2020. Baldwin County alone welcomed 5.9 million visitors who spent $4.8 billion dollars, again leading the state.

In 2021, the tourism industry in Alabama grew an impressive 47% over the year prior. Visitor's expenditures increased by $7 billion, from $13 billion in 2020 to $20 billion in 2021. The tourism industry in Alabama also regained all the jobs it lost in 2020 and led the state to a full labor market recovery in 2021. The rebound in tourism was a major catalyst for propelling the Alabama state economy into its post-COVID recovery. With more than 227,000 jobs and $6.8 billion in payroll, the Alabama tourism industry has cemented its importance to the overall health of Alabama's economy, with our Region being a huge contributor to it.

GULF SHORES & ORANGE BEACH TOURISM
Alabama's White-Sand Beaches

FOLEY SPORTS TOURISM COMPLEX ALABAMA

Tourism attractions also continue to grow. The Park at OWA, for example, is continuing to expand, investing $70 million in the addition of a water park. The Gulf Shores & Orange Beach Sports & Events rebranded in 2021 to attract major leisure events. They recently purchased over 100 acres to accommodate their growing population in the cities of Gulf Shores and Orange Beach due to demands of two city school systems for the need to help alleviate sports tourism play from the local sports complexes and school facilities. Foley as well has seen exponential growth and demand in their sports and event tourism sector, with continued demand for sporting accommodations, which contributes greatly to their year-round tourism-based economy. With sports and events showing no sign of slowing down, along with our temperate climate, every season generates significant economic impacts.

South Alabama tourism had a record year in 2022. The news isn't all good however. Local business leaders said hiring problems since the pandemic, combined with the area's rapid growth and the limited number of available workforce is resulting in negative feedback from visitors. Concern is rising over the long-term impacts of the workforce shortage impacting south Baldwin County.

Gateway Initiatives reports there is currently a shortage of 8,000 to 10,000 workers, and at least 4,200 employees are needed to staff new businesses, and others yet to open. Many of the people moving to area are either older, working remotely, or not entering the hospitality industry. The added populations are creating the same demands on the businesses that the tourist populations normally do. Many local businesses report sales just as high in the winter and spring months as they do in the summer months.

Local leaders are scrambling to solve this problem. The seasonal Snow-Bird population, along with year-round visitors coming to the area for sporting events and other entertainment activities are creating demands for more workers to accommodate all the visitors. A $200 million housing solution for seasonal workers is on the table. A workforce training campus that would provide much-needed housing for up to 2,000 workers is in the works. The workforce campus would provide affordable housing, public transportation, childcare services, and job training. Local leaders are hopeful that grant funds will be made available to fund the much needed campus.

KEY ECONOMIC FACTS

- Travelers are estimated to have spent $19.6 billion in Alabama in 2021, an increase of 47% from 2020
- Based on the primary and secondary data, it is estimated that more than 28.2 million people visited the State of Alabama during 2021.
- In 2021, $1.1 billion of state and local tax revenues were generated by travel and tourism activities.
- An estimated 227,334 jobs - 11.1% of non-agricultural employment in Alabama - were directly or indirectly attributable to the travel and tourism industry.
- The total impact of the travel and tourism industry on Alabama's earnings in 2021 is estimated to be $6.7 billion.
- Every $128,231 of travel-related expenditures creates one direct job in Alabama.
- For every $1 in Alabama's travel-related expenditures, the state retains a total of $0.34.
- The most visited counties in the state were Baldwin, Jefferson, Madison, Mobile and Montgomery, accounting for 69.6% of the total number of visitors to the state.

ECO-TOURISM & OUTDOOR ECONOMIES

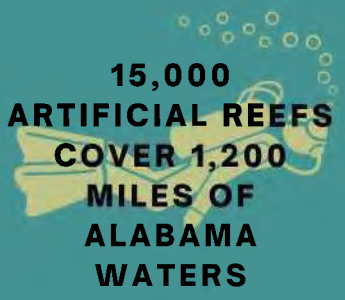
Americans are passionate about and loyal to their outdoor pursuits. The continued growth of the outdoor recreation economy is inarguable evidence of its contribution to the nation's social and financial growth.

Ecotourism is a huge contributor to the Region's economy. The inventory our Region "naturally" possesses makes us a top competitor and gives us an economic advantage over other ecotourism markets. The diversity and availability of these resources are limitless. Local leaders and investors have discovered how to capitalize on this sector of the economy, knowing that growing the outdoor economy is an essential part of an effective economic development strategy. Our close proximity to hundreds of waterways, along with our mild climate, makes our Region a premier location for the ecotourism industry.

1. Public lands and waters are the outdoor industry's basic infrastructure, and without them the industry cannot survive. Preserving access is imperative to enhancing the industry's economic and social impact. Access ensures everyone's ability to get outside where jobs, health and communities grow.

2. Studies demonstrate that, in addition to economic prosperity, outdoor recreation delivers personal and social benefits on which healthy, happy communities thrive. Investment in outdoor recreation can help reduce health care costs, improve educational outcomes, and reduce crime.

3. Outdoor recreation is among our nation's largest economic sectors. According to the Bureau of Economic Analysis, Americans spend $887 billion annually in the outdoor recreation economy, which supports 7.6 million American jobs, and generates $125 billion in federal, state and local tax revenue.



MANUFACTURING CLUSTERS

SHIPBUILDING

Mobile shipbuilder Austal USA, provider of aluminum ships for the U.S. Navy and Coast Guard, recently added a second line to make steel vessels. Austal, which has built aluminum hulled ships for about 20 years, opened its $100 million steel line expansion in April of this year. Austal currently employees approximately 2,700 employees and is among Mobile County's largest industrial employers.

Steel to supply the new line is provided from the SSAB plant in Axis, just upriver from Mobile. In addition to the new expansion, Austal USA has recently been awarded a $128 million contract to design and build an auxiliary dry dock for the U.S. Navy. The project will be the second steel project performed on the Mobile company's new steel panel line.

AVIATION & AEROSPACE

Airbus has recently expanded to support a 50% increase production of the popular A320 model. Reuters reports the proposed increase in production would boost output from about 50 A320-family planes a month now to 65 a month by the middle of 2023 and 75 a month in 2025. This increase will lead to a second A320-family assembly line, increasing the Airbus presence in arch-rival Boeing's backyard. Other big news this year from Airbus, which has been 10 years in the making, was the recent expansion and partnership with Lockheed Martin. Airbus will manufacture the LMXT strategic tanker aircraft in Mobile. With all the expansion, the company is increasing its capacity with the building of a new Final Assembly Line (FAL), expected to break ground in Q1 2023 and include the hiring of 1,000 new employees.

Steel & Aluminum

Steel and aluminum manufacturing are growing sectors in the Region's economy. The companies who manufacture these products provide hundreds of jobs to the Region's workforce and have the capacity to produce millions of tons of steel and aluminum annually. Carbon steel manufacturer AM/NS Calvert has the capability to supply over 5.2 million metric tons of advanced high strength steel to the NAFTA auto and energy industries and employs approximately 1,600 people. Novelis' facility in Bay Minette, Alabama, will have an initial 600 kilotonnes of finished aluminum goods capacity per year focused on the beverage container market with flexibility for automotive and specialty production as well.

AGRICULTURE & AQUACULTURE IN THE REGION'S ECONOMY

Statewide, agriculture and forestry are two of Alabama's top industries.

Single-crop farming is the industry's backbone

One out of every 4.6 jobs in the state is related to agriculture, and the industry contributes approximately $70.4 billion to Alabama's annual economy.

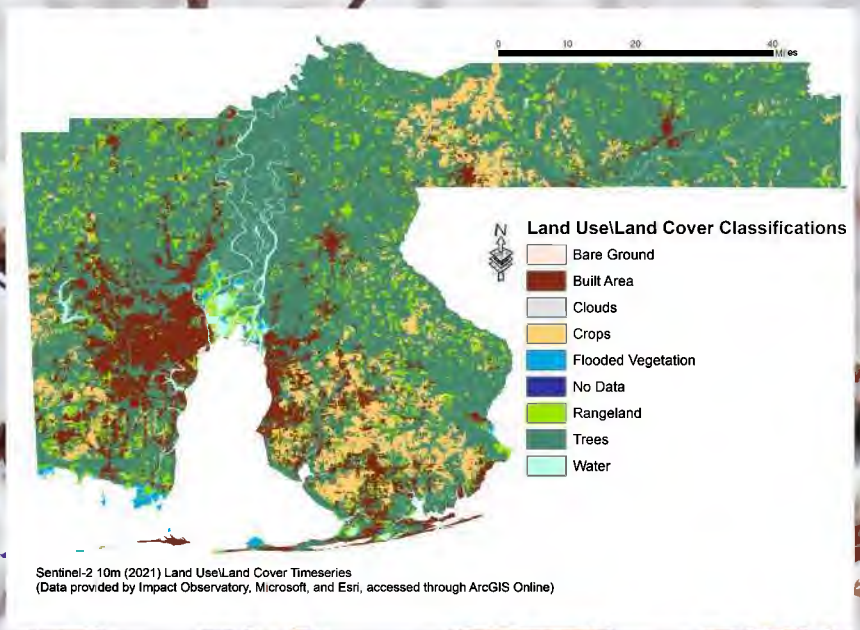
Alabama's top commodities include poultry, cattle and calves, greenhouse and nursery, cotton, and soybeans.

- According to state survey data collected by the National Agricultural Statistics Service in 2018, the value of production for each of the five crops were:

- $307.12 million for cotton
- $159.9 million for corn
- $226.1 million for hay
- $118.42 million for peanuts
- $123.37 million for soybeans

Quick Facts

- Cotton, corn, hay, peanuts, and soybeans are Alabama's top agricultural cash crops
- 40,592 farms in operations
- 28% of the state's land area
- No. 2 in U.S. freshwater fish sales
- No. 3 in U.S. poultry production
- No. 3 in U.S. peanut production
- 1/3 of farms are run by women
- Individual/families operate 91% of farms in Alabama

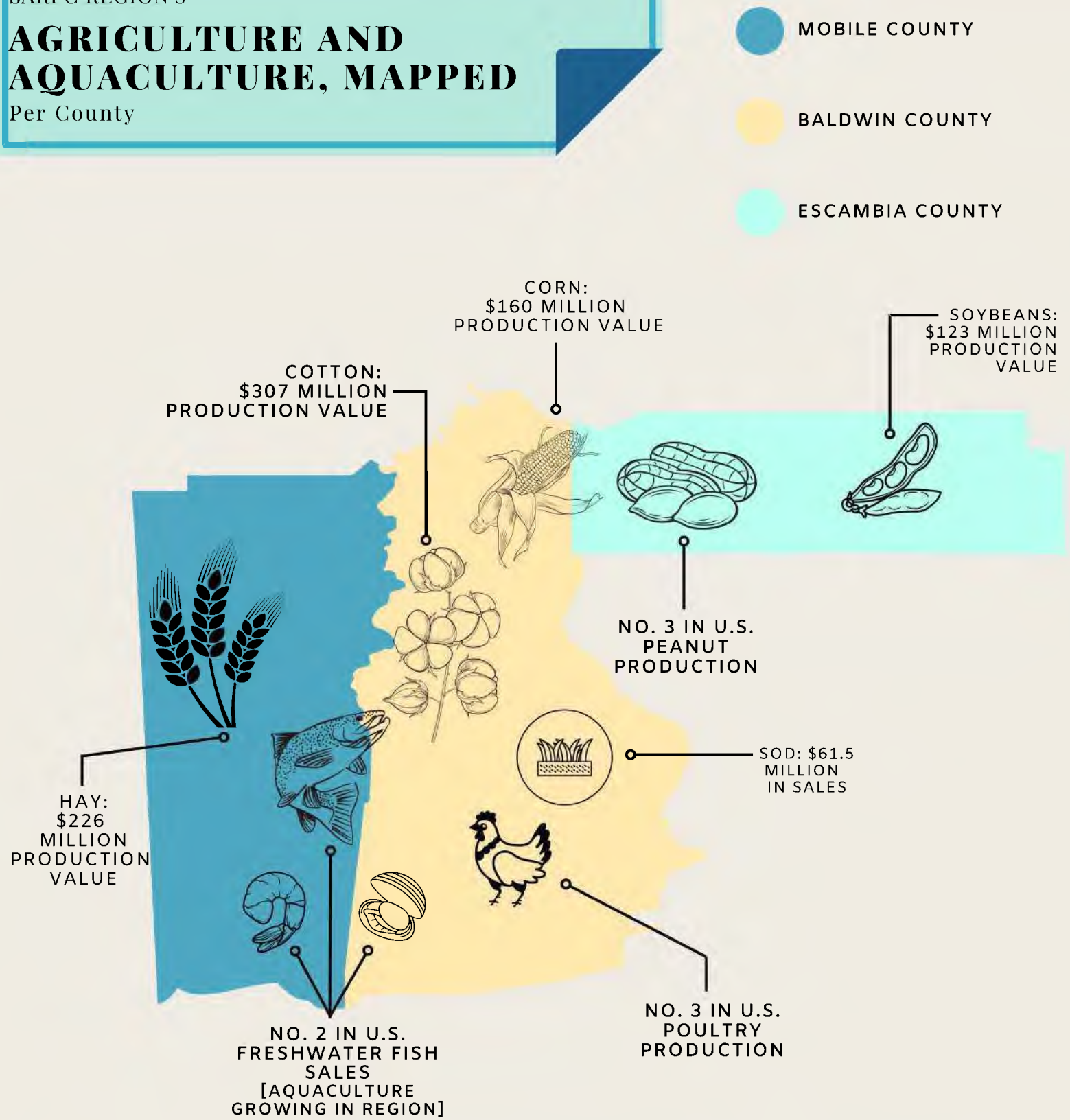


Sentinel-2 10m (2021) Land Use\Land Cover Timeseries
(Data provided by Impact Observatory, Microsoft, and Esri, accessed through ArcGIS Online)

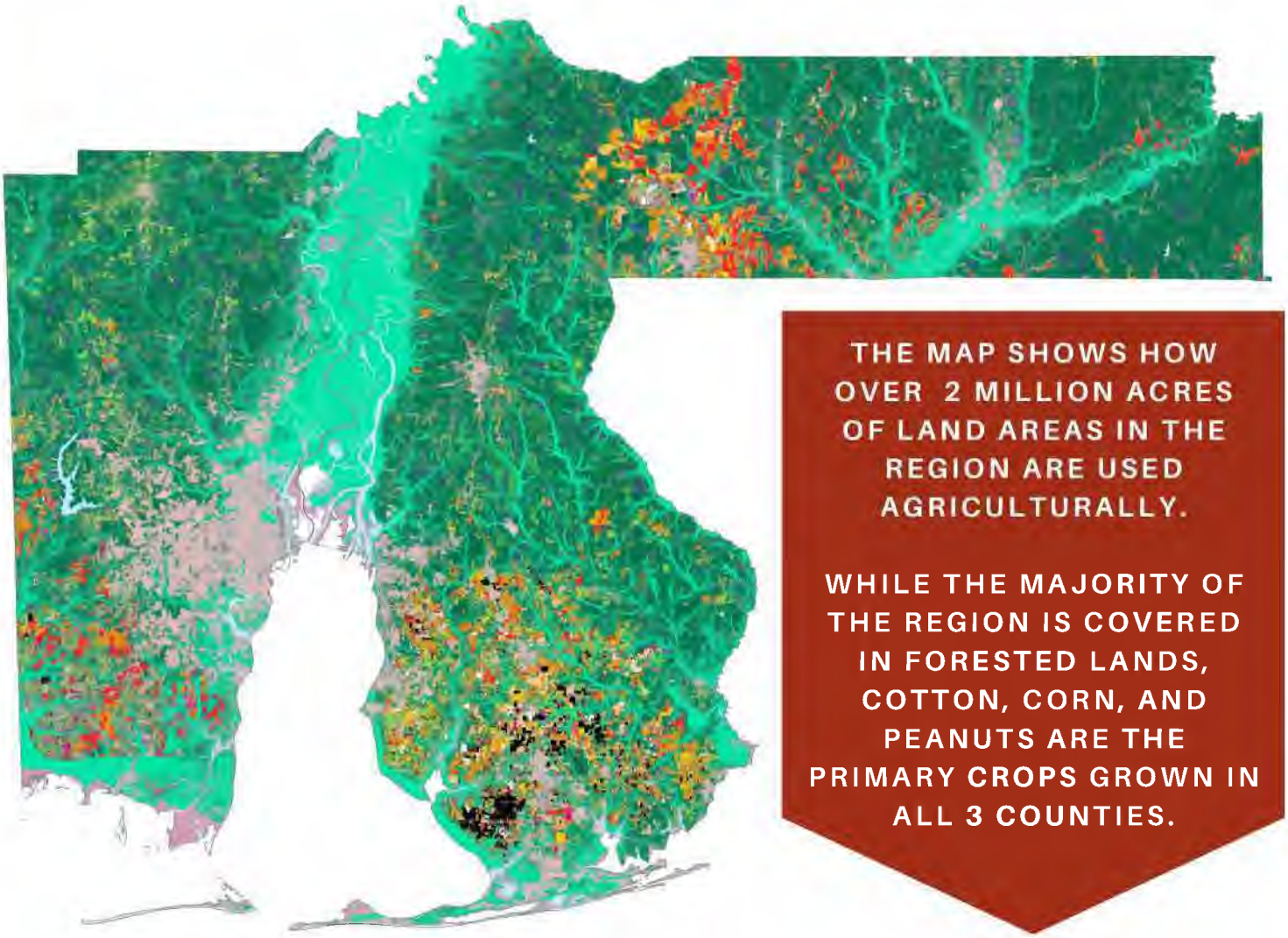
SARPC REGION'S

AGRICULTURE AND AQUACULTURE, MAPPED

Per County



AGRICULTURAL CATEGORIES IN THE REGION



THE MAP SHOWS HOW OVER 2 MILLION ACRES OF LAND AREAS IN THE REGION ARE USED AGRICULTURALLY.

WHILE THE MAJORITY OF THE REGION IS COVERED IN FORESTED LANDS, COTTON, CORN, AND PEANUTS ARE THE PRIMARY CROPS GROWN IN ALL 3 COUNTIES.

SARPC Agricultural Categories

0 5 10 20 Miles

N W E S

- Aquaculture
- Corn
- Cotton
- Developed/High Intensity
- Developed/Low Intensity
- Developed/Med Intensity
- Developed/Open Space
- Evergreen Forest
- Fallow/Idle Cropland
- Grassland/Pasture
- Herbaceous Wetlands
- Mixed Forest
- Open Water
- Other Hay/Non Alfalfa
- Peanuts
- Pecans
- Shrubland
- Sod/Grass Seed
- Soybeans
- Woody Wetlands

INDUSTRY EXPANSION & DIVERSIFICATION

In 2020, Coastal Growers LLC began construction in Atmore on a 400,000 square foot state-of-the-are peanut shelling and storage facility, which will create approximately 150 or more high paying jobs in Escambia County, turning the area into a hub for peanut shelling in southwest Alabama.

The company is owned by a cooperative of farmers, most of them residing in Alabama. They are investing $87 million in the peanut shelling and storage facility on more than 60 acres in the Atmore Industrial Park.

The facility will anchor the Industrial Park in Atmore will become a vital resource for peanut farmers in our Region and beyond by allowing them to capture more profit from their own crops and giving them more control over their own operations. Since the facility is owned by the farmers that use it, they will keep the profits earned themselves. That's good for both the farmers and the immediate area, because the money will stay local and keep turning over locally.

The shelling operations at the plant will attract other businesses in this sector, spurring development in infrastructure and other areas. It will have a positive effect on the Port of Mobile as well.

The new rail infrastructure currently being constructed in the Park will enable the peanuts to be transloaded to the Port where they will be shipped out to markets all over the world.

The facility will hire more than 150-plus full-time workers at a starting wage of $17 per hour. In addition, there will be temporary positions added during peak shelling times.

Peanuts grown in our Region are among the highest quality available, yet until this expansion occurred, the County had no infrastructure to support this type of industry.

INDUSTRY EXPANSION & DIVERSIFICATION

OYSTER FARMING

Historically speaking, Alabama happens to be the largest processor of oysters in the United States. Nowadays, Alabama is at the forefront of the homegrown oyster market thanks to a group of dedicated farmers.

Economic Opportunity

Compared to the traditional tonging method of oyster harvesting in Alabama, farmed oysters present a unique opportunity to capitalize on a growing market without facing a high degree of risk.

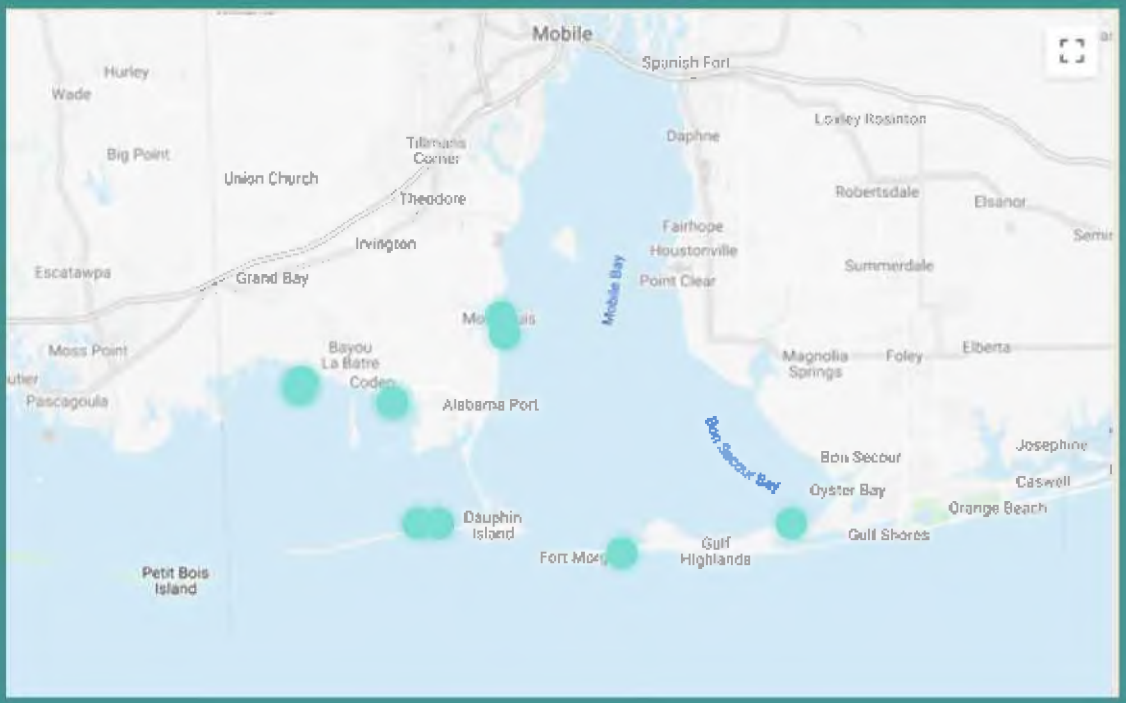
Farm-raised oysters are still a relatively new commodity in our Region. In fact, just as recently as 2009, there wasn't a single oyster farm in Alabama. Now, thanks to an increasing demand for a premium product, there are 20 Alabama oyster farms currently in operation that generate a value of over $2 million dollars annually. Seafood restaurants and oyster bars throughout the state and beyond are featuring these boutique oysters on their menus, and food enthusiasts at every level are enjoy the surplus of local product.

Environmental Conservation

Oyster farming is good for the ecosystems of Coastal Alabama.

Oysters are considered to be a "keystone species" for our waterways because they help to improve the water quality in our bays by feeding on excess phytoplankton. Additionally, the presence of additional on-bottom oyster farms creates new artificial reefs, which are beneficial to a number of aquatic species.

LOCATION OF OYSTER FARMS IN THE REGION



INFRASTRUCTURE ASSETS IN THE REGION

BUILT ASSETS

The Region's strategic location on the central Gulf Coast and extensive multi-modal transportation options ensure the Region is highly capable of transporting freight in and out of the Region to ports all over the world. Major rail, ship, air, and highway transportation systems all converge into our Region to connect our businesses with the nation and the world.

In addition to being home to the country's 9th largest deep water port, 11th largest by volume, the Region has direct and easy access to both I-10 and I-65 Interstates, over 15,000 miles of inland waterways, five Class 1 railroads and two airports.

After decades of planning and transportation studies, the Region will soon be home to the new I-10 Mobile River Bridge and Bayway Project. This massive infrastructure investment will open up the Region to more economic opportunities.

The ability to move goods and people from place to place is integral to successful economic development, but infrastructure goes further than just transportation. Other infrastructure needs for effective economic development include water, sewer, electricity and telecommunications and/or broadband.

Several of the Region's main economic and infrastructure assets are discussed in this CEDS. The Region is fortunate to have these valuable resources which serve as the main economic drivers and contributors to our regional economy. More and more industries are locating to our Region everyday and we must be prepared to accommodate their needs.

INFRASTRUCTURE IMPOVEMENTS & FUNDING

The U.S. Department of Transportation recently awarded $100 million to two of the Region's transportation authorities to construct multi-modal transportation assets in our Region. The Mobile Airport Authority (MAA) and the Alabama State Port Authority (ASPA) jointly competed for the opportunity to use the grant to facilitate capital infrastructure improvements at the Port of Mobile and at the Mobile Downtown Airport (BFM). MAA will use its $62 million portion of the grant and other funds to construct a new international airport terminal at the BFM, which will create expanded air freight capacity, and that will spur continued economic growth and success on the Alabama Gulf coast. ASPA will invest its $38 million in an interterminal connector bridge at the container intermodal complex along with site development and civil infrastructure in preparation of the construction of distribution centers. These assets are located in the Mobile Harbor where a $367 million channel deepening and widening program is currently underway to deepen the channel to 50 feet, which will increase container capacity by 50 percent. This project is expected to by complete by 2025.

The competitive grant was authorized under the Consolidated Appropriations Act, which was made possible in large part by the hard work bold vision of Senator Richard Shelby, who has served the State for over 50 years, and currently serves as vice chairman of the Senate Appropriations Committee. His leadership and unparalleled investment in our Region over the years ensures the growth and success of our Region will continue for generations to come. Shelby announced that the grant package includes more than $1 billion in funding for various projects throughout South Alabama, including investments that will benefit not only the port and airport, but also the Army Corps of Engineers, the shipbuilding industry, the U.S. Coast Guard, area fisheries, and University of South Alabama. Our Region is grateful for his years of diligent service to our area and the great State of Alabama.

AIR INFRASTRUCTURE

The Region is home to numerous municipal airports spanning across all three counties as well as one regional airport and two international airports.

MOBILE COUNTY

The Mobile Aeroplex at Brookley, Mobile International Airport (BFM) is the Gulf Coast's newest airport terminal, conveniently located off I-10. The airport is a great gateway to the global market as well as the thriving economy across the entire Region.

A feasibility study was conducted in 2018 and it was determined that it was both feasible and critical for the Mobile Airport Authority to consider moving commercial air passenger service from the Mobile Regional Airport in west Mobile to the Mobile Downtown Airport in order to re-capture passenger traffic which has been lost to Pensacola Regional. Regaining Mobile's share of the regional market improves levels of passenger service, drives a more competitive pricing structure, increases convenience and lowers fares. Approximately 55% of the Mobile market is lost to both Pensacola and New Orleans airports and the feasibility study indicated Mobile could recapture this market by moving its location to the downtown area, where much infrastructure and service is already in place.

The Mobile Regional Airport (MOB) located in west Mobile provides non-stop flights to four major hubs, including Dallas, Houston, Atlanta, and Charlotte. It is anticipated that once passenger flight operations are completely moved to the Mobile Aeroplex, all other aviation activity, besides commercial air passenger traffic, would continue at MOB, including the U.S. Coast Guard's use of facilities.

BALDWIN COUNTY

Baldwin County has four airports. In addition to the municipal airports in Bay Minette and Foley, the County is home to H.L. "Sonny" Callahan airport in Fairhope and the Jack Edwards Airport in Gulf Shores, which has recently been re-named to the Gulf Shores International Airport. Located just two miles north of the beaches in Gulf Shores, the airport has primarily served private charters and corporate jets for business and leisure travelers. But that is quickly changing. Studies show that almost all visitors to the Region's beaches arrive by vehicle. Of the 7 million people who visited the beaches in 2018 and 2019, 92% arrived by car or truck during the peak summer travel months.

MOBILE AIRPORT AUTHORITY

Gulf Shores airport officials are pursuing commercial fights to assist city officials in alleviating congested beachbound roadways, especially Alabama State Route 59. New improvements to the International Airport project will include a new traffic control tower and a new, two-gate airport terminal. The overall project is estimated to cost a total of $24 million, offering commercial air service by mid to late 2023. Gulf Shores International Airport is currently the state's second busiest airport by number of takeoffs and landings, and will soon be even busier once the new improvements are complete.1 Business Alabama

Mobile Aeroplex at Brookley

Mobile Aeroplex at Brookley is Mobile's expanding aerospace industry hub. It is home to Airbus U.S. Manufacturing Facility, Airbus Engineering, SAFRAN, Continental Motors, VT MAE, MAAS Aviation, Aerostar and many other global companies.

Mobile area aviation and aerospace companies employ an estimated 3,500 engineers, processors, mechanics, welders and other skilled workers, forming an ever-growing labor market.

Mobile Aeroplex at Brookley, is the Region's new transportation and industrial epicenter of the Central Gulf Coast. As a mixed-use industrial complex, the facility offers unmatched logistical advantages, combining rail, road and water along with a state-of-the-art general aviation airport, featuring two runways that can accommodate any aircraft in the world. Both Mobile Aeroplex at Brookley and Mobile Regional Airport are owned and operated by Mobile Airport Authority. The Authority proudly partners with other community leaders making a positive impact on local and regional economic development. The Authority plans to build the new complex debt-free, which will enable them to be an aggressive competitor with neighboring markets.

Mobile Aeroplex
at Brookley

PORT OF MOBILE

The Port of Mobile is vital to the economic growth for the Region, the Gulf Coast and the entire state of Alabama. It is one of the State's main economic engines providing direct and indirect employment of approximately 162,000 residents statewide, with 40,000 jobs placed in Mobile, Baldwin, and Escambia counties. Trade creates jobs, wealth, and prosperity for our Region and State. It has been the fastest-growing port in the last five years.

The Port of Mobile annually handles approximately 58 million tons of international and domestic cargo for exporters and importers delivering $26.8 billion in economic value to the state each year. It currently serves all 67 Alabama counties, exporting products such as lumber, wood pulp, poultry and components for the state's automotive plants, and importing a wide variety of retail products.

The Port of Mobile is continuing to expand in order to accommodate existing supply chains and generate even further economic growth and job creation for the State. Once the channel is fully widened to 50 feet, the port will increase its container capacity by 50 percent, making it able to handle the largest container and other ships permitted through the Panama Canal. With the infrastructure in place to handle the demand for maximum quantities of cargo the port will continue to be the hub of immense growth for the state's economy.

The container terminal, which opened in 2008, is one of the newer, more modern, and more efficient facilities in the country, with its ability to move cargo faster than other ports. Because of this, along with the recent infrastructure improvements, supply chains are rearranging, with more cargo passing through Mobile. Rail traffic from the port was up 125% in August of this year compared with 2021, with July 2022 being the busiest month for containerized cargo in the history of the terminal.

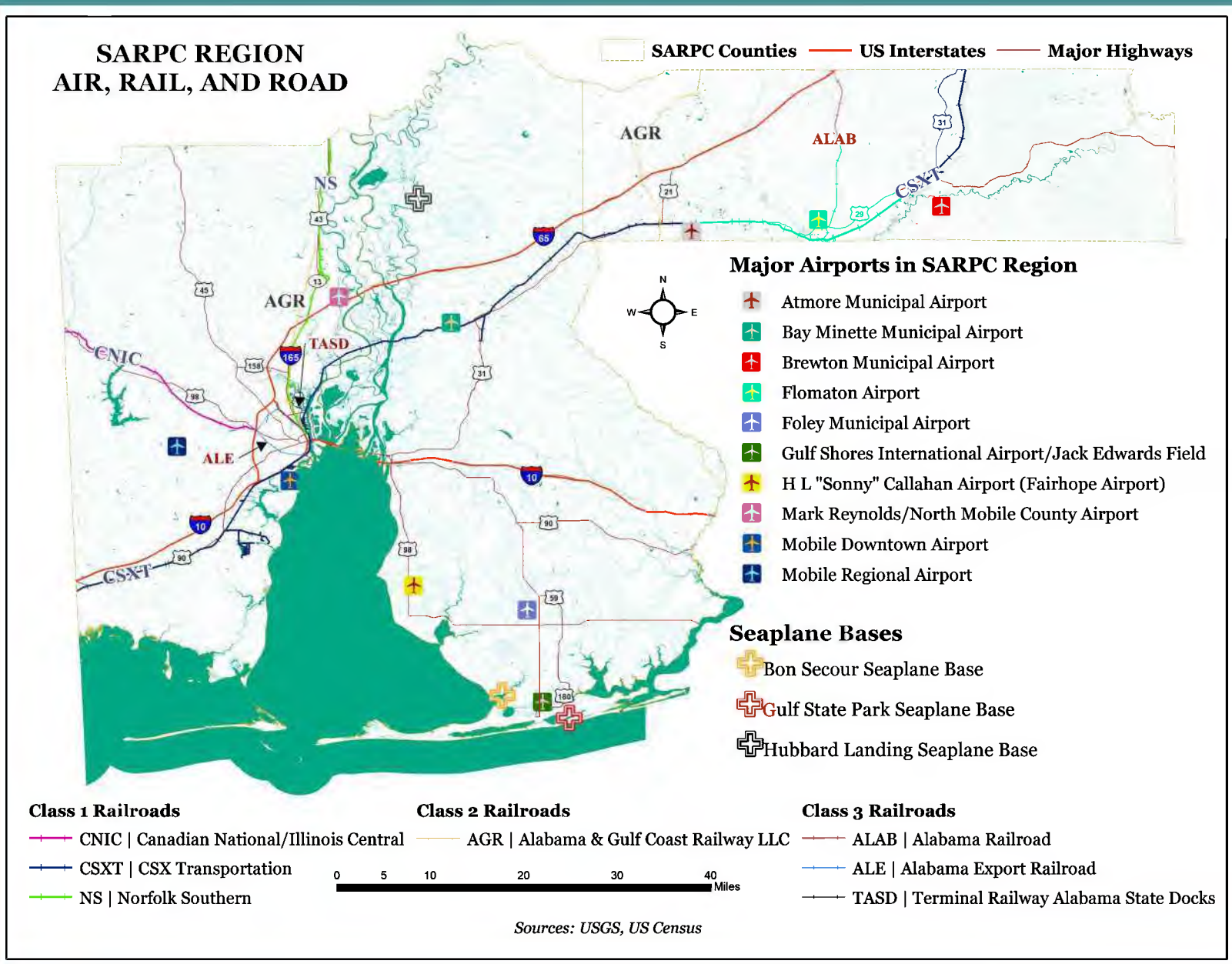
58 MILLION TONS OF CARGO

ACCESS TO 5 CLASS I RAILROADS

- CSX
- CANADIAN NATIONAL
- ALABAMA GULF COAST RAILROAD - BNSF
- NORFOLK SOUTHERN
- KANSAS CITY SOUTHERN

TRANSPORTATION NETWORKS

The Region has experienced tremendous growth over the last few years. Baldwin County has remained the fastest growing county in Alabama since 2010 and is not slowing down yet. While growth in our Region was identified in the SWOT as a strength, it was equally identified as a threat due to the high demand on infrastructure and resources. Even with our most aggressive efforts, it's difficult for the Region to keep up with need for new infrastructure when growth is occurring as quickly as it us in our area. New roads and other modes of transportation are being added to our inventory everyday however, more improvements are critically needed to provide enough roadways to supply all the cars. Existing roads and traffic routes are at capacity and traffic issues are at an all time high in almost every municipality in the Region. Expansions at the Port, new and expanding industrial parks in all three counties, along with improvements made at area airports are bring more people and freight into the Region now more than ever.



Case 2:21-cv-01536-AMM Document 191-3 Filed 08/04/23 Page 39 of 117

I-10 Mobile River Bridge & Bayway Project

Traveling throughout our Region via the Bayway and/or Causeway on any given day is challenging to say the least, not to mention during peak tourist season. This is no mystery due to the fact that the existing tunnel system and Bayway were designed for 35,000 vehicles a day back in the 1970s. Peak traffic days today however are well over 100,000 vehicles. There is no doubt in anyone's mind that an alternate route is desperately needed to handle the increased traffic demand.

The I-10 Mobile River Bridge and Bayway Project is the obvious solution to our traffic problems. It will most definitely have a substantial impact on the economies of both Mobile and Baldwin Counties, both good and bad. The bridge is essential to our Region's future growth by connecting workers to jobs and businesses to new customers. However, the tolls that will be required to build and use the bridge will impact the local workforce significantly. The real question and ongoing concern is how to provide a new route across the Mobile Bay without costing local commuters and taxpayers any money. While the final plans did not eliminate a toll for locals, ALDOT has stated they will continue to work with the MPOs to seek flat-rate tolling for frequent business and personal travel across the Bayway. Under the current plans, motorists with an ALGO Pass will be assessed a $2.50 toll for a one-way trip over the new infrastructure. A $40 monthly discount is also available. For those without an ALGO Pass, a one-way trip over the new infrastructure will cost $5.50. Motorists also have an option of taking a free route off I-10, through the Wallace Tunnel and along the Spanish Fort Causeway.

The project, as proposed, includes the construction of a new 215-foot-tall Mobile River Bridge, and a new 7.5-mile Bayway between downtown Mobile and Daphne, and the demolition of the existing Bayway, which will be replaced with an elevated structure that is will be able to withstand powerful storm surges from tropical weather.

The Region's two metropolitan planning organizations, the Mobile MPO, and Eastern Shore MPO, both voted this year to add the project back into their Transportation Improvement Plans (TIP), which is critical because projects not including in the plans cannot receive federal funding. The votes occurred slightly less than three years after the Eastern Shore MPO voted to remove the previous I-10 project from its plan due to public outrage over tolls. The revised project is no longer organized through a public-private arrangement, and the tolls are lower than the 2019 plan.

The project as a whole is two separate projects and requires action from both the Mobile MPO and the Eastern Shore MPO. ALDOT has agreed the project to be developed from the framework suggested by both MPOs, requiring it to be one, complete, comprehensive project. It's estimated to cost $2.7 billion dollars and take five years to complete construction (2023-2028). ALDOT hopes to receive $250 million in state funding and more than $2 billion in federal grants and loans. Officials are hopeful that a $500 million federal Mega grant is awarded for the project by the U.S. Department of Transportation.

The financing for the new project relies heavily on bonding which would be repaid through toll revenues. Financing includes $1.2 billion through bonding and another $1.1 billion through federal loans under the Transportation Infrastructure Financing and Innovation Act (TIFIA). The project will get at least $250 million in direct state funding and $125 million from a federal Infrastructure for Rebuilding America (INFRA) grant that was awarded for the project in 2019. ALDOT anticipates the federal agency announcing Mega grant award recipients before the end of the year.

ALDOT officials explained the project's next big milestone is to place the project on the state's Transportation Improvement Plan (STIP), which is likely to occur soon. Next the state will oversee the registering of companies to submit "joint venture proposals" for the design and construction of the overall project. From there, additional traffic and revenue modeling will take place, and an existing environmental impact study on the project will be "re-evaluated." ALDOT anticipates breaking ground in late 2023.

Project details will include the following key parameters:

- A six-lane, cable-stayed bridge over the Mobile River, rising to provide 215 feet of clearance to accommodate shipping
- New interchanges in Baldwin and Mobile Counties
- A toll — $2.50 for cars and up to $18 for trucks; less for frequent commuters
- A free, no-toll options to cross Mobile Bay, including free use of the Causeway, the Africatown Bridge, and the Wallace and Bankhead tunnels
- All tolls will end when debt is paid
- All new infrastructure will be owned by the state and this project will not include any private concessionaire.

Photo source: al.com

BROADBAND INFRASTRUCTURE

Other infrastructure needs for effective economic development include water, sewer, electricity and telecommunications/broadband.

- **Water Utility Providers** – There are 45 water systems in the Region: 18 in Baldwin County, 12 in Escambia County, and 15 in Mobile County.

- **Sewer and Wastewater Facilities** – There are numerous sewer and wastewater plants throughout the Region.

- **Electricity** – Alabama Power Company provides electricity to the Region either directly, or through one of several power distributors, such as Baldwin Electric Cooperative, Riviera Utilities, and Southern Pine Electric Cooperative.

- **Natural Gas** – Due to the abundance of natural gas in the Gulf of Mexico, natural gas is a popular utility in the Region, but new pipelines are making natural gas more readily available in other markets.

TELECOMMUNICATIONS/BROADBAND

Many private entities currently offer broadband service in the Region, and there is also a statewide effort to expand broadband coverage to underserved areas. The global Pandemic revealed the critical need for remote access to internet services. We learned it's not enough to have broadband access, you have to have high-speed broadband access to effectively function in today's world, and that's what we're lacking in rural Alabama.Providing broadband availability continues to be a challenge in many parts of our Region, particularly the rural areas and most of Escambia County, and even in many heavily populated areas such as south Baldwin County.

The Alabama Broadband Accessibility Fund was created by the legislature in 2018 to assist broadband providers in extending services to households, businesses and community anchors in areas of the state without adequate service. In 2021, the Fund awarded 36 grants that totaled $17 million to multiple broadband providers to provide broadband access to residents in primarily rural, underserved communities. Our Region received only two of these grants that provided broadband to approximately 600 households in the northern parts of Baldwin and Escambia Counties as well as parts of south Mobile County. Much more fiber is needed. The biggest obstacle to meet this challenge is the geographical size of our Region. But in addition to the Fund, Governor Ivy signed in to law the Connect Alabama Act of 2021, both of which have already started to help the Region. Reliable internet access has never been more important. The pandemic showed that many jobs can be done from home, but that's only true if you can get good internet where you live. Recruiting industry and workers to a region without the infrastructure in place for high-speed internet is also difficult.

INDUSTRIAL PARKS

There are approximately 22 primary industrial parks located throughout SARPC's tri-county Region. Recent additions and expansions have added vast amounts of warehouse and distribution space to Mobile and Baldwin Counties.

The South Alabama Logistics Park, once fully developed, will provide 12 million square feet of warehouse spacing in west mobile industrial warehouse and distribution space for potential manufacturers. It will be the state's largest industrial park once completed. The Region needs a project of this size because of the projected growth of Brookley Aeroplex and the Port of Mobile.

The development of the park will lead to more than a thousand jobs and exceed $350 million in economic value, putting our Region on the map as a major distribution hub.

The projects follow other logistics and distribution hub projects that are currently underway in the Region. Baldwin County has had major expansions as well with the addition of grocery retailer ALDI who recently began construction of a $100 million distribution center and regional headquarters in Loxley as part of a project that will create 200 jobs at the 564,000-square-foot facility.

Additionally, Imperial Dade, a leading independently owned and operated distributor of food service packaging and janitorial supplies, opened a new state-of-the-art logistics hub in Baldwin County.

The facility includes a 221,000 square-foot warehouse and office space on 29 acres located in Loxley and will support the company's expanding customer base and continued growth along the Gulf Coast. Imperial Dade's new facility brings more than $20 million in total investment to Baldwin County, with plans to create 55 additional jobs.

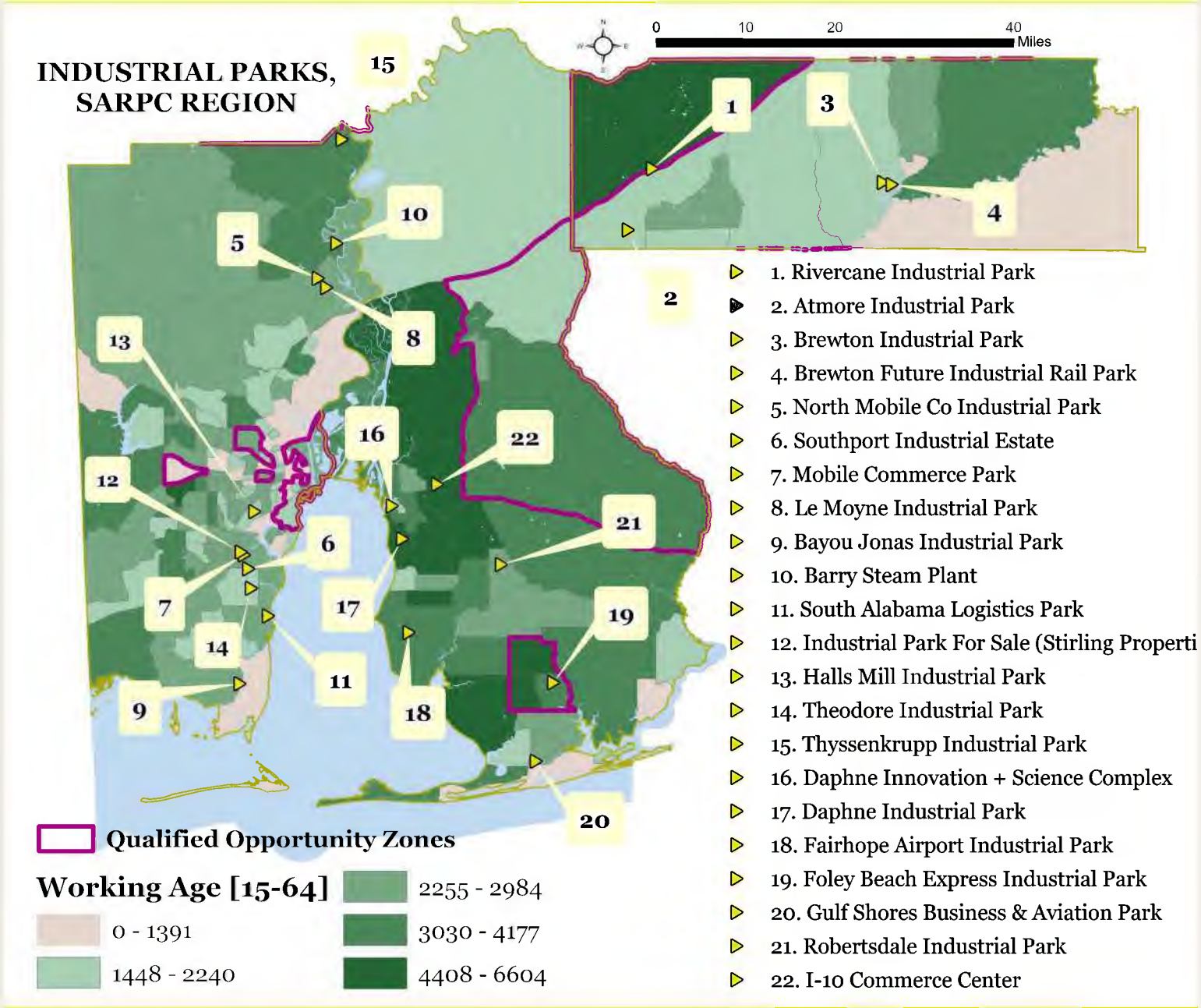
The new logistics hub, developed and owned by I-10 Gulf Coast Logistics Center LLC, will be the first Class-A industrial facility constructed in Baldwin County. The location provides easy access to the entire Gulf Coast market, including the nearby Port of Mobile. The center is also located just south of the new 564,000-square-foot ALDI regional headquarters and distribution center.

Escambia County has seen industrial park expansions as well in Atmore where Coastal Growers recently invested $87 million on their state of the art peanut shelling and storage facility. The company is a grower-owned LLC peanut shelling plant owned by local farm families in the southeast and provides over 100 local jobs to Escambia County.

INDUSTRIAL PARKS & OPPORTUNITY ZONES

The map below shows the location of the Region's industrial parks as well as their proximity to Qualified Opportunity Zones and the number of working age populations in the area in which the park is located.

As the map indicates, only two existing industrial parks are taking advantage of the deferred tax incentives offered to developers who locate and develop within a Qualified Opportunity Zone.



SOUTH ALABAMA MEGA SITE

Novelis, the leading sustainable aluminum solutions provider and world leader in aluminum rolling and recycling, is currently building their new manufacturing facility at the South Alabama Mega Site in Baldwin County. The project brings a total investment of $2.5 billion to the Region. Novelis is expected to create approximately 1,000 high-wage, high-skill jobs with its new low-carbon recycling and rolling plant at the 3,000-acre site and is projecting an average annual salary of $65,000 for its employees.

Novelis will partner with CSX Railroad to transport their high-quality aluminum products across North America. The plant will be the first fully integrated aluminum mill built in the United States in 40 years.

Additionally, Novelis plans to develop an Advanced Manufacturing and Leadership Training Center in Daphne, where best-in-class training will be provided to industry leaders. The leadership center will be located at the Daphne Innovation + Science Complex(DISC), a 75-acre master planned Class A office and research space focusing on technology, professional offices, and corporate offices. The training candidates receive at DISC will help bolster Baldwin County to the forefront of innovation in workforce training and leadership in the metals industry and throughout SARPC's tri-county Region.

NATURAL ASSETS

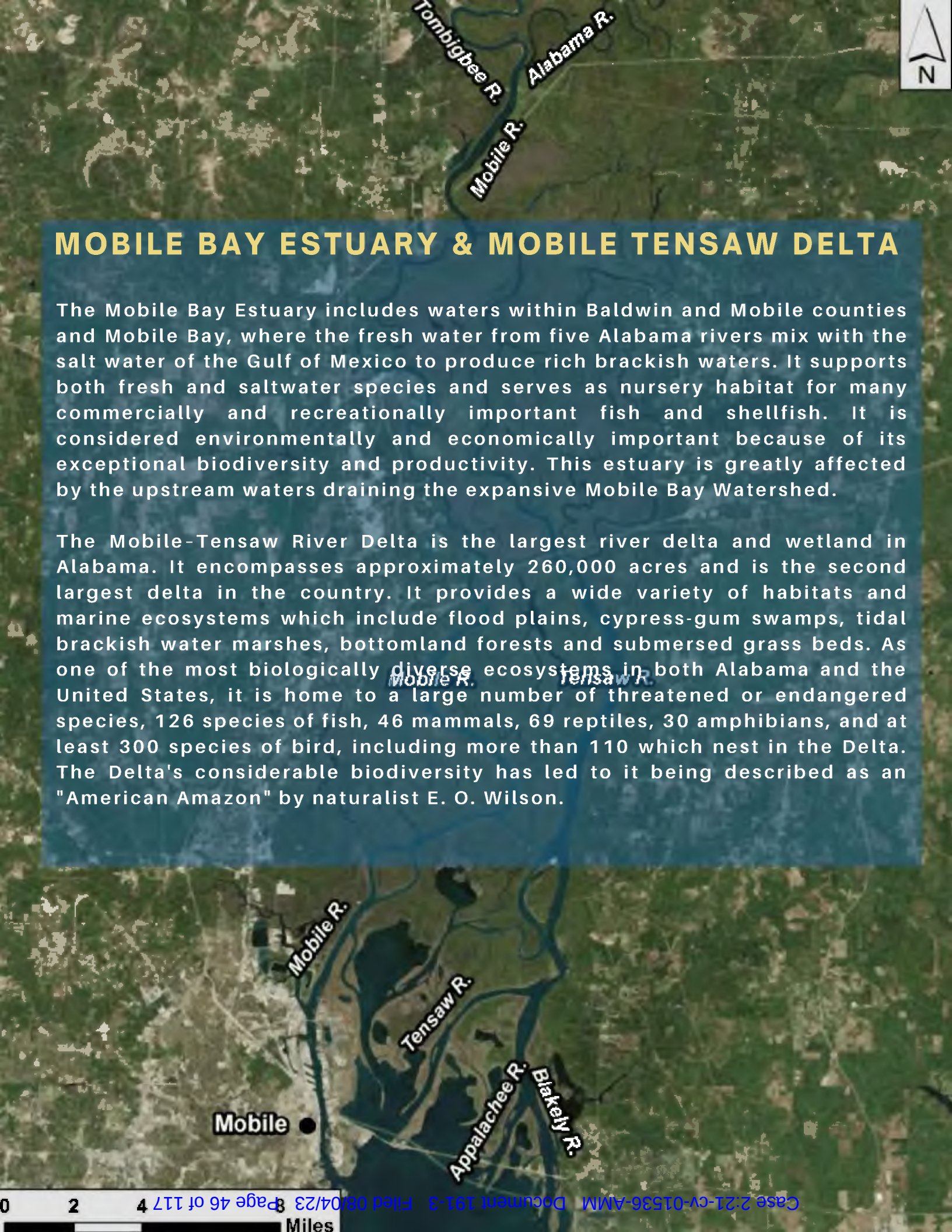
NATURAL ASSETS

Our Region is home to a myriad of natural resources. Located in the southwest corner of Alabama, centered around Mobile Bay, the Region boasts a temperate climate with hot and humid summers and mild winters. Receiving more annual rainfall than twice the national average, the warm temperatures and high rainfall make for a humid environment, with much of the Region designated as a subtropical climate zone. However, while the climate is similar among the three counties, the landscape changes dramatically. Traveling north from the Gulf of Mexico, the terrain transforms from beaches and marshland to river delta and forests as flatter coastal areas morph into gentle rolling hills.

The fact that the only two coastal counties in the state are located within the Region leads to unique environmental opportunities and issues. A body of water as large as Mobile Bay, which includes one of the biggest estuary systems in the country, plays a major role in the health of the environment.

Water pollution is a major concern, both from upstream sources and from incoming ship traffic. Sources outside the Region can also drastically affect us, as seen by the Deepwater Horizon oil spill in the Gulf of Mexico in 2010. How we utilize our natural resources will have a direct impact on our economy. We have to effectively find a balance between development and environmental protection to ensure both coexists without negatively impacting the other.

As expected, natural disasters are a severe threat to the Region. Hurricanes and tropical storms, with their high winds, storm surge, and residual flooding can wreak havoc on the area, but tornadoes and flash flooding are also looming threats. The map below shows the land and water area of our region by county.



MOBILE BAY ESTUARY & MOBILE TENSAW DELTA

The Mobile Bay Estuary includes waters within Baldwin and Mobile counties and Mobile Bay, where the fresh water from five Alabama rivers mix with the salt water of the Gulf of Mexico to produce rich brackish waters. It supports both fresh and saltwater species and serves as nursery habitat for many commercially and recreationally important fish and shellfish. It is considered environmentally and economically important because of its exceptional biodiversity and productivity. This estuary is greatly affected by the upstream waters draining the expansive Mobile Bay Watershed.

The Mobile-Tensaw River Delta is the largest river delta and wetland in Alabama. It encompasses approximately 260,000 acres and is the second largest delta in the country. It provides a wide variety of habitats and marine ecosystems which include flood plains, cypress-gum swamps, tidal brackish water marshes, bottomland forests and submersed grass beds. As one of the most biologically diverse ecosystems in both Alabama and the United States, it is home to a large number of threatened or endangered species, 126 species of fish, 46 mammals, 69 reptiles, 30 amphibians, and at least 300 species of bird, including more than 110 which nest in the Delta. The Delta's considerable biodiversity has led to it being described as an "American Amazon" by naturalist E. O. Wilson.

NATURAL ASSETS

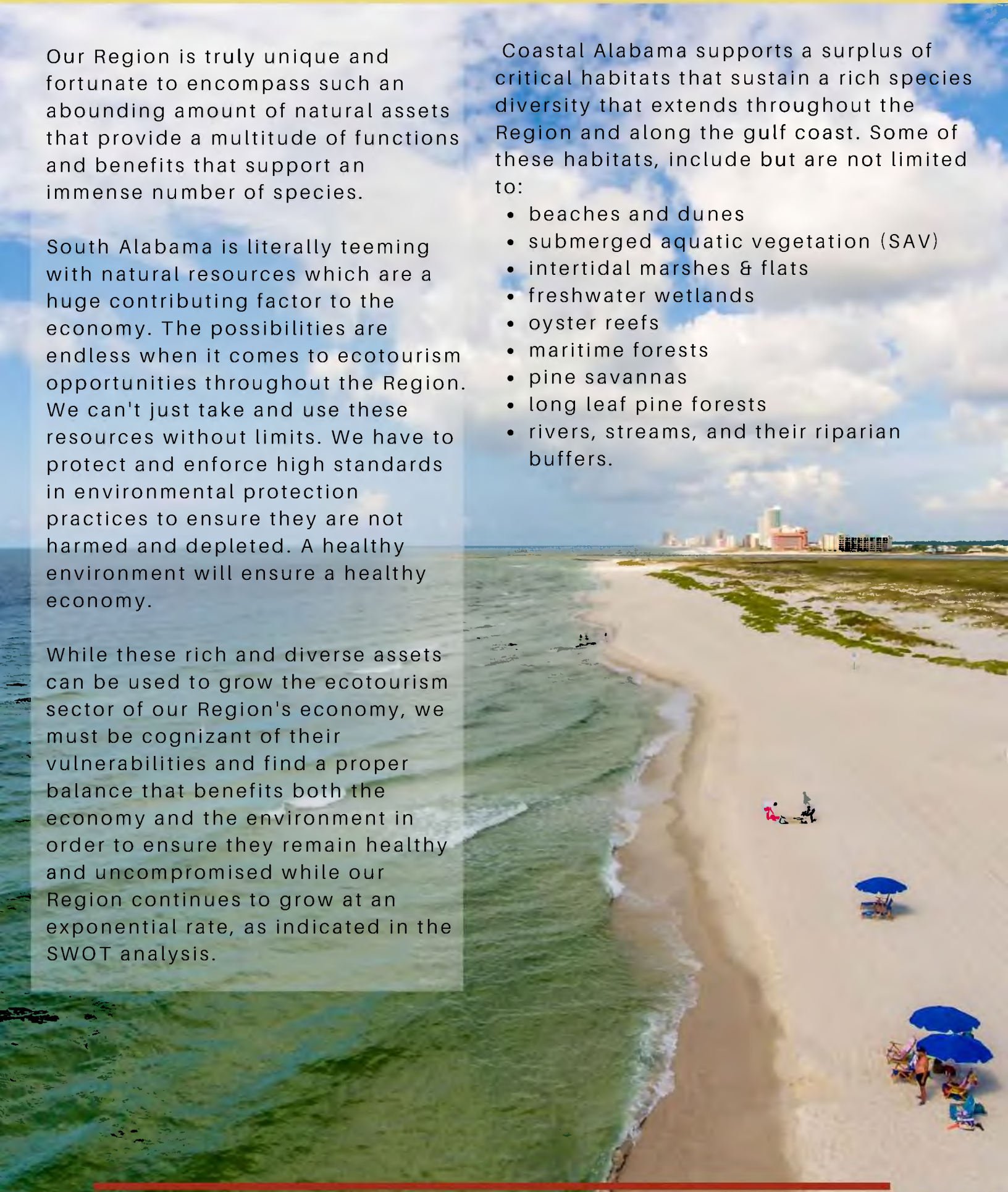
Our Region is truly unique and fortunate to encompass such an abounding amount of natural assets that provide a multitude of functions and benefits that support an immense number of species.

South Alabama is literally teeming with natural resources which are a huge contributing factor to the economy. The possibilities are endless when it comes to ecotourism opportunities throughout the Region. We can't just take and use these resources without limits. We have to protect and enforce high standards in environmental protection practices to ensure they are not harmed and depleted. A healthy environment will ensure a healthy economy.

While these rich and diverse assets can be used to grow the ecotourism sector of our Region's economy, we must be cognizant of their vulnerabilities and find a proper balance that benefits both the economy and the environment in order to ensure they remain healthy and uncompromised while our Region continues to grow at an exponential rate, as indicated in the SWOT analysis.

Coastal Alabama supports a surplus of critical habitats that sustain a rich species diversity that extends throughout the Region and along the gulf coast. Some of these habitats, include but are not limited to:

- beaches and dunes
- submerged aquatic vegetation (SAV)
- intertidal marshes & flats
- freshwater wetlands
- oyster reefs
- maritime forests
- pine savannas
- long leaf pine forests
- rivers, streams, and their riparian buffers.



Land and Water Area of the Region

(IN SQUARE MILES)

Territory	Land Area	Water Area	Total Area
Baldwin County	1,596	432	2,028
Escambia County	947	6	953
Mobile County	1,233	411	1,644
REGIONAL TOTAL	**3,776**	**849**	**4,625**

Source: SARPC

Almost all of the Alabama shoreline has been affected by some type of human activity, typically due to development pressures. These actions include infilling of wetlands, construction of bulkheads along shorelines to serve as protective barriers to wave erosion, reconstruction of the Gulf beaches, and, primarily, engineering and dredging passes for ship channels. These manmade threats, along with natural disasters and storms are a primary cause of Alabama's beach erosion. Beach re-nourishment, which involves adding large amounts of good-quality sand to beaches to widen them, is a proven process that can be used to rebuild beaches damaged in previous decades. It is a solution for long-term management and protection of our shorelines.

photo source: darryl vest/shutterstock

South Alabama's coastline is one of the state's greatest economic and environmental assets.

The tourism industry in south Baldwin County provides more than 50,000 jobs and generates more than $2 billion in revenue annually, with beaches being the keystone of that industry. Additionally, they provide habitats for hundreds of plant and wildlife species.

Our Region encompasses approximately 60 miles of pristine white quartz sand beaches and extends nine miles into the Gulf of Mexico. The tidal shoreline that borders all of the coastal bays, rivers, and bayous in Mobile and Baldwin counties extends another 600 miles. Gulf State Park alone encompasses 6,150 acres of beaches, dunes, marshes, freshwater ponds, and forest. Our beaches are used each year by nesting sea turtles where between 2010-2020, an estimated 70,786 hatchlings emerged from the sand and entered the Gulf. Our beaches are also used as stopover habitats for migratory birds who congregate in habitats around the shore where they rest and forage before and after their long flight across the Gulf of Mexico.

encyclopediaofalabama.org

NATURE RESERVES & WILDLIFE PRESERVES

Nature and wildlife preserves/refuges are protected areas of importance for wildlife, flora, fauna, or features of geological or other special interest, which are reserved and managed for purposes of conservation and to provide special opportunities for study or research.

The following is a short list of just many of the organizations that preserve and maintain these protected lands which provide critical habitats. They work with government and other agencies to ensure a balance between human land uses and conservation.

Weeks Bay National Estuarine Research Reserve (NERR)is comprised of 9,317 acres and contains upland and bottomland hardwood forests, salt and freshwater marshes, submerged aquatic vegetation and unique bog habitats. It provides habitat for many fish species as well as almost 350 species of birds. The Reserve conducts research, monitoring, education, and outreach to protect its own estuary and others nationwide. It is made up of more than 6,000 acres of tidal and forested wetlands within an estuary that receives freshwater from both the Fish and Magnolia Rivers.

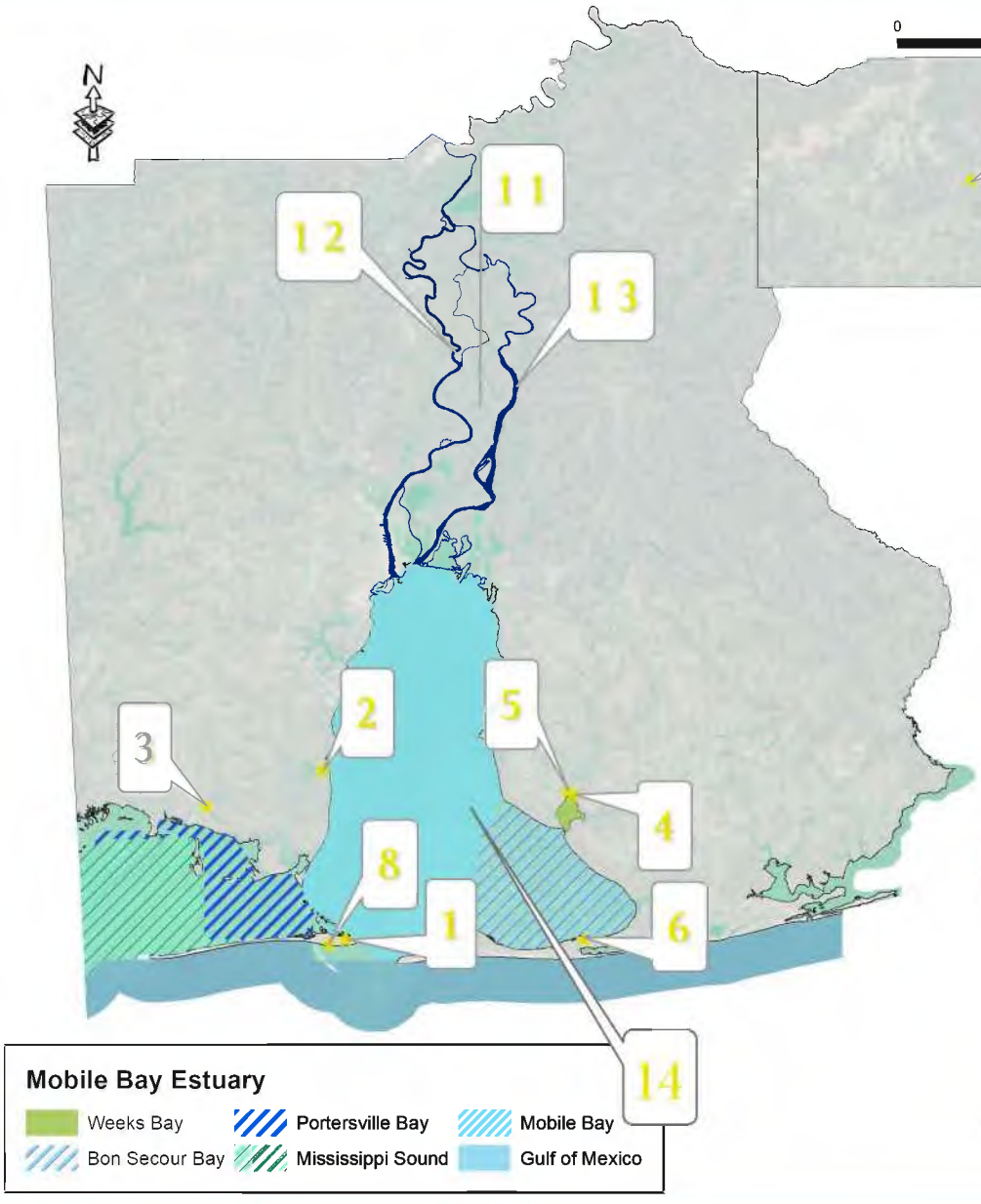
Bon Secour National Wildlife Refuge encompasses some of Alabama's last remaining undisturbed coastal barrier habitat. It contains 7,000 acres of coastal lands, ranging from constantly changing beach dunes to rolling pine-oak woodlands, provides a haven for more than 370 species of migratory birds, nesting sea turtles and the endangered Alabama beach mouse. The Refuge was established by Congress in 1980 for the protection of neotropical migratory songbird habitat and threatened and endangered species and provides an important stopover and staging habitat for neotropical migratory songbirds during the fall and spring migration along the Alabama coastline.

Graham Creek Nature Preserve in Foley is almost 500 acres of natural habitats including pine savannas, bottomland wetlands, mixed forests and tidal marshes and provides protection for rare plant and animal species. The preserve also offers a canoe/kayak launch, hiking trails and bird watching.

Photo source: outdooralabama.com

NATURAL ASSETS MAP

The map provides the names and geographic locations of just a small sample of our Region's Natural Assets. Many of these assets are capitalizing on ecotourism opportunities that are naturally generated by the resources themselves. Through proper planning and stewardship practices, many more naturally occurring areas in our Region can develop additional ecotourism activities that fuel the economy while creating awareness to the importance of the natural resource.



[1] Dauphin Island Bird Sanctuary
[2] Fowl River Access Point
[3] Bayou La Batre Access Point
[4] Fish River Access Point
[5] Weeks Bay National Estuarine Research Reserve
[6] Bon Secour National Wildlife Refuge
[7] Magnolia Branch Wildlife Reserve
[8] Indian Shell Mound Park
[9] Conecuh National Forest
[10] Conecuh River
[11] Mobile-Tensaw River Delta
[12] Mobile River
[13] Tensaw River
[14] Mobile Bay Estuary

MOBILE BAY

Mobile Bay's average depth is only about 10 feet, which is among the shallowest for a bay of its size. It is approximately 32 miles long from the Mobile-Tensaw Delta to its mouth, 23 miles across at its widest point. A combination of wind and tide delivers salty Gulf waters from the south into the Bay that mix with varying amounts of freshwater from the Mobile-Tensaw River Delta, creating a marine ecosystem that contains a multitude of species that use the Bay for a variety of reasons such as habitat, nurseries, migration routes, breeding areas, food and shelter.

FRESHWATER WETLANDS

Freshwater wetlands are bottomland to upland areas with a natural supply of water, either from flooding rivers or streams, groundwater seeps, or depressions perched above shallow groundwater, ensuring wet conditions for at least a part, if not all, of the year. These vegetated habitats serve to slow and store floodwater, recharge groundwater supplies, and enhance water quality by trapping excess sediments, nutrients, and other pollutants.

Wetlands, whether freshwater or salt marsh, provide a host of valuable ecosystem services, including providing complex habitats that support a diversity of species, filtration of nutrients and pollutants, shoreline and sediment stabilization, and protection of upland areas from flooding and wave energy.

Highly functioning wetlands not only support highly diverse biological communities but provide nature-based solutions to stormwater management and flooding controls. So why are they among the most highly stressed and historically altered habitats in coastal Alabama? One word-**DEVELPOMENT.**

South Alabama is growing at an exponential rate, and if this growth does not include protective development regulations for these critical habitats, there will not be any habitats left to protect and only flooded communities will remain.

Most of the municipalities in SARPC's region have adopted effective development regulations prohibiting the fill of wetlands, limiting development near sand dunes, and other measures such as requiring low-impact development standards, or nature-based, green infrastructure practices be used in place of traditional standards. Progressive building codes, proper subdivision planning and restrictive zoning codes all work together in protecting the Region's natural resources as well as property values and the safety of our residents. But these standards must be enforced before any positive impacts can be made that will benefit the environment and residents alike. Many of our communities are implementing these practices and seeing results. If we do our part, nature will reciprocate and the results will benefit all.

WATERSHEDS

Watershed protection is one of the most important factors in proper planning practices. With all the growth our Region is currently experiencing, we must properly plan and develop property in a manner that protects our environment, particularly our water.

A watershed is defined as the area of land that collects water and drains to one particular stream or water body. Each stream has its own watershed. Topography is the key element determining this area of land. The boundary of a watershed is defined by the highest elevations that surround the stream.

Developments occurring upstream can have a detrimental impact on waterways downstream if proper watershed planning is not regulated in the development process. The Mobile Bay National Estuary Program (NEP) has diligently worked in recent years to complete a Watershed Management Plan (WMP) project, which includes twelve separate plans throughout the Region that prescribes development and implementation of comprehensive watershed management plans (WMPs) for all 12-digit HUC watersheds in coastal Alabama to ensure ecosystem restoration and protection. Proper watershed protection measures can produce a plethora of environmental benefits including: Clean water; improved agricultural practices; responsible development; resilient shorelines; protection for critical habitats; cultural preservation; sustainable tourism; increased public access to waterfronts.

The Mobile Bay Watershed is the sixth-largest drainage basin by area, encompassing over 43,600 square miles, with the fourth largest freshwater flow volume in the United States, draining most of the State of Alabama and portions of Mississippi, Georgia, and even Tennessee. Large watersheds draining to major rivers can be divided into many smaller sub-watersheds that drain to tributaries of the 5 rivers that make up the Mobile-Tensaw River Delta.

The Mobile Bay estuary is the coastal transition zone between the Mobile Bay Watershed and the Gulf of Mexico. The Mobile Bay and Mobile-Tensaw Delta are subject to an unusually large number of major uses with international implications, including the Tennessee-Tombigbee Waterway, the Port of Alabama, commercial fisheries, industry, tourism and recreation, and coastal development.

SERVICE ASSETS

SERVICE ASSETS

A thriving and successful region provides an adequate and sufficient number of businesses and facilities in the service industry to accommodate all of its residents.

Some of the most important services assets a region can offer in order to function effectively are schools, healthcare facilities, business support services, and aging services.

Our Region provides a healthy amount of each of these services and facilities, which provides a tremendous attraction to the area for both recruiting businesses to the area and drawing new residents to our communities.

We are fortunate to have some of the best, award-winning schools and quality hospitals in the state. Our Region is home to the only Trauma 1 hospital in the entire Gulf Coast region. Families will locate to our Region in large part because of the success rate of our schools. Families need homes and their need for housing increases the number of rooftops in our area. Developers will want to locate here due in large part to the number of rooftops and available workforce.

Quality of education will determine the success of our workforce, thereby impacting the economic prosperity of our Region. Therefore, school districts in our Region are actively working to increase education quality and graduation rates. Many of our elementary schools meet College and Career Readiness Standards by providing Alabama Math, Science, and Technology Initiative (AMSTI) and Science, Technology, Engineering, Art, & Math (STEAM) activities. Area high schools provide aviation programs and signature academies that offer internships, hands-on training, and more as they prepare students for college and career. By high school, most of our students can take advantage of flexible education opportunities, such as dual enrollment options and free public virtual schools.

According to the 2020 US Census, the following number of people hold service occupation jobs within the service industry sector in our Region:

BALDWIN COUNTY: 17,053
ESCAMBIA COUNTY: 3,134
MOBILE COUNTY: 30,473

WORKFORCE DEVELOPMENT & TRAINING

Our Region is home to numerous workforce development agencies that effectively train and develop a quality workforce that is prepared and qualified to fill the positions, equipping applicants with the skills and education needed to succeed.

Alabama Industrial Development Training (AIDT)

Considered one of the best manufacturing training programs in the United States. Almost all major Mobile manufacturers have taken advantage of the services offered by (AIDT). With more than 35 years of experience, AIDT has a proven method of recruiting, screening, and training for company startups and expanding workforces. This program is available to all Alabama companies with significant hiring needs. It is provided free of charge and custom-tailored to individual company needs.

Regional Workforce Council

The State of Alabama is divided in to seven regional workforce councils. The three counties in the SARPC Region are included in the Southwest Alabama Works region, which also includes Choctaw, Clark, Conecuh, Monroe, Washington, and Wilcox counties.

Alabama Works

Alabama Works is a state agency and provides resources for employers, and various types of job seekers, such as students, older workers, veterans, and unemployed persons. The training resources available through Alabama Works are provided through the following organizations who administer a variety of programs and grants to help enhance Alabama's workforce; offer a wide variety of services that include job placement and training assistance; and provide extensive training for businesses and industries. They are as follow:

- **AIDT**
- **Alabama Community College System**
- **Alabama Technology Network**
- **Alabama Department of Commerce**

SOUTHWEST ALABAMA WORKFORCE DEVELOPMENT COUNCIL (SAWDC)

SAWDC is an employer-established and employer-led non-profit organization whose mission is to develop strategic partnerships which attract, educate and train students and workers to better meet employer needs and foster economic growth in a global marketplace. It is recognized as one of thirty-two nationally designated National Fund for Workforce Solutions sites.

With a vision to create a fully comprehensive, integrated workforce development system, SAWDC has established four high quality workforce partnerships - a sound strategy modeled by the National Fund for helping individuals obtain and advance in good careers while at the same time ensuring that employers have high-quality skills that are needed to compete in today's dynamic economy.

The Region continues to strengthen its connection to aerospace with the location of Airbus's U.S. final assembly line in Mobile, which has resulted in continued growth in the industry. With an abundance of accommodating facilities, capable personnel and nationally recognized training programs, aerospace and aviation companies that land in Baldwin County truly see their businesses take off.

Training opportunities in aerospace and aviation are now available at The Academy at the Fairhope Airport, the Aviation College, and Flight Works Alabama, along with AIDT's Aviation Training center. With numerous training assets, aviation has become a critical piece of our Region's economy and will continue to be a target for future growth for many years to come.

EDUCATION

BALDWIN COUNTY SCHOOLS- QUICK FACTS

- 41 schools
- (1) virtual elementary/ middle
- (1) virtual high school
- (1) alternative school
- (1) aviation program
- (2) technical centers
- Fastest growing school system in Alabama
- Award-winning After-School Program
- 31,000 students
- Largest employer in Baldwin County
- Top paid teachers

Coming Soon:

- A state-of-the-art technical high school called Baldwin Preparatory Academy opening August 2024
- $300 million in school construction projects to be completed by 2024

Academics:

- $91 million in total scholarships offered in 2022
- Featuring high-performing academic schools
- International Baccalaureate Program offered at Fairhope High School and Daphne High School
- Advanced placement in all high schools
- STEAM/ STEM certified schools
- A Scholastic Lighthouse District
- Awarded the Department of Education Blue Ribbon School distinction
- Leader in Me Leadership Program featured

BALDWIN COUNTY COLLEGES-HIGHER EDUCATION

- Coastal Alabama Community College
- Coastal Alabama Community College – Bay Minette Campus
- Columbia Southern University
- Faulkner State Community College
- Genesis Career College – Cookeville – Daphne Campus
- United States sports Academy

- Alabama Gulf Coast Christian Academy
- Bayside Academy
- Calvary Christian Learning Center
- Central Christian School
- Christ the King School
- Eastern Shore Early Childhood
- Faith Christian Academy
- Good Shepard Lutheran School
- Marietta Johnson School of Organic Education
- Open Door Baptist Church and Open Door Christian School & Day Care
- St. Benedict School
- St. Patrick School
- Victory Christian Academy

Baldwin County schools have a total school enrollment in Kindergarten to 12th Grade of 75%.

32% of the population has a Bachelor's Degree or higher.
Education Attainment (Population 25 Years and Older) in Baldwin County:

High School or equivalent degree - 27.2%
Some college, no degree - 22.2%
Associate's degree - 9.2%
Bachelor's degree - 20.2%
Graduate or professional degree - 11.7%

The County saw a population increase of over 65% over the last 20 years with a total 2021 population of 233,665. The city of Loxley alone grew over 127%. Population projections reveal the County is expected to reach a population of almost 300,000 residents within the next ten years. These numbers put tremendous pressure on the school system to provide enough facilities and teachers to accommodate the students.

Baldwin County Schools are in the process of opening a comprehensive career technical high school in the central part of the district, offering technical programs, required core classes and college courses under one roof. The new high school will be open to students from all Baldwin County high schools. In addition, Auburn University's Educational Complex in Gulf Shores includes a School of Aviation that delivers aviation learning for K-12 students and hosts unmanned aircraft systems courses.

Coastal Alabama Community College will soon be offering a new aviation technology certificate program.

Mobile County Public Schools

BY THE NUMBERS

14 National Blue Ribbon Schools

Elementary Schools:
Mary B. Austin
Anna Booth
Calcedeaver
Council
Dodge
Eichold-Mertz
George Hall
Old Shell Road
Spencer-Westlawn

Middle Schools:
Clark-Shaw
Phillips Preparatory

High Schools:
Davidson
Murphy
Vigor

4 Terrel H. Bell Award-Winning Principals

Michelle Dubose Adams (Eichold-Mertz)
Hattie Alexander (Council)
Dianne Reynolds (Spencer-Westlawn)
Lisa Williams (Anna Booth)

*The Blue Ribbon is the highest award given to public and private schools by the U.S. Department of Education. Among Blue Ribbon Schools, about 10 principals are selected annually for the Terrell H. Bell Award.

53,237 students
90 schools

$675M annual budget
$11,268 per-pupil expenditure
$35.6M monthly payroll
#1 largest employer in Mobile County

B
District score on the 2019 Alabama Department of Education Report Card.

$113M college scholarships earned by the Class of 2020
9,628 career credentials earned 2019-20

88% four-year on-time graduation rate

603 Bus Routes; 7.7 Million Miles Annually

48K Lunches Served Daily

8 New Schools Built or Opened Since 2013

72 Alabama First Class Pre-K Classrooms
1,296 First Class Pre-K Students

*The National Institute for Early Education Research has ranked Alabama's First Class Pre-K as the highest quality state-funded program in the nation.

LEARNING TODAY. LEADING TOMORROW.

Mobile County PUBLIC SCHOOLS

12 Signature Academies

Any student can apply for enrollment in any Signature Academy, based on interest. The academies offer internships, hands-on learning and more as they prepare students for college and career. Our Signature Academies are:

Advanced Careers and AP (Advanced Placement) Capstone at Baker High

Pre-Med, Medical and Health Careers at Blount High

Coastal Studies at Bryant High

Advanced Manufacturing at Citronelle High

Engineering (EPIC) at Davidson High

Law, Arts and Health Services at LeFlore High

Biomedical Sciences at Mary G. Montgomery High

University Center at Murphy High

Aviation and Aerospace at B.C. Rain High

Industry and Engineering at Theodore High

Information Technology at Vigor High

Maritime, Engineering and Entrepreneurship at Williamson High

In addition to the public school system, Mobile County offers three city school systems and a wide variety of private school options as well as a multitude of higher education possibilities.

Education – City School Systems
Chickasaw City Schools
Saraland City Schools
Satsuma City Schools

Education – Charter Schools
ACCEL Day and Evening Academy

Education – Private Schools
UMS-Wright Preparatory School
St. Paul's Episcopal School

Education – Private Schools cont'd
St. Mary's Catholic School
St. Luke's Episcopal School
Renaissance School of the Eastern Shore
Mobile Christian
McGill-Toolen Catholic High School
Little Flower Catholic Schools
Cottage Hill Christian Academy
Archdiocese of Mobile
Alabama School of Mathematics and Science
Barton Academy for Advanced World Studies

Mobile County is home to some of the finest colleges in the country. The University of South Alabama's 1,200-acre campus has been transformed over the past decade with new facilities and resources for teaching, housing and recreation, health sciences, the arts, engineering, computer science and athletics.

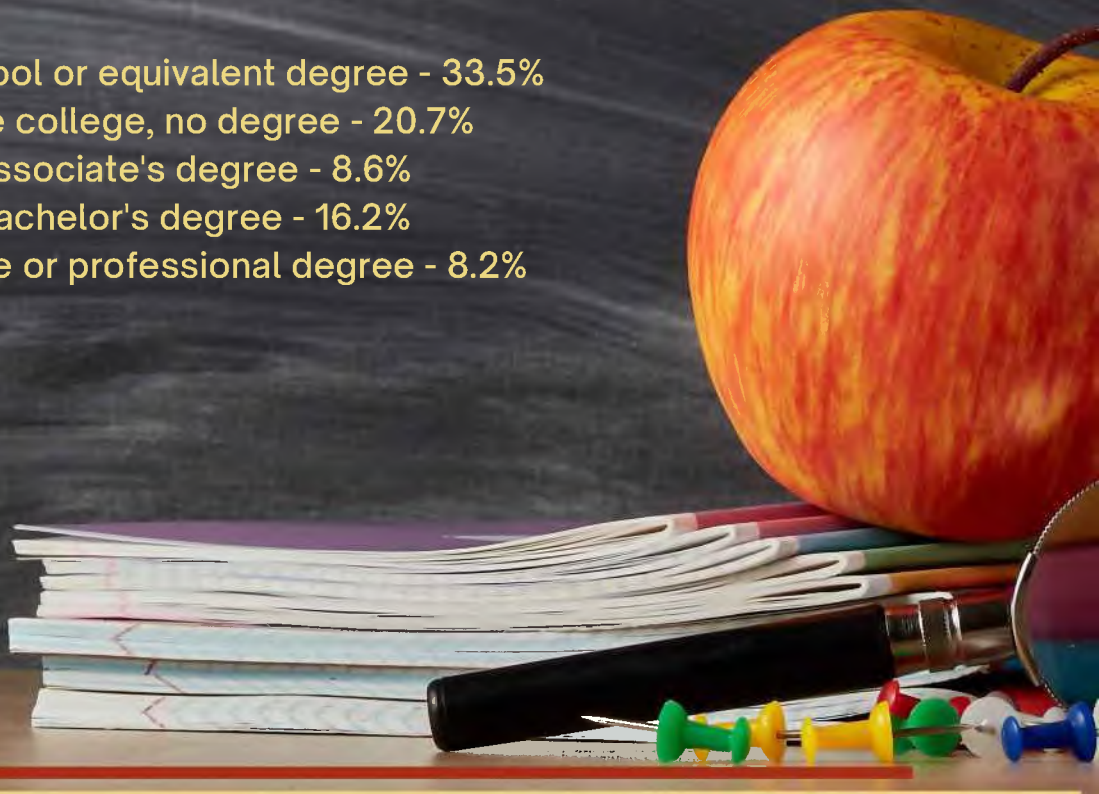
Total enrollment as of 2020 was 14,224.
It was revealed through the SWOT analysis that South saw a major decline in enrollment during the pandemic.

Education – College

- University of Mobile
- University of South Alabama
- Spring Hill College
- Remington College
- MTI Business Solutions
- Fortis College
- Faulkner University
- Coastal Alabama Community College
- Bishop State Community College
- Alabama Aviation Center of Mobile

24.4% of residents hold a Bachelor's Degree or Higher in Mobile County.
Education Attainment (Population 25 Years and Older):

High School or equivalent degree - 33.5%
Some college, no degree - 20.7%
Associate's degree - 8.6%
Bachelor's degree - 16.2%
Graduate or professional degree - 8.2%



Education – Public Schools

12 Schools in the Escambia County School System

Education – Private Schools

Atmore Christian School
Escambia Academy (EA Cougars)
Temple Christian Academy

Education – College

Coastal Alabama Community College – Brewton Campus
Reid State Technical College
Escambia Career Readiness Center

Escambia County Educational Attainment

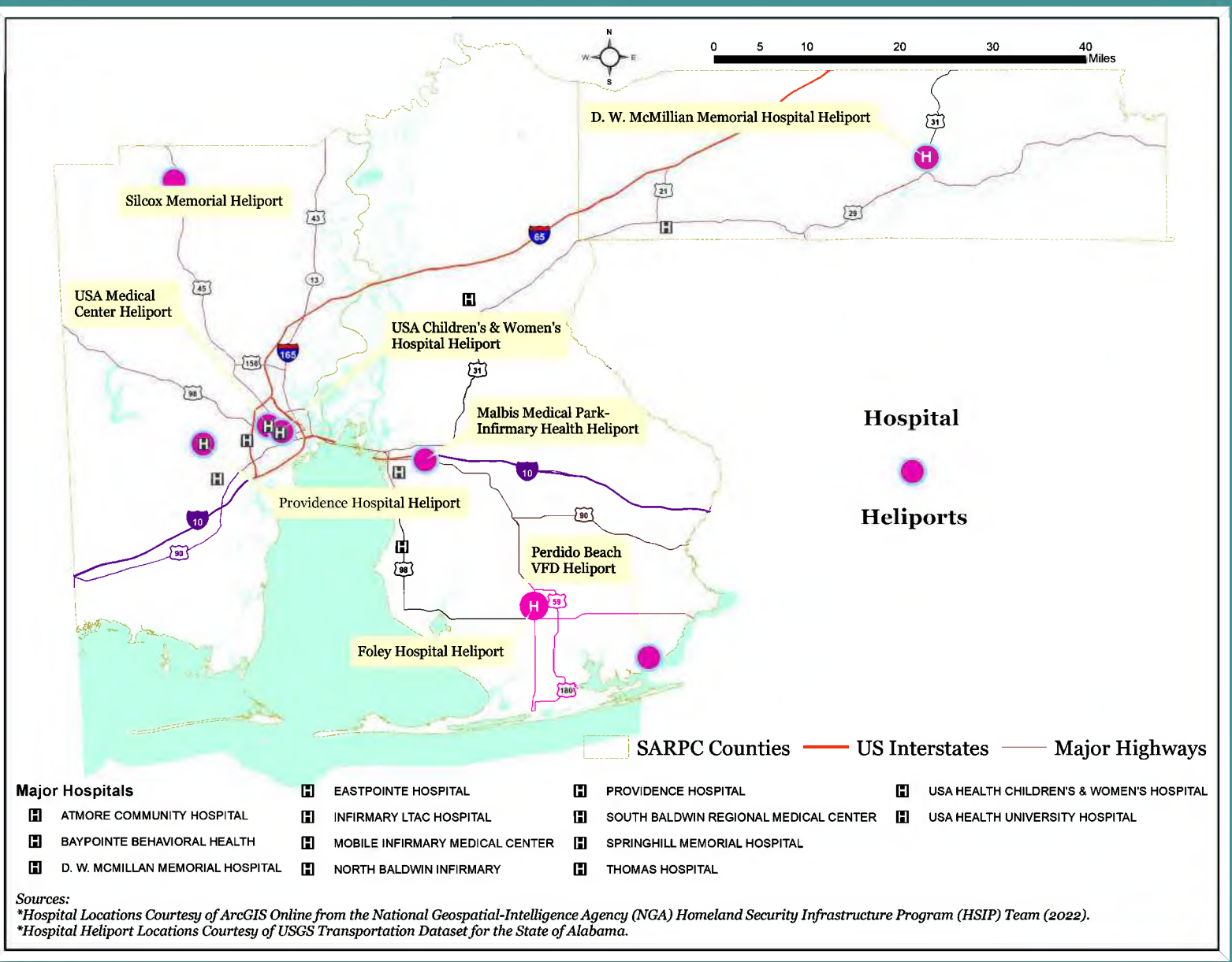
12.5% hold a Bachelor's Degree or Higher in Escambia County
High School or equivalent degree - 43.0%
Some college, no degree - 17.3%
Associate's degree - 7.5%
Bachelor's degree - 8.8%
Graduate or professional degree - 3.7%

HEALTHCARE

As the economic growth of the Region expands, the standard of living goes up, thereby increasing the ability to purchase and receive a higher level of health care. Conversely, the improved health of the population contributes to enlarging the output of the economy.

The greatest challenge facing the health care industry nationwide is meeting the needs of an aging population, and our Region is no exception. The aging of the Baby Boomer generation is a national trend that has many implications. It's projected that by the year 2030, one in five Americans will be over age 65, comprising 20% of the population.

The map indicates the location of the hospitals in our Region as well as the facilities that provide a heliport.



KEY FACTS ABOUT REGIONAL HEALTHCARE

ESCAMBIA COUNTY

- There are 77 physicians per 100,000 population in Escambia County.
- There are 2 Hospitals in Escambia County, Alabama, serving a population of 37,621 people in an area of 945 square miles. There is 1 Hospital per 18,810 people, and 1 Hospital per 472 square miles.
- Hospitals in Escambia County provide emergency care in response to injuries and sudden or severe illness, laboratory and other diagnostic services, scheduled surgeries, labor and delivery services, inpatient treatment, and recovery services.

BALDWIN COUNTY

- USA Health is building a health center at the intersection of Alabama 181 and Alabama 104. The campus will be home to a 25,000 square foot ambulatory surgery center that will house state of the art surgical suites.
- There are 173 physicians per 100,000 population in Baldwin County.
- There are 6 Hospitals in Baldwin County, Alabama, serving a population of 203,360 people in an area of 1,590 square miles. There is 1 Hospital per 33,893 people, and 1 Hospital per 264 square miles.
- In Alabama, Baldwin County is ranked 47th of 67 counties in Hospitals per capita, and 18th of 67 counties in Hospitals per square mile.

MOBILE COUNTY

- Mobile County has six medical transport agencies, including two aero-medical services (Baptist Hospital Life Flight and Gulf Coast).
- There are 209 physicians per 100,000 population in Mobile County. The US average is 210 per 100,000 people.
- There are 13 Hospitals in Mobile County, Alabama, serving a population of 414,328 people in an area of 1,230 square miles. There is 1 Hospital per 31,871 people, and 1 Hospital per 94 square miles.
- Infirmary Health System alone provides a total of 681 beds.
- USA Hospital is the only Level I Trauma Center on the Gulf Coast

BUSINESS SUPPORT SERVICES

ENTREPRENEURSHIP

As our Region continues to recover from the pandemic, two things become poignantly clear: the workplace will never be the same, and holding on to old ways of doing things will be at the expense of our future.

According to Forbes, while the workforce navigates hybrid work, workplace wellness and other pandemic-related issues, the world of entrepreneurship is also shifting. Over the past two years, millions of Americans launched businesses, and Bloomberg reports that the U.S. Census received almost 40% more business applications last year when compared to 2019.
People learned quickly during the pandemic how to make money to survive. They are finding creative ways to earn a living without relying on a company. Post-Covid, entrepreneurs are seeing huge opportunities for social impact, and funders are looking to join forces and help propel real change.

Covid taught us that connections matter and that we need social interactions. People need and want to connect with others to deepen the meaning in their own lives and the world around them. Connecting in more meaningful ways will have the ability to improve communities. The social entrepreneurs who see this desire to connect as the incredible opportunity that it is are the ones who will succeed.

One of the barriers to entry for entrepreneurs is access to funding, and that's even more true for social entrepreneurs. This is where an entrepreneurship support organization (ESO), particularly ones catered to help social entrepreneurs, can be massively important.

HATCH FAIRHOPE

The University of Alabama, the City of Fairhope and the Baldwin Community and Economic Development Foundation have partnered to create Hatch, a business resource hub for technology-based entrepreneurs in Baldwin County. Hatch provides Baldwin County's new and existing startups with a place to learn and grow. This partnership is fostering local entrepreneurial culture, developing an entrepreneurial resource ecosystem, and linking the resources of The University of Alabama to emerging tech companies in Baldwin County. Hatch is funded by the City of Fairhope, Coastal Alabama Community College, and the Baldwin Community and Economic Development Foundation and will be housed in Downtown Fairhope in space provided by BBVA Compass.

SARPC's REVOLVING LOAN FUND

SAPRC is doing their part in supporting local entrepreneurship too. The South Alabama Regional Planning Commission Revolving Loan Fund is a locally controlled source of capital used to finance small business start-up and expansion whose projects will create permanent jobs. By combining RLF and bank financing the borrower can realize an effective rate well below market rates.

CHAMBERS OF COMMERCE

A chamber of commerce is an organization of business owners and entrepreneurs who promote the interests of their local business community. Chambers of commerce provide access to valuable resources, discounts, and relationships that help businesses save money and market their products.

Joining a chamber of commerce can help you build your professional network and market your business. When you join your local chamber of commerce, your business will be listed in the chamber's online directory, and your business could be highlighted in other chamber publications.

AGING SERVICES

Population trends will affect our workforce. Our regional population growth is expected to continue to grow over the next ten years. At the same time, our population is aging. Due to advances in healthcare, Americans are living longer and more active lives. Due to the rise in inflation and unexpected shifts in the national economy, many older Americans are re-training for new careers and going back to work instead of retiring, or finding volunteer opportunities in their communities.

AREA AGENCY ON AGING (AAA)

SARPC is home to the Region's the Area Agency on Aging (AAA) and manages many programs to help our local aging population. For more than thirty-five years the AAA has assessed the needs of older persons in the three-county region in South Alabama; distributed funds for the provision of services to older adults; helped agencies and local governments plan services for older persons; and provided information about available resources to older adults and their caregivers. Staff of the Area Agency on Aging are available to assist seniors, persons with disabilities, and their families in coordinating resources and services that support an active healthy lifestyle and maintain independence as long as possible.

In addition to Older American Act services, the AAA provides programs for older adults and people with disabilities that are funded by Medicaid such as the in-home services provided through Medicaid Waivers; and the Aging and Disability Resource Center. Visit their website at: https://agingsouthalabama.org.

Additionally, the AAA just completed their 5-year plan which can be found at: https://agingsouthalabama.org/wp-content/uploads/2022/Area_Plan_FY%2022-25-Full-Plan.pdf.

ECONOMIC DEVELOPMENT & SENIOR EMPLOYMENT SERVICES

SARPC's Economic Development Department offers and manages a senior employment program for our senior community. The Senior Community Services Employment Program (SCSEP) is administered by the Department of Employment and Economic Development under the auspices of the State of Alabama Department of Senior Services. The program is designed to assist low income mature job seekers and their communities by providing part-time community service work and training. Men and women 55 years of age or older who have limited income may become a SCSEP participant, revitalizing their job skills while supporting local non-profit and governmental agencies.

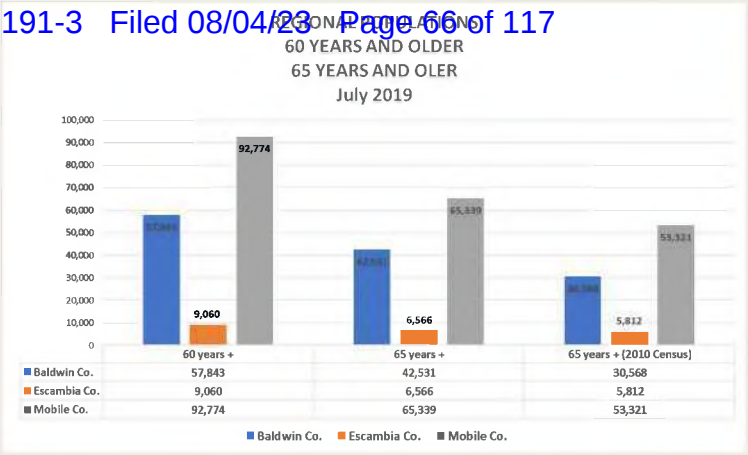
BABY BOOMER POPULATION

The US Census reports an estimated 73 million Americans are part of the Baby Boomer generation.

The number of people age 65 and older in the United States has grown rapidly over most of the 20th century, from 3.1 million in 1900 to 35 million in 2000.

In 2018, there were 52 million people age 65 and older. Their share of the population grew as well, from 12.4% in 2000 to 16.0% in 2018.

But aging boomers are not the only reason the nation's population is getting older overall. Longer lives in part due to better health care and record low birth rates among young women are also major factors.



The total fertility rate of U.S. women is now 1.7 children per woman, below the 2.1 children needed to replace the population.
Life expectancy at age 65 went from 11.9 years (1900-1902) to 19.1 years in 2010, according to An Aging World, a Census Bureau report co-authored by Wan He.

Older adults are projected to outnumber children under age 18 for the first time in U.S. history by 2034, according to Census Bureau projections.

The concern is the increasing need for caregiver and health services for people over age 65, many of whom use services whose funding depends on decisions made based on census data.

SARPC Regional County Population Aged 65 and Over 2000-2010 and Projections 2020-2040

			2018 series						
								Change 2010-2040	
	Census 2000	Census 2010	2020	2025	2030	2035	2040	Number	Percent
Baldwin	21,703	30,568	47,034	56,876	66,159	72,875	78,769	48,201	157.7
Escambia	5,236	5,812	6,802	7,324	7,529	7,404	7,405	1,593	27.4
Mobile	47,919	53,321	68,695	78,836	86,072	88,252	88,908	35,587	66.7

Source: U.S. Census Bureau and Center for Business and Economic Research, The University of Alabama, April 2018.

SWOT ANALYSIS

Analysis of the Region's strength's, weaknesses, opportunities, and threats

3 SWOT Analysis

SWOT ANALYSIS

The main focus of the CEDS is to develop a strategic plan for the Region that can be used for capacity building for economic development. A strong CEDS means a strong Region that can better position assets so the public and private sectors succeed. The SWOT (strengths, weaknesses, opportunities and threats) analysis is an integral planning tool used in strategic planning that provides the framework needed to evaluate the Region's competitive position by assessing the internal and external factors, as well as resilient factors. The SWOT analysis is designed to identify the Region's strengths and weaknesses to help analyze what is currently working, and to devise a successful strategy for the future.

SARPC surveyed the CEDS Strategy Committee utilizing an online survey tool to confirm their input on the SWOT. The survey asked a series of questions employing the Asset-Based Approach. These questions inquired about the current assets and issues, and the advantages and negative impacts looking forward to the next 5- 10 years.

In creating the CEDS, a dual approach was utilized to answer the questions "Where are we now?" and "Where do we want to be in 5 years?"
To help answer these questions, the traditional SWOT analysis and the Asset-Based Approach were used. The Asset-Based Approach focuses on positive assets to create momentum for moving forward. Based upon demographic and socioeconomic data, trends, and other information relevant to the regional economy presented in the "Summary Background", the CEDS Strategy Committee moved forward with identifying the internal and external factors that define our Region.

SWOT RESULTS

STRENGTHS

- Competitive
- Quality of Life
- Available Land
- Location/Lifestyle
- Tourism
- Schools
- Large Industrial Base
- Jobs
- Multimodal Connectivity
- Access to Coast
- Economic Diversity
- Agriculture/Aquaculture
- Growing Population *
- Housing Costs

STRENGTHS

WEAKNESSES

- Declining Infrastructure
- Lack of Infrastructure
- Lack of Workforce
- Income Disparity
- Declining Population
- Underemployment
- Safety/Crime Rates
- Transportation Systems
- Childcare Availability
- Healthcare

WEAKNESSES

THREATS

OPPORTUNITIES

- Utilize Natural Assets
- Downtown Development
- Hybrid Work
- Community Facilities
- Workforce Training
- Industry Expansion & Diversification
- Focus on Infrastructure-Broadband & Roads
- Utilize Nature-Based Infrastructure
- Higher Education
- Improve Graduation Rates

OPPORTUNITIES

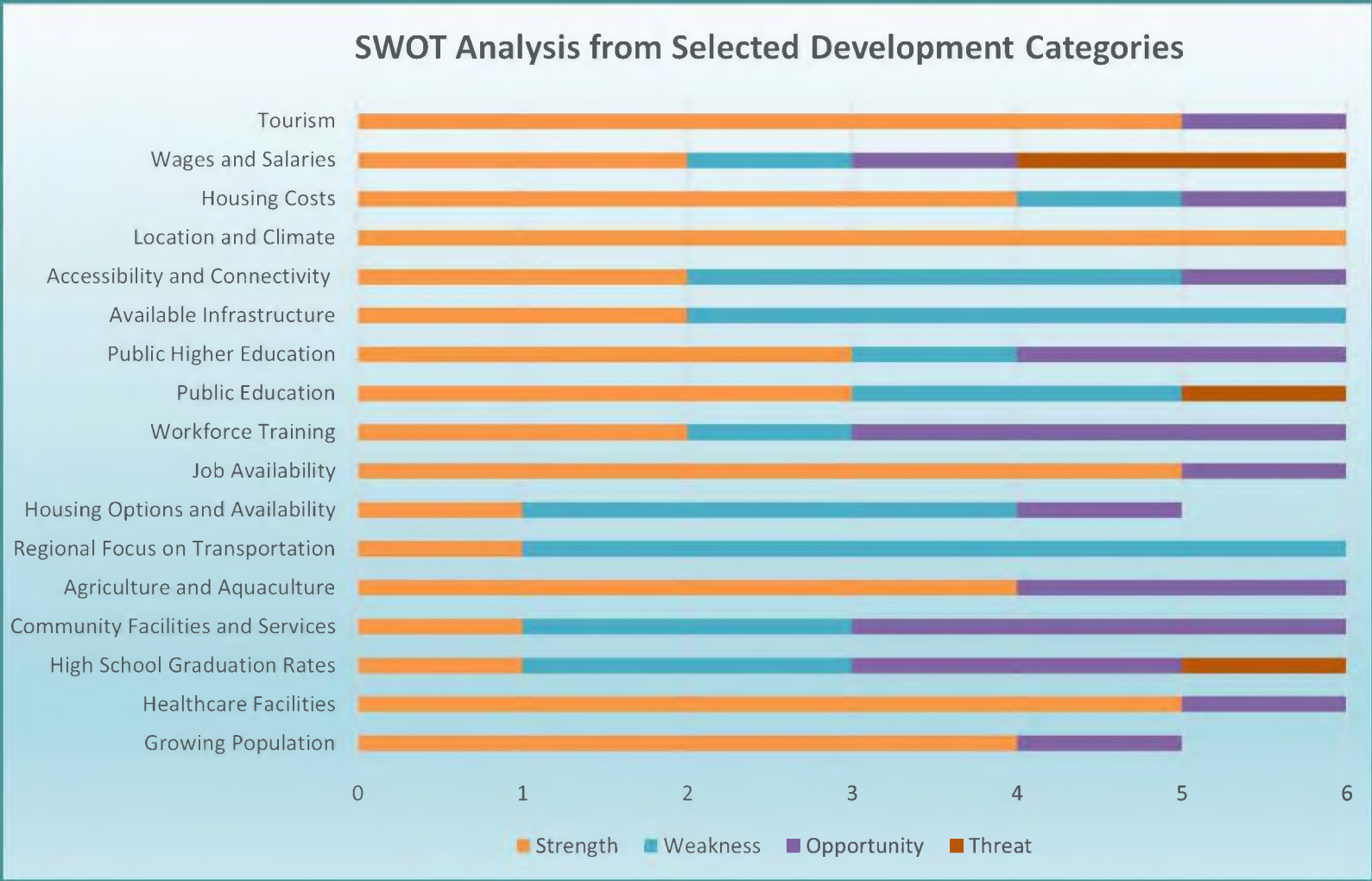
THREATS

- Lack of Workforce
- High Employee Turnover
- Rapid Population Growth *
- Affordable Housing
- Public Education
- Low Wages
- Insurance Costs

*The SWOT revealed that while 57% of survey participants listed the Region's GROWING POPULATION as a STRENGTH, 90% view RAPID POPULATION GROWTH as a negative factor in our Region due to the demands the rapid increase places on existing infrastructure and new developments. Comments received targeted Baldwin County, stating the County is at risk of losing its charm, and the population is growing too fast for proper development to keep up. Other negative factors listed were lack of workforce, public education, crime, hurricanes, and lack of planning.

SURVEY RESULTS

The following results from the SWOT Analysis indicate how each survey participant identifies each item of interest in the Region as either a strength, weakness, opportunity, or threat.



STRENGTHS are our Region's competitive advantages. Survey participants indicated through the SWOT that our Region has more strengths than weaknesses, threats, or opportunities. In addition to the graphic above, some of our greatest strengths are: industry supply chains and clusters, extensive port, rails, road, and air assets, specialized workforce skills, higher education levels, and collaborations & partnerships among stakeholders.

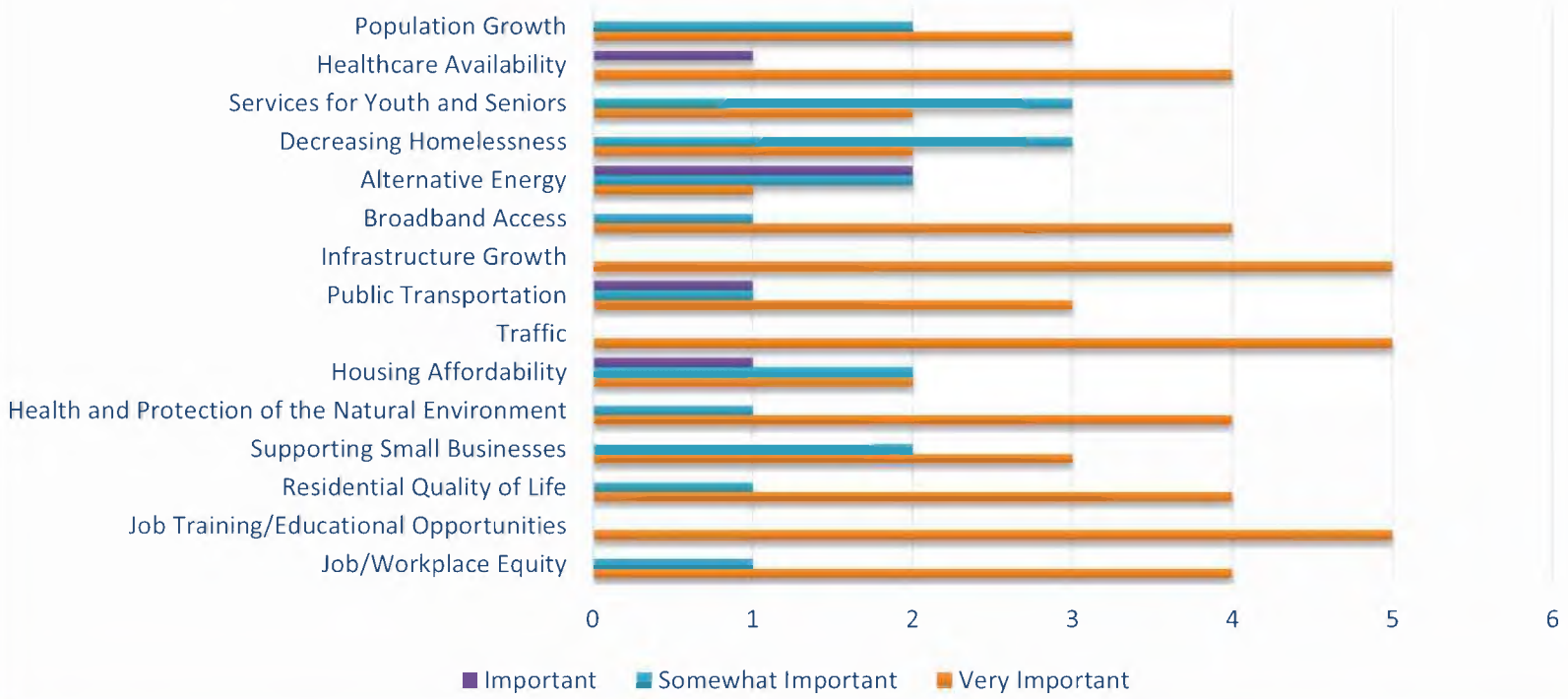
TERMS USED TO DESCRIBE OUR STRENGTHS.....SURVEY SAYS.....

Competitive VAST DIVERSIFIED leadership connected COASTAL STABLE-RESILIENT OPPORTUNITIES producing DISTRIBUTION

SURVEY RESULTS

The following results from the SWOT Analysis indicate how each survey participant rates the level of importance of each topic in the Region as either a factor that needs addressing the most and which are of less concern.

Please rate the level of importance you attribute to the following factors in our Region. Which factors need addressing the most, and which are of less concern?



LEVEL OF IMPORTANCE.....SURVEY SAYS.....

Healthcare

INFRASTRUCTURE

QUALITY OF LIFE

equity

BROADBAND

ENVIRONMENTAL PROTECTION

job training

TRAFFIC

4

EVALUATION & ASSESSMENT FRAMEWORK

Performance measures and impact of the CEDS on the Region's economy

4 Evaluation & Assessment Framework

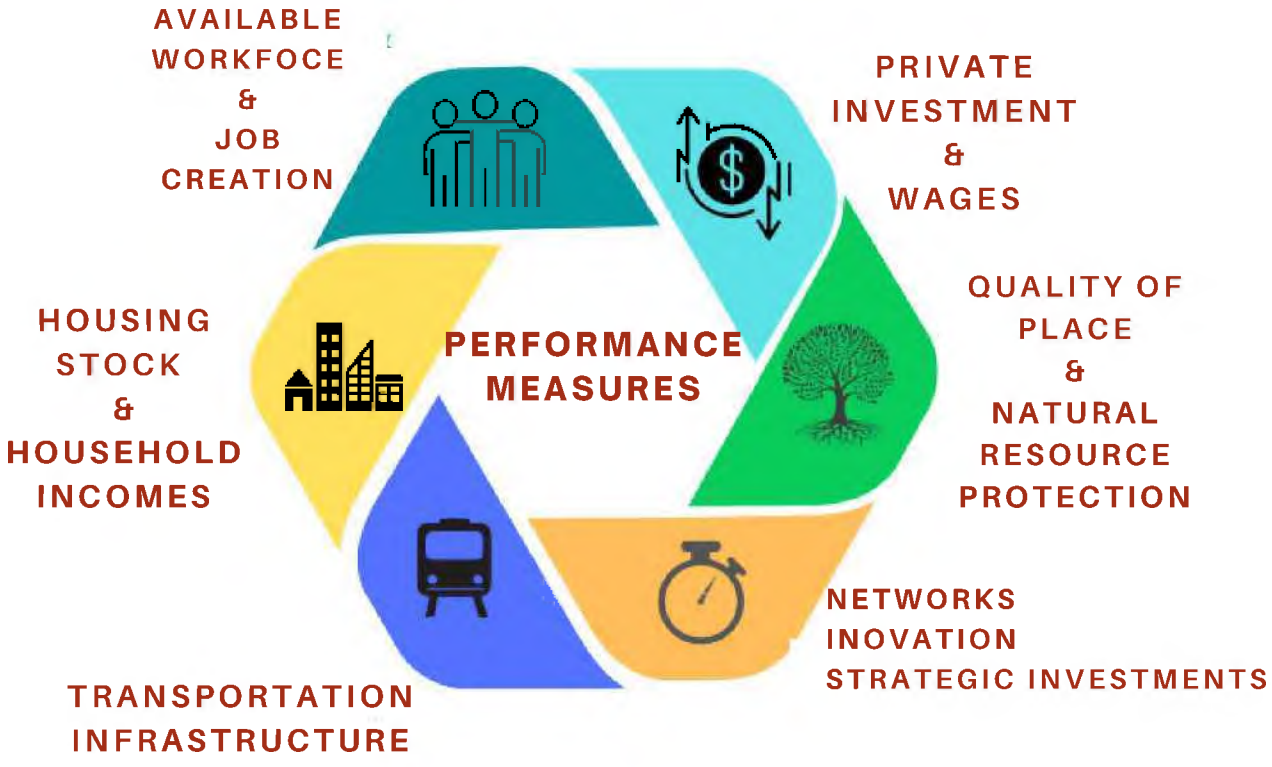
HOW DO WE MEASURE CAPACITY BUILDING AND PROSPERITY IN OUR REGION?

This section of the CEDS is used to gauge the progress of the successful implementation of the CEDS throughout our Region and to quantify the outcomes of CEDS activities. It is an important element in the ongoing economic planning process achieved in this CEDS.

The CEDS looks at specific performance measures which are used in evaluating the progress of implementing the CEDS and the impact it has had on the Region's economy as well as measuring how successful the CEDS has been in achieving the mission, vision, and goals outlined in the CEDS. In this section, we will ask two main questions:

HOW ARE WE DOING
&
WHAT CAN WE DO BETTER

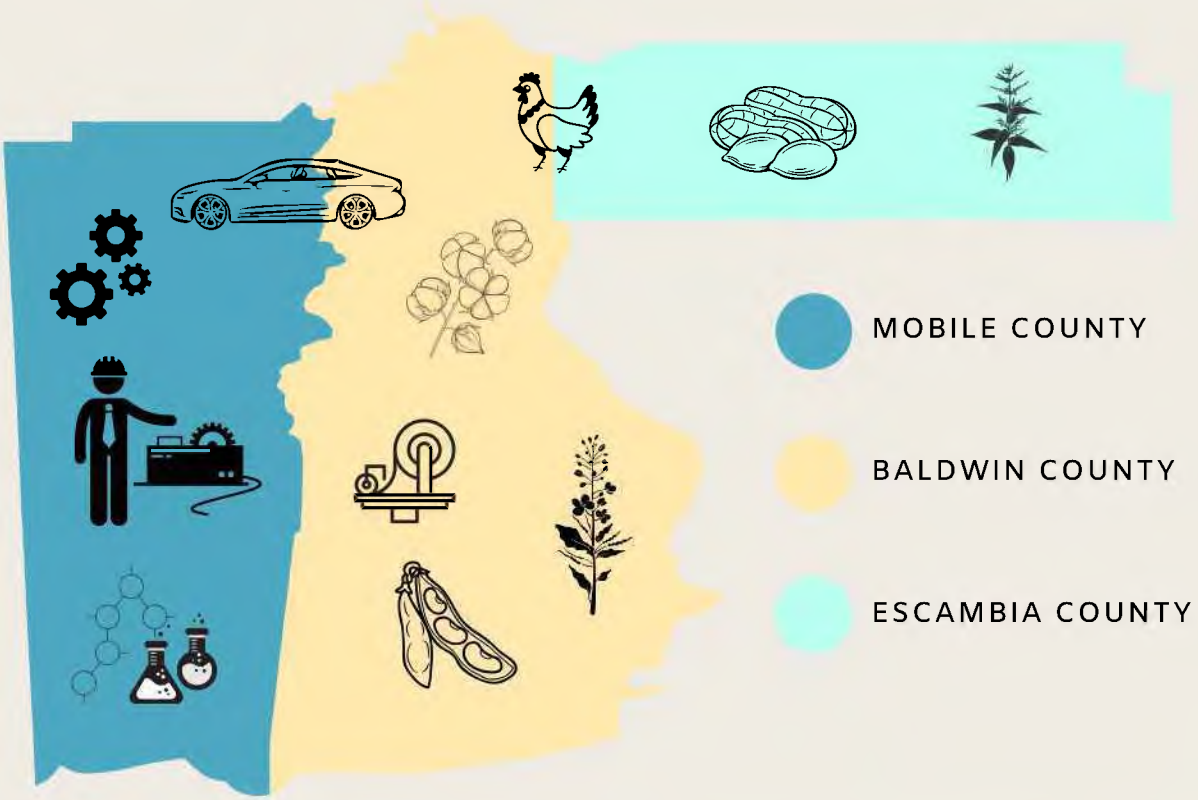
While job creation and retention is a huge indicator of a healthy economy, it is just one performance measure to look at. To effectively measure the overall condition of our Region's economy, we look at the following factors:



SARPC REGION"S

TOP EXPORTS

Offering some of the lowest property taxes and cost of living rates, as well as having the most diverse economy in the state, makes the SARPC Region one of the most attractive business climates in the county. There isn't much that we don't make in our Region, with each one of our counties specializing in their own unique products. Our industries make steel, aluminum, airplanes, ships; our agriculture produces some of the finest peanuts in the county, and thanks to our beautiful beaches, we our one of the top tourist destinations in the country. The Region is fortunate to have access to an extensive multi-modal transportation system that includes two major Interstates, five Class 1 railroads, two airports, and direct access to inland and intracoastal waterways that offer access to over 15,000 miles of inland waterways. Additionally, the Region offers excellent healthcare options that include top-ranked hospitals and the only Trauma 1 Center along the Gulf Coast, award-winning schools, colleges and universities. With a Regional labor shed of over 540,000 people, the Region is set apart as one of the Gulf Coast's top locations to live, raise a family or grow a business.



ECONOMIC CLUSTERS

ECONOMIC CLUSTERS

What are economic clusters?

Economic clusters are essentially local and regional concentrations of similar and related industries within a region. They contain assemblages of production and exchange goods, services, talent, and technology, while supporting and promoting the region. They consist of companies, suppliers and service providers, as well as government agencies and other institutions that provide education, information, research and technical support to a regional economy. They strengthen the existing economic environment while attracting new investment, industry, and innovation, as well as a strong workforce to a region.

A cluster is much more than businesses from similar sectors working alongside each other in an industrial park.

Successful economic clusters benefit from a strong, economic environment that supports the needs of businesses and their workforces.

At their core, clusters are about talent. As talent has increasingly become the dominant determinant in where business decide to locate and grow, the available workforce and talent from a cluster of related industries becomes a powerful tool in recruiting other companies in that industry as well as those adjacent.

Clusters exist in all types of economies and are more prevalent in locations that achieve better performance relative to their overall stage of development. They play a fundamental role in driving regional economic competitiveness by encouraging higher rates of job growth, wage growth, new business formation, and innovation in the regions they are located in.

It is useful to view economies through the lens of clusters rather than specific types of companies, industries, or sectors because clusters capture the important linkages and potential spillovers of technology, skills, and information that cut across firms and industries. Viewing a group of companies and institutions as a cluster highlights opportunities for coordination and mutual improvement.

REGIONAL INDUSTRY CLUSTERS

The Region has a thriving portfolio of existing economic clusters from Aerospace to Advanced Manufacturing and from Entrepreneurship to Electronics. The economic environment among the three counties in SARPC's Region is vastly diverse, and the different economies within each county offer unique opportunities to the Region.

One of the most attractive attributes of the Region is the economic diversity we currently offer and have the potential to exponentially expand and capitalize upon. Each of our three counties is home to their own distinctive specialties that sets them apart from one another.

Baldwin County TARGET INDUSTRIES

Advanced Manufacturing

Collins Aerospace in Foley is the County's largest manufacturing employer, with 1,100 employees. Segers Aero Corp. in Fairhope expanded with a new test cell facility and capital investment topping $4 million.

White Collar

Baldwin County is a leader in workforce recruitment. According to Baldwin EDA, in 2020, 1 in every 10 Baldwin County residents held a graduate degree. Since 2010, the Region has seen growth in its residents with college and professional degrees. Baldwin County ranked in the TOP 50 MSAs in the United States for new job growth and ranked #1 in the state for Incoming Business Investment for three straight years and Forbes named Baldwin County one of the best small places for business and careers.

Baldwin County was Alabama's fastest growing county from 2010 to 2020, with 4 of the top 10 fastest growing cities in the state in recent years.

84% growth in Baldwin County's Transportation and Warehousing sector jobs since 2010.

SOURCE: U.S. CENSUS BUREAU

142% growth in Baldwin County's Transportation and Warehousing sector total wages since 2010

TARGET INDUSTRIES

Aerospace & Aviation

Baldwin County has a healthy, growing aerospace community. Collins Aerospace, Segers Aero Corp., Quincy Compressor, and Vulcan, Inc. make up some of the largest advanced manufacturing companies in the County. Its close proximity to Mobile County, with Airbus and other aerospace companies, ensures further growth in this industry. Additionally, the County has the $2.7 million Academy at the Fairhope Airport, in partnership with the Fairhope Airport Authority, Baldwin County schools and the two-year college system to teach aviation, industrial maintenance and welding to high school and adult students. Gulf Shores city schools also have aviation programs.

Distribution/Logistics

Because of its location, available land and warehouse space, two major interstates, port access and rail service, distribution and warehousing industries thrive in Baldwin County. The Port of Mobile is the 11th largest seaport in the U.S., by volume, and is also one of the only places in the U.S. where 5 Class-1 railroads converge, providing any industry in our Region the opportunity to ship product all over the world.

Source: Baldwin EDA

Baldwin County
TOP INDUSTRY CLUSTERS

Aldi U.S. has recently established its regional headquarters and distribution center in Baldwin County. The upcoming 564,000-square-foot facility will bring approximately $100 million in capital investment and create 200 jobs for Loxley and Baldwin County. Additionally, ACE Hardware Support Center is one of Baldwin County's largest distribution employers producing over 300 jobs.

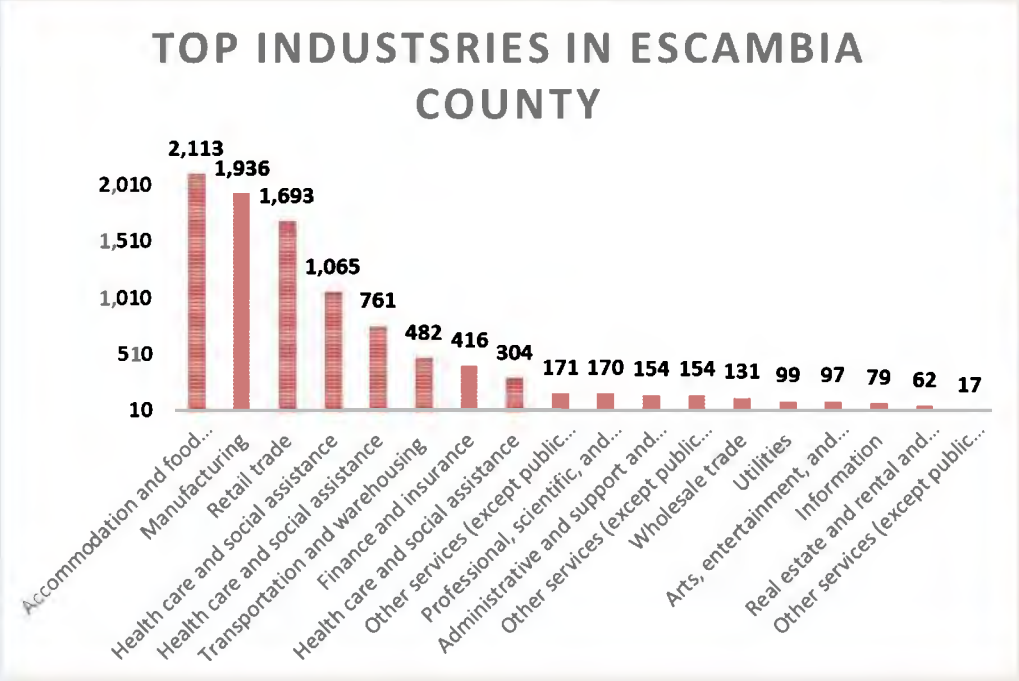
Employment by Industry Sector – Baldwin County (2020 Q4)

INDUSTRY	# OF EMPLOYEES
RETAIL TRADE	13,734
ACCOMMODATION & FOOD SERVICES	12,571
HEALTH CARE & SOCIAL ASSISTANCE	9,675
CONSTRUCTION	5,771
EDUCATIONAL SERVICES	5,716
ADMINISTRATION & SUPPORT; WASTE MANAGEMENT & REMEDIATION SERVICES	4,487
PUBLIC ADMINISTRATION	4,173
OTHER SERVICES (EXCEPT PUBLIC ADMINISTRATION)	4,085
MANUFACTURING	4,006
PROFESSIONAL, SCIENTIFIC, & TECHNICAL SERVICES	2,943
REAL ESTATE; RENTAL; LEASING	2,475
TRANSPORTATION & WAREHOUSING	2,390
FINANCE & INSURANCE	2,194
ARTS, ENTERTAINMENT, & RECREATION	2,127
WHOLESALE TRADE	1,995
AGRICULTURE, FORESTRY, FISHING, & HUNTING	1,173
UTILITIES	853
INFORMATION	512
MANAGEMENT OF COMPANIES & ENTERPRISES	286
MINING, QUARRYING; OIL & GAS EXTRACTION	79
TOTAL-ALL INDUSTRIES	**81,248**

Source: Baldwin EDA/ JobsEQ

Escambia County
TOP INDUSTRY CLUSTERS

Manufacturing and forestry/timber industries have long been Escambia County's primary established cluster, but the County is diversifying with the recent addition of Provalus IT and peanut shelling and processing.



Escambia County has diversified their economy with the addition of the IT industry. IT Company Provalus has named Brewton, Alabama their new home for their headquarter location.

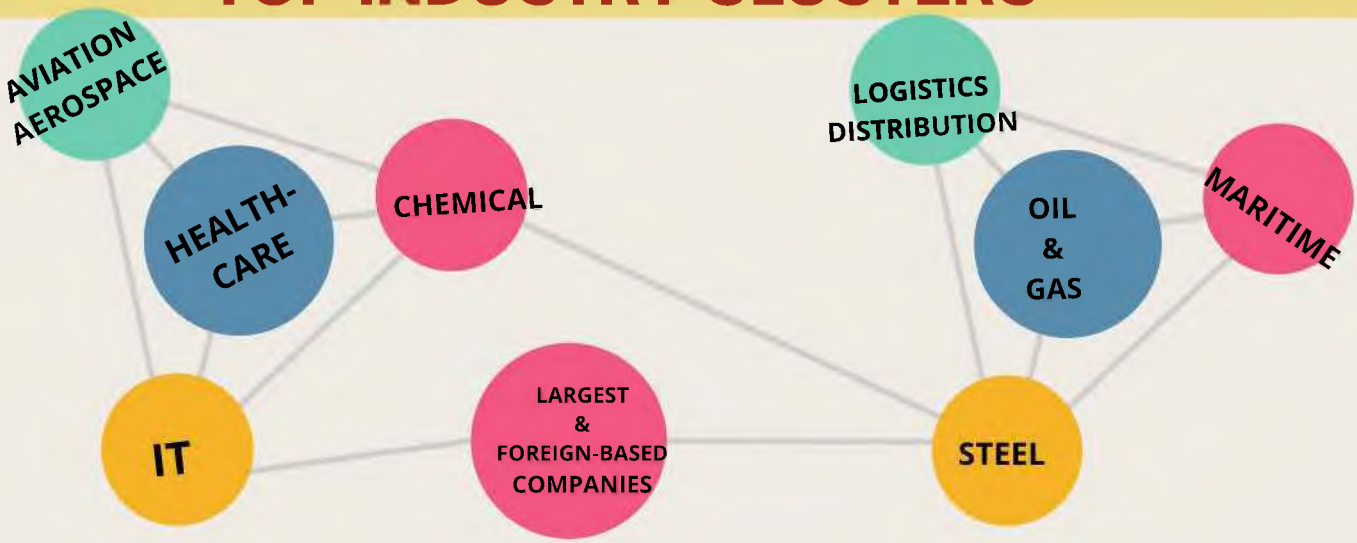
Est. 2021
COASTAL GROWERS
Responsibly Sourced
Peanuts

Source: Coastal Growers

The recent addition of peanut shelling to Escambia County's industry has benefitted over 100 local peanut farmers.

The County is also investing in rail and transload expansions, funded by the EDA and DRA, which will enable more freight to be shipped throughout the country via connections with the Port of Mobile.

Mobile County
TOP INDUSTRY CLUSTERS



AVIATION/AEROSPACE

Mobile County is home to Airbus U.S. Manufacturing Facility, Airbus Engineering, SAFRAN, Continental Motors, VT MAE, MAAS Aviation, Aerostar and many other global companies located at Mobile Aeroplex at Brookley. This industry employs 3,500 professionals.

CHEMICALS & MANUFACTURING

There are 26 chemical companies in Mobile County. This industry has grown along a 60-mile corridor. Major companies include Evonik Industries and Olin Corp.

HEALTHCARE

According to the Mobile Chamber of Commerce, 12% of Mobile's workforce is employed in the healthcare sector. This sector employs 850 physicians and 160 dentists and is home to the only Cancer research Center along the Upper Gulf Coast.

LARGEST & FOREIGN BASED COMPANIES

There are 50 foreign-based companies representing more than 20 countries, some of which include Austal USA, Airbus Americas Engineering, SSAB Americas and Mitsubishi Polysilicon. Together, these companies employ over 13,000 of our Region's workforce.

Industry recruiting in the Region is grouped into seven generic categories

#1 AEROSPACE
#2 CHEMICALS & MANUFACTURING
#3 HEALTHCARE
#4 MARITIME
#5 LOGISTICS & TRANSPORTATION
#6 OIL & GAS
#7 TECHNOLOGY

Source: Mobile Chamber of Commerce

OPPORTUNITY ZONES

What's an Opportunity Zone

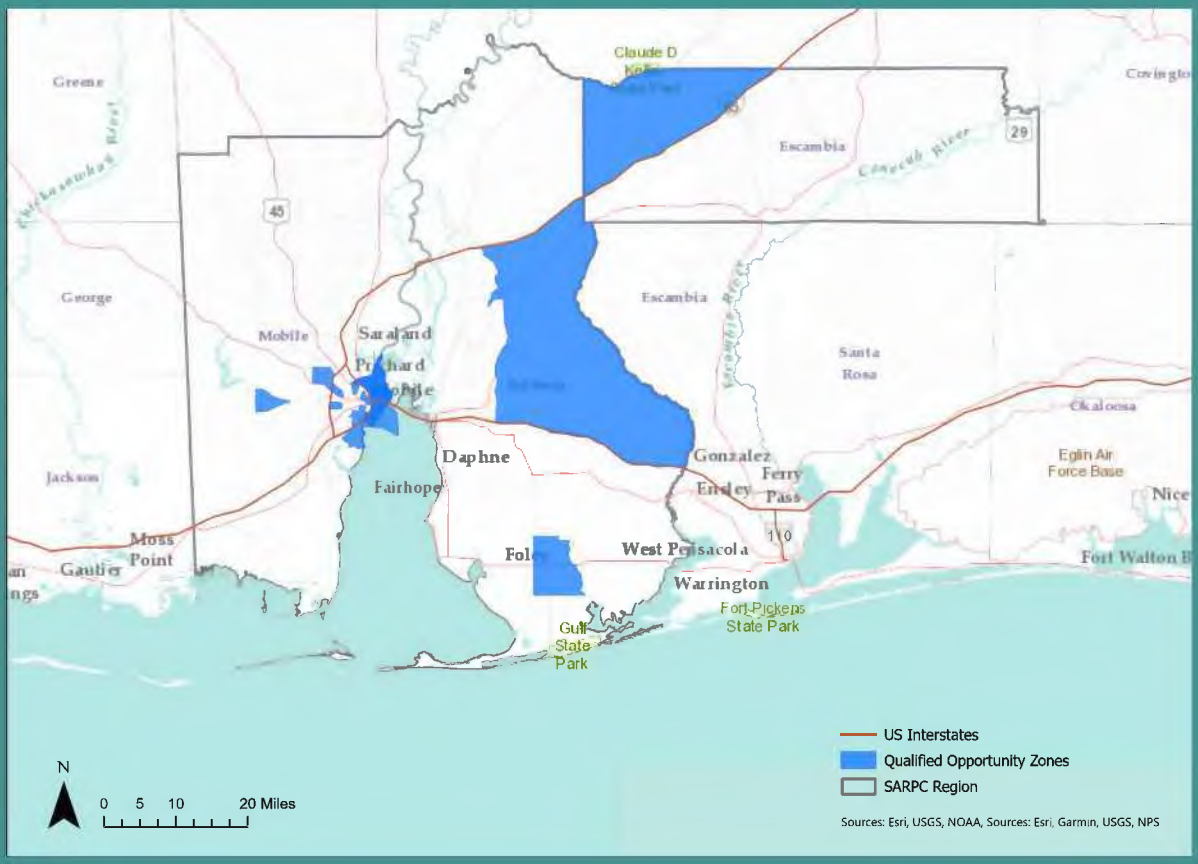
Opportunity Zones are are defined as “economically-distressed communities where new investments, under certain conditions, may be eligible for preferential tax treatment. They are an economic development tool that allows investments in distressed areas in the United States. Their purpose is to spur economic growth and job creation in low-income communities while providing tax benefits to investors. When Taxpayers develop in Opportunity Zones, they can temporarily defer taxes on eligible gains when they invest in a Qualified Opportunity Fund

Why Invest in Opportunity Zones

Developers can support economic development in targeted areas where jobs are needed the most while benefitting from tax deferments. Opportunity Zones are key investment ready locations. When developers chose to develop in Qualified Opportunity Zones, they can temporarily defer taxes on eligible gains when they invest in a Qualified Opportunity Fund.

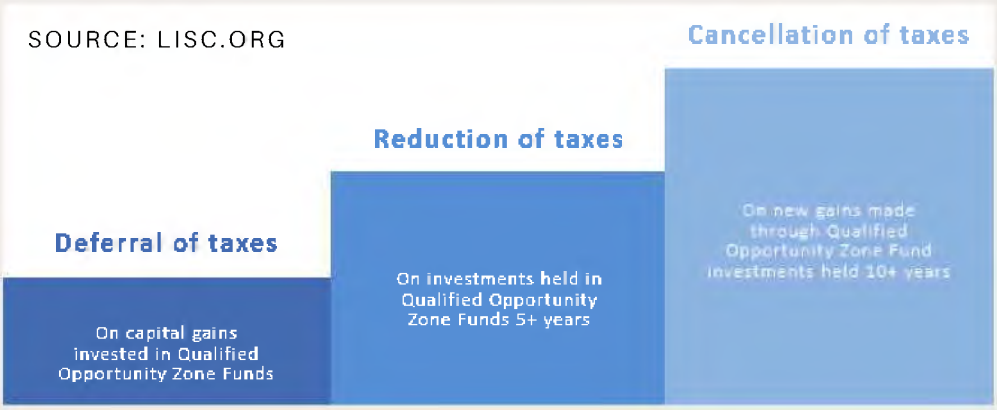
Where are Qualified Opportunity Zones

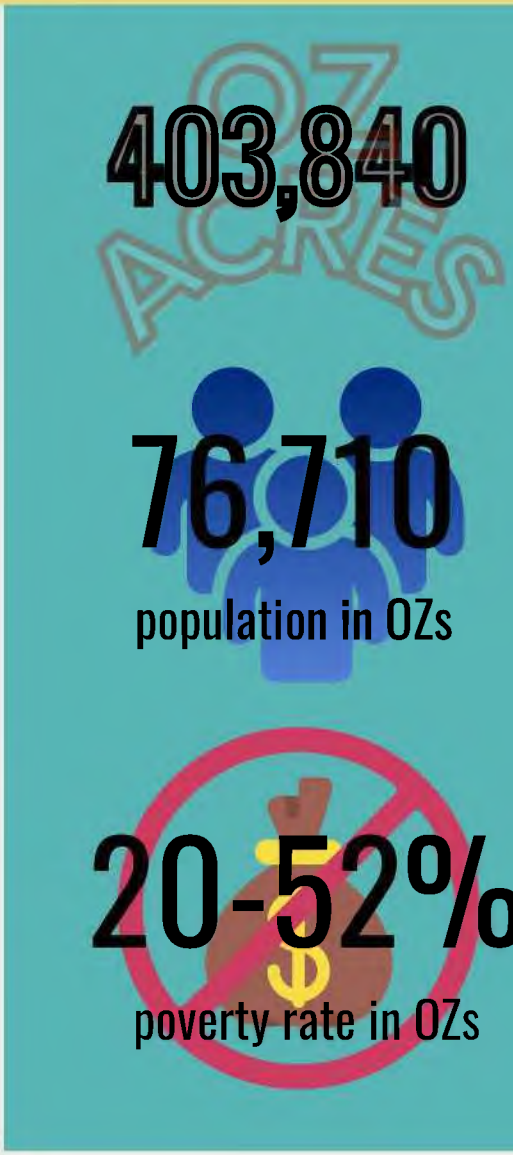
Low-income communities and certain neighboring areas, defined by population census tracts, can qualify as Opportunity Zones. States nominate communities for the designation, and the U.S. Department of the Treasury certifies that nomination.
There are 21 census tracts in our Region that are designated as Qualified Opportunity Zones.



OPPORTUNITY ZONES

Opportunity Zones (OZ)throughout the U.S. promise to drive billions—even trillions—of dollars in long-term investment into low-income urban and rural census tracts across the country. One of the main focus' of this CEDS is to capture and promote the economic and community advantages of an OZ. Our Region currently encompasses approximately 403,840 acres of land designated as an OZ with the potential to provide many more acres of designed lands due to the vast amount of property available for growth and development. Having the ability to offer these key investment-ready locations throughout our counties is a huge factor in promoting the economic attractiveness to our Region. See map on the previous page for the current locations of the OZs in our Region.





They are a powerful tool used to direct capital to places where access has been closed off, and promote economic development that benefits residents, businesses and institutions rooted in those communities. Investors reap a tax savings that, ideally, can be employed for further community investment.

The goal of the Opportunity Zones initiative is to achieve a double bottom line: fueling inclusive local economies in communities that benefit the people who live and work there; to forge projects that will enable the people who live and work in Opportunity Zones to thrive, and providing a solid return to investors.

The Opportunity Zones incentive promotes shared prosperity and requires the right kind of management, community engagement, partnership-building and oversight to establish projects in OZs that provide long-lasting benefits to residents and local businesspeople as well as to investors.

OPPORTUNITY ZONES

The areas eligible for submission as Opportunity Zones are low income census tracts with a poverty rate of at least 20 percent and a median family income of less than 80 percent of the statewide or area median income. Census tracts are statistical subdivisions of a county established by the U.S. Census Bureau. Each tract averages between 1,200 and 8,000 in population and the nominated tracts vary in size from 199 acres to 235,352 acres.

Congress empowered governors to nominate Opportunity Zones in their states by using up to 25 percent of their low-income community census tracts. In Alabama, 629 of the state's 1,181 census tracts qualified as low-income community tracts. The Governor's Office, with the help of ADECA, identified and selected the 158 Opportunity Zones from the qualifying tracts. There is at least one Opportunity Zone in each of the state's 67 counties.

The Governor's Office and ADECA used an objective methodology that involved input from a variety of resources to determine areas where the program could be most effective. Methods used in the selection process included a county-by-county examination of previous designations as advantage sites or industrial sites, a review of aerial imagery for development activities by ADECA's Geographical Information Systems Unit and data and research compiled by federal, state and local organizations.

Opportunity Alabama (or OPAL) is a nonprofit initiative dedicated to connecting investors with investable assets in Alabama's Opportunity Zones. By using a data-driven approach, we bring investors, opportunities, communities and key institutional supporters together for the purpose of generating real returns while improving economic vitality and quality of life in low-income and underrepresented communities across Alabama. More information about Opportunity Zones in Alabama is available at OpportunityAlabama.com.

UNDEREMPLOYMENT

When evaluating unemployment and the number of jobs a region provides, it is as equally important to look at the underemployment occurring within the Region's labor force.

JobsEQ® defines underemployment by adopting the Federal Reserve Bank of New York's methodology: *Underemployed people are those who have acquired at least a bachelor's degree but are working in an occupation where it is not typically required.*

The only occupations indicated in our Region's underemployment figures are "non-college" jobs. A job is classified as a college job if 50 percent or more of the people working in that job indicate that at least a bachelor's degree is necessary to perform the job; otherwise, the job is classified as a non-college job.

Underemployment Key Takeaways

- Baldwin County has the second-highest underemployment percentage in the State (46.2 percent), just lower than Shelby County (46.8 percent).
- Mobile County has a 34.4 percent underemployment rate.
- Escambia County has a 26 percent underemployment rate.
- SARPC's Region contains 30,309 employees who are underemployed by place of work.
- SARPC's Region contains 1,972 Manufacturing employees who are underemployed by place of work.
- The Transportation, Distribution, and Logistics (CTE Cluster) has an unemployment rate of 8.6 percent.

BROWNFIELD REDEVELOPMENT

WHAT IS BROWNFIELD REDEVELOPMENT

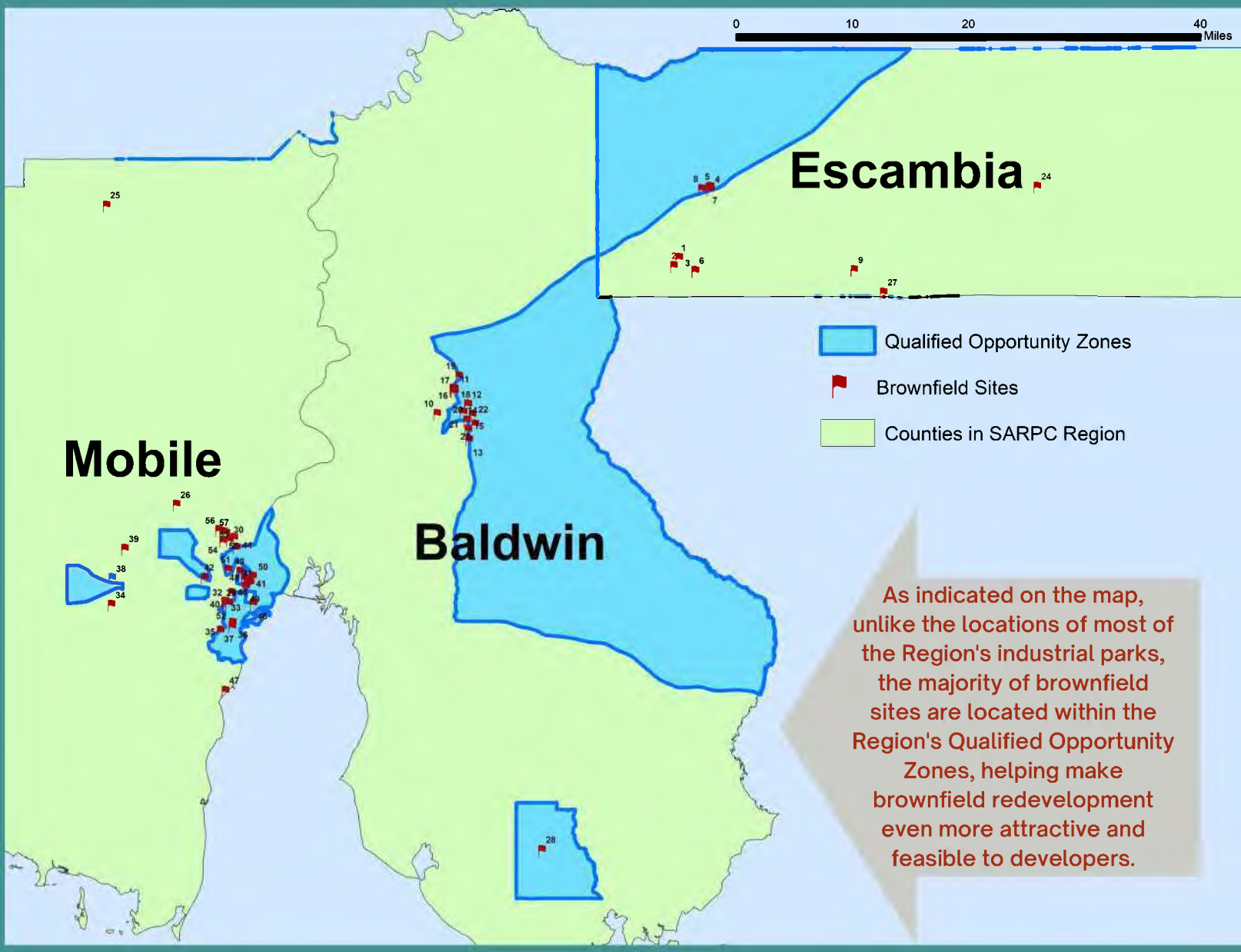
A brownfield is defined as land that has been previously developed for industrial or commercial use that has possibly been compromised by contamination.

Brownfields are typically compromised by a hazardous substance, contaminant, or pollutant. Although land that is compromised is often looked at as non-usable, brownfields can be redeveloped and reused if properly assessed. Proper assessment will reveal if the site is contaminated or just perceived to be so due to its appearance.

Remediation of a brownfield can rekindle a local community's economy, lead to job creation, and expand the tax base. Many federal and state programs are able to provide developers with programs that will be beneficial to them for the redevelopment of a brownfield.

Brownfield projects preserve undeveloped land and restore previously developed land to a pre-contamination state which is vital to many communities for economic growth.

Brownfield Site Locations Throughout Region & Within Certified Opportunity Zones



KEY

Brownfield Sites

1- ATMORE INDUSTRIAL PARK SITE 1A
2- ATMORE INDUSTRIAL PARK SITE 1B
3- ATMORE INDUSTRIAL PARK SITE 1C
4- ATMORE, CITY OF - RIVERCANE 1 PROPERTY
5- ATMORE, CITY OF - RIVERCANE 2 PROPERTY
6- ATMORE, CITY OF - RIVERCANE 3 PROPERTY
7- ATMORE, CITY OF - RIVERCANE 4 PROPERTY
8- ATMORE, CITY OF - RIVERCANE 5 PROPERTY
9- MIKE SIMPSON FERTILIZER CO.
10- AIRPORT PARCEL
11- ASSEMBLY OF GOD PROPERTY
12- BALLARD PROPERTY
13- BAY FIRE PRODUCTS
14- BAY MINETTE LAND COMPANY
15- CLEMENT PROPERTY
16- DEMPSEY LOT 1
17- DEMPSEY LOT 2
18- DEMPSEY LOT 3
19- FISHERMANS SERVICE AND SALES
20- HINOTE SERVICE STATION
21- KELLY'S PAWN SHOP
22- RAM TRADING CO.
23- SOUTHERN ALUMINUM
24- BREWTON, CITY OF - GLEATON CLEANERS SITE
25- CITRONELLE RAILROAD TURNTABLE
26- TEXAS CITY REFINERY
27- JACKSON THEATRE
28- HISTORIC FOLEY BAKERY
29- 1606 MIDWAY PROPERTY
30- 522 MOBILE STREET
31- 653 ST. LOUIS PROPERTY
32- 913 OPAL PROPERTY
33- AAA WAREHOUSING (601B)
34- ALBERT P. BREWER DEVELOPMENTAL CENTER
35- BROOKLEY FIELD (FORMERLY)
36- BUILDING 1 BROOKLEY AEROPLEX
37- BUILDING 14 BROOKLEY AEROPLEX
38- BUILDING 2 BROOKLEY AEROPLEX
39- CITY OF MOBILE FORMER POLICE FIRING RANGE
40- DIXIE BAG COMPANY
41- FORMER CAR QUEST
42- FORMER SOFTSHINE AUTO WASH
43- HICKORY STREET LANDFILL
44- JOSEPHINE ALLEN HOUSING COMPLEX
45- KEEP MOBILE BEAUTIFUL RECYCLING CENTER
46- MERRITT OIL COMPANY INC
47- MOBILE AREA WATER & SEWER SYSTEM-ZIEBACH WWTP
48- MOBILE GAS WORKS
49- OLD AMERICAN RED CROSS
50- OLD CITY HALL NORTH
51- ST. STEPHENS PROPERTY
52- YARBOROUGH MACHINE & IRON WORKS
53- DEAN BROTHERS FORMER WRECKING SITE
54- FORMER LOFLINS AND VACANT PROPERTY
55- VACANT PARCEL 043; WEST TURNER ROAD
56- VACANT PARCEL 1.01; WEST TURNER ROAD
57- VACANT PARCEL 184; WEST TURNER ROAD

COMMUNITY DEVELOPMENT

In efforts to revitalize the Region's historic downtowns in the Region to attract a people, restaurants, retail, and professional offices, along with creating a renewed a sense of community and quality of place, several of the municipalities within the Region have participated in and adopted the practices of the Alabama Communities of Excellence (ACE) program and the Mainstreet program. This partnership focuses on communities with a population of 2,000 to 18,000 and provides them with technical assistance through a three phase approach. This assistance is geared towards helping communities create developments that will ensure success in the long run. For communities to be granted this assistance, they will go through an application process and be selected based on the level of commitment to the ACE program. Phase one of the approach is assessment, two is leadership development and strategic planning, three is implementation and comprehensive planning. Upon completion of these three phases communities will graduate and are designated an Alabama Community of Excellence. Communities that graduate are honored at the Alabama League of Municipalities annual convention.

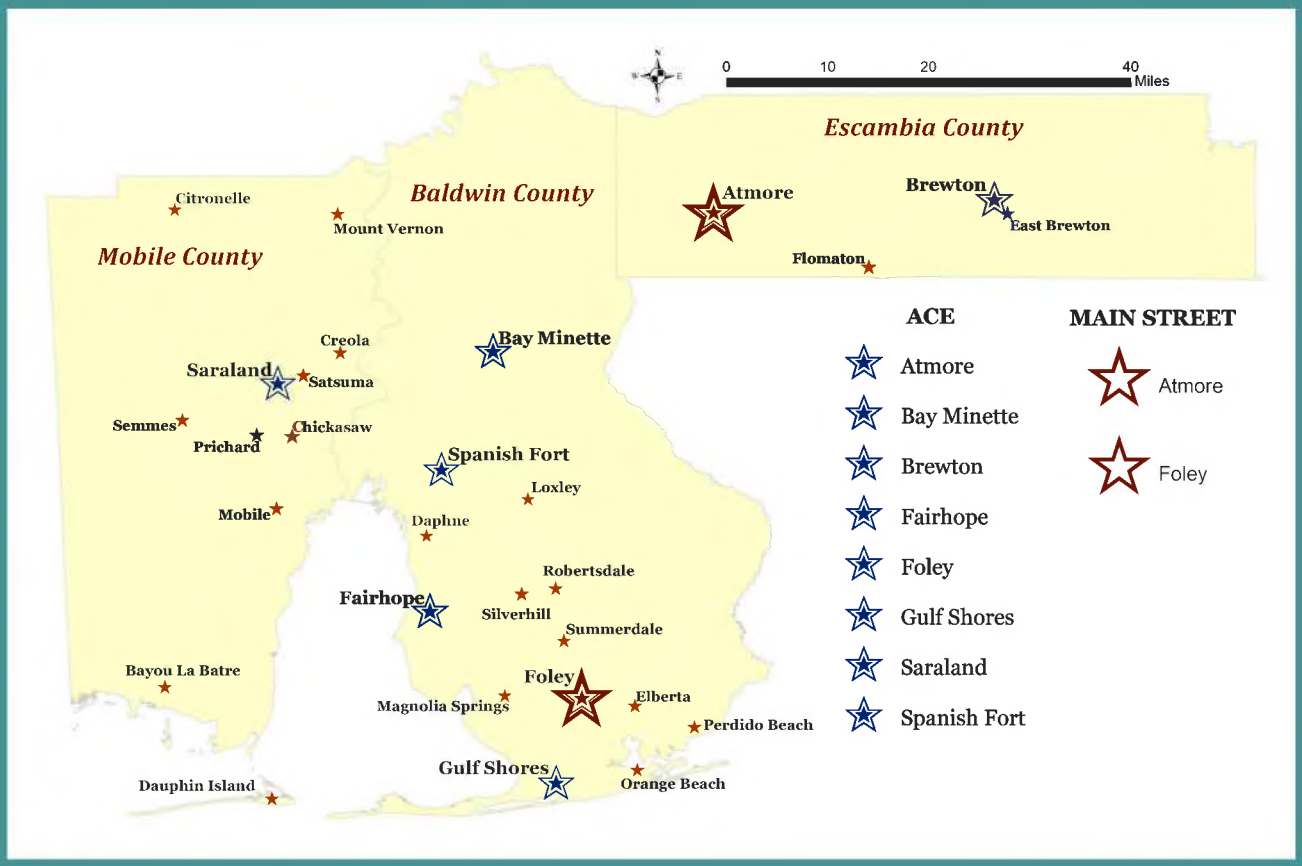
Main street- This nonprofit organization strives to assist communities by encouraging community engagement and strategies that will produce new jobs, fabricate new investment, attract visitors, and activate growth. Cities can benefit from this organization's four-point approach which includes a proven model that has shown impressive revitalization results from a variety of states. Organization, which allows cities to get everyone on the same page and working towards the same goal. Promotion that will create a positive image and spark community pride and investor confidence. Last but not least, this organization will use design to help create a safe and inviting environment for residents and visitors. Cities that decide to adopt Main Street are giving themselves a great opportunity to strengthen their current economic assets, while also diversifying their economic base.

DOWNTOWN DEVELOPMENT

The map below indicates the municipalities within the Region who are currently participating in the ACE program and Mainstreet program, or both. In addition to these efforts, many communities are working hard to revitalize their downtowns in efforts to attract and retain residents and visitors alike, while providing the attractions and venues that are most sought after by the working age population.

A vibrant and busy downtown area is one of the most effective community development tools in drawing people to the community. Studies show that a successful downtown offers a wide variety of facilities and services, some of which include: restaurants, retail, entertainment venues, parks, places of worship, civic buildings, lodging, and professional/personal service establishments.
To capture and retain a young and upcoming workforce, becoming a high tech Region will be key. According to the Pew Research Center, anyone born between 1981 and 1996 (age 26-41) is considered a Millennial, and anyone born from 1997 onward is part of a new generation. These generations rely heavily on technology and it's a huge driving force behind where this population decides to locate.

A Young Professionals Network was recently launched in 2022, which is helping to attract and retain young professionals in the Mobile area and fulfilling workforce needs. The Regional Workforce Council has been established as well to address specific industry needs



STRATEGIC DIRECTION

The Region's Vision, Goals, and Objectives

5 Strategic Direction

MISSION.....

SARPC's mission and the mission for this CEDS is for the Region to continue to aggressively recruit growth to the Region. Utilize the unique assets each county offers to attract targeted development. Build a skilled and trained workforce. Serve the Region as an effective, contributing partner in economic development .Brand the Region as the Southeast's most economically diverse and competitive market.

VISION.....

What priorities do we as a Region want to achieve in the next five years.
What priorities should we be focusing on?

The Strategic Direction and Action Plan was developed through an internal and external analysis of the SWOT and the Asset Based Approach. Additionally, the CEDS Strategy Committee was presented the above question via an online survey to help determine the vision for our Region.

GOALS.....

Goals are broad outcomes or general intentions that build upon the desired vision for the Region.

Objectives are quantitative, directional statements that support the vision.

Strategies define the means to achieve the goals and objectives.

STRATEGIC GOALS

1. IMPROVE AND INCREASE INFRASTRUCTURE TO PROVIDE SUFFICIENT CAPACITIES TO ACCOMMODATE POPULATION GROWTH & TRAFFIC CIRCULATION

2. DECREASE UNDEREMPLOYMENT BY INCREASING WAGES TO CAPTURE & RETAIN WORKFORCE

3. ADVANCE THE REGION'S ECONOMY & INVEST IN DOWNTOWN DEVELOPMENT & COMMUNITY ASSETS

4. BUILD A SKILLED & TRAINED WORKFORCE TO FILL THE NEEDS OUR INDUSTRIES REQUIRE

5. PROTECT & FOSTER THE UTILIZATION OF OUR NATURAL ASSETS

6. BUILD A UNIFIED IDENTITY & BRAND FOR THE REGION

STRATEGIC GOALS

OBJECTIVES

- DEVELOPING STRONG WORKFORCE SOLUTIONS; COLLABORATE WITH WORKFORCE DEVELOPMENT PARTNERS
- FOSTER RELATIONSHIPS WITH THE REGION'S EMPLOYERS TO ASSESS AND OFFER ALTERNATIVES TO FILL THEIR WORKFORCE NEEDS
- CONNECT WITH KEY EDUCATION AND TRAINING PARTNERS SUCH AS LOCAL UNIVERSITIES, LOCAL COMMUNITY COLLEGES, CAREER CENTERS, MOBILE COUNTY PUBLIC SCHOOL SYSTEM AND ITS SIGNATURE ACADEMIES TO INCREASE STUDENT ENGAGEMENT WITH EMPLOYERS.
- CONTINUE INVESTIGATING THE FEASIBILITY OF NEW CAREER TECHNICAL EDUCATION PROGRAMS, INTERNSHIPS, APPRENTICESHIPS AND EMPLOYER-RELATED SCHOLARSHIPS WITH PARTNERS.
- RECRUITING YOUNG, SMART TALENT TO THE AREA
- BUILD AND SUPPLY STATE OF THE ART TECHNOLOGY
- SUPPORTING DOWNTOWN DEVELOPMENT AND OTHER QUALITY-OF-LIFE ASSETS FOR THE COMMUNITY.
- ESTABLISH A CONSISTENT BRAND AND IDENTITY
- MAKE THE REGION A HUB AND POWERHOUSE FOR ECONOMIC DEVELOMENT
- INFRASTRUCTURE IMPROVEMENTS LIKE TRANSPORTATION ARTERIES, PARKS, HOUSING, PUBLIC SAFETY AND EDUCATION
- IMPROVE MOBILE'S "QUALITY OF PLACE" FOR BUSINESS GROWTH AND INVESTMENT
- INCREASE THE POPULATION IN MOBILE

STRATEGIES

- Build a bridge over the Mobile River on I-10
- Support the development of diverse, reliable and cost effective energy sources and systems to meet the Region's economic and environmental goals
- Seek state and/or federal funding for utility improvements and expansion
- Develop and maintain suitable telecommunications infrastructure to bring high-speed internet service to the underserved areas of the Region
- Expand options for high school students to become industry certified while still in high school
- Integrate education, training and workforce development
- Offer more quality job options vs. quantity of jobs to capture quality and loyal employees to decrease underemployment and job turnover rates
- Seek funding for downtown development
- Support businesses and programs that support downtown revitalization
- Encourage responsible development practices that are environmentally friendly
- Create awareness and promote environmental responsibility in the community
- Work with local governments to update their development regulations to include low impact standards
- Support the continued development of the eco-tourism industry through forest recreation, fish and wildlife, and scenic and heritage-based strategies
- Support and seek opportunities for value-added manufacturing that utilizes commodities originating within the Region
- Seek federal funds to identify contaminated sites available for brownfield redevelopment

ECONOMIC RESILIENCY

Planning for and implementing economic resilience in the Region

6 Economic Resiliency

"Establishing economic resilience in a local or regional economy requires the ability to anticipate risk, evaluate how that risk can impact key economic assets, and build a responsive capacity" *EDA*

WHAT IS ECONOMIC RESILIENCY AND WHY IS IT IMPORTANT?

According to the National Association of Development Organizations (NADO), "History has shown that a region's success is inherently linked to its economic resilience – in other words, its ability to anticipate, withstand, and bounce back from any shocks to its businesses and overall economy, whether those stem from natural hazards, climate change, or shifting economic or market conditions."

In order of our Regional economy to achieve resiliency in the face of adversity, we must fully understand the risks that we face, then develop strategies to mitigate those risks. A focus on economic resilience will enable our Region to better withstand shocks, or quite possibly prevent them altogether.

MEASURING RESILIENCE

Resilience is a process, not an end-state. Our Region must employ tools to measure the effectiveness of resilience initiatives across physical, economic, and social dimensions.
Rigorous procedures for data collection and analysis must be implemented to understand and mitigate our vulnerability to economic shocks.

PLANNING FOR & IMPLEMENTING RESILIENCE

A resilient economy can anticipate hazards and threats to people and what they value; understand vulnerabilities and hazards to mitigate and reduce their impact; organize itself through the stages of an emergency, reconstruction, and community betterment; and respond to events as they happen by mobilizing resources and coordinating events.

Both Hurricanes Sally and Zeta revealed the vulnerabilities in our Region as well as the need for proper disaster preparedness and recovery planning. Sudden and unexpected, the impact of these events crippled major parts of our regional economy.

ECONOMIC RECOVERY

In the midst of destruction, it is hard to see a disaster as an opportunity. But it can be exactly that — an opportunity to build back better. Too often in the rebuilding process, communities look backwards to try to replicate what they lost instead of looking forward to how they can rebuild more sustainably.

ECONOMIC VS. PHYSICAL SHOCKS

STRATEGIES FOR STRENGTHENING REGIONS AND COMMUNITIES IN THE WAKE OF DISASTER NOT ONLY MEAN REDUCING FUTURE RISK, BUT CAN MEAN ENHANCING QUALITY OF PLACE BY GUIDING SMART DEVELOPMENT, PROTECTING NATURAL RESOURCES, DIVERSIFYING THE ECONOMY, CREATING ALTERNATE TRANSPORTATION OPTIONS, AND FOSTERING ECONOMIC GROWTH.

When examining the types of shocks that a community needs to plan for, most can be categorized in one of two ways, economic shocks and physical shocks. Economic shocks are those which are caused primarily by economic forces such as the closing of a major factory that results in great loss in employment, a national recession, or a change in regulations that affect importing and exporting.

Physical shocks are those which cause harm to either built or natural environment, or both, such as a hurricane, or a man-made disaster such as an oil spill. Our Region is vulnerable to both. Obviously physical shocks are economic in nature as well, so the issue is not just repairing the physical damage, but repairing the economic damage caused by destroyed property and loss of income and businesses.

Whether the shock comes as an economic shock or a physical shock, it is important that all aspects of the community be resilient: people, the built environment, and industries

HAZARD MITIGATION

Economic resiliency is important for both economic shocks and physical shocks, but hazard mitigation is a tool that is mainly focused on physical shocks. Hazard mitigation planning is often focused primarily on natural disasters in which we usually have some advance warning, but hazard mitigation should also focus on physical shocks that come with no warning. Each community in SARPC's Region has created a community action plan that is part of the our Region's Multi-Jurisdictional Hazard Mitigation Plan, which outlines how to prepare for and react to hazards and the resources available in the event of a disaster. Links to our Region's hazard mitigation plan can be found on the Alabama Emergency Management Agency's website, https://ema.alabama.gov/county-mitigation-plan.

COMBATING ECONOMIC AND PHYSICAL SHOCKS

Create Resilient People

• Education
In order to have a resilient workforce, training and education should support local industry and should be adaptable and flexible enough to change as new industries emerge, or as existing industries grow and evolve over time

• Communication
The Region should strive for effective and transparent communication, whether it's about jobs and training opportunities, or advance warning for storms and disaster preparedness

• Quality of Life & Place
Healthy and happy people tend to be more adaptable and resilient in times of hardship and an excellent quality of life and place can make an area marketable and appealing to new industry

• Safety
Providing a safe environment, either on a daily basis through good building and infrastructure, or during a time of physical crisis, such as the availability of shelters and efficient evacuation routes during a storm

Create Resilient Environment

• Structures
Improving and implementing strong building and flood prevention codes that result in improved construction standards create a built environment that is less vulnerable to natural disasters, and will sustain the test of time

• Infrastructure
Install new and up to date infrastructure that is stronger and more resilient, that can withstand a natural disaster. Utilize natural (green) infrastructure, and/or nature-based solutions to minimize flooding, erosion, and stormwater runoff issues.

• Land suitability
Building on land that is most suitable for development reduces vulnerability to natural disasters

• Site Redevelopment
Redevelopment of an existing or underutilized site is often more efficient and cost effective than developing a new site

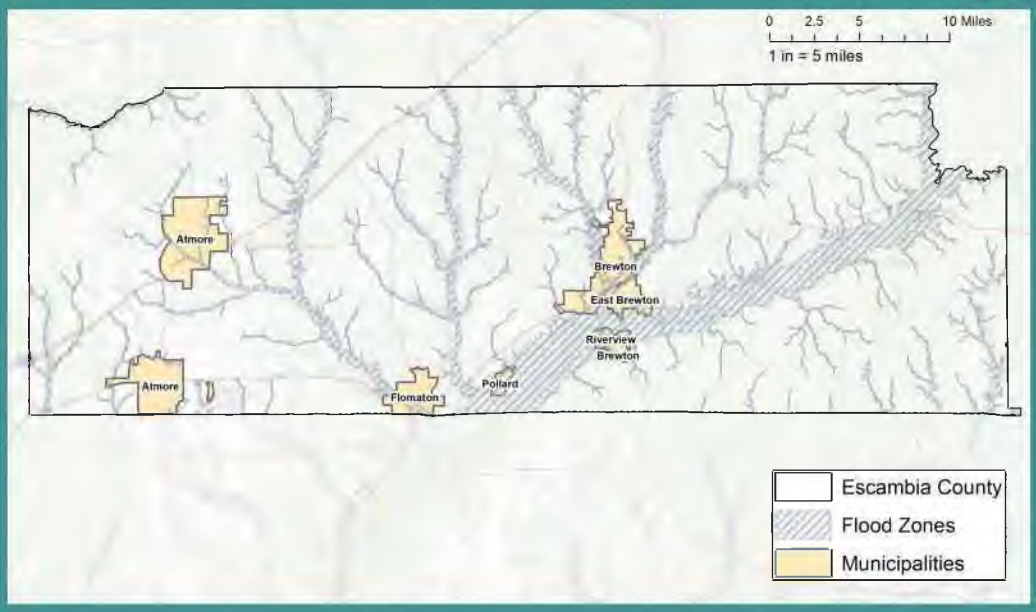
Create Resilient Industry

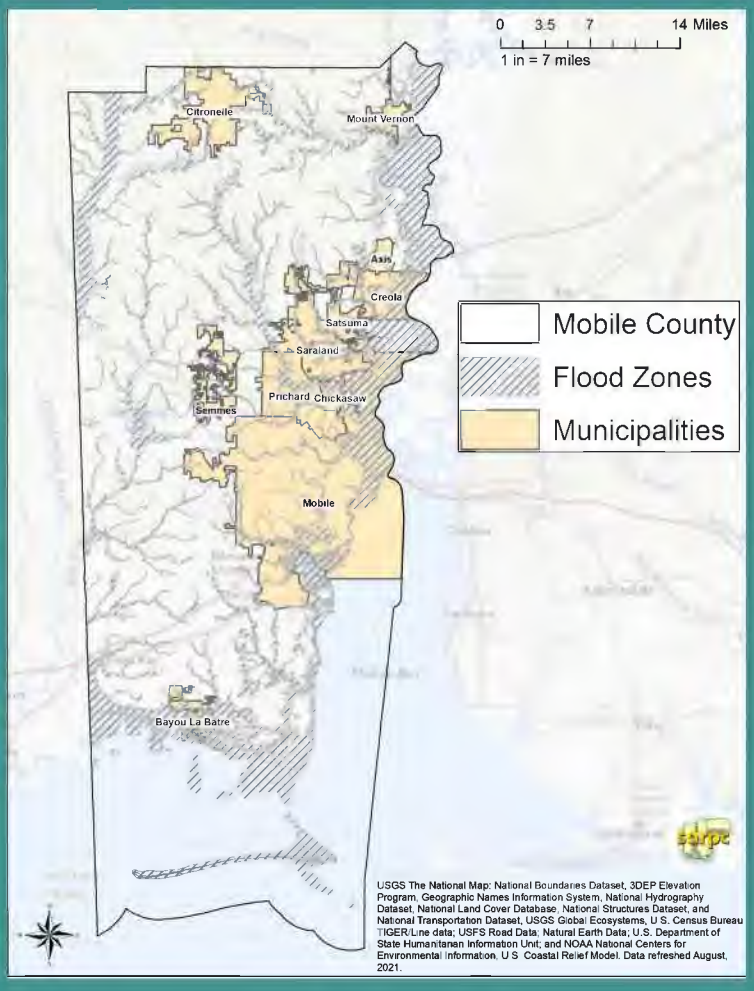
• Diversity
Industry in the Region should be diverse in nature

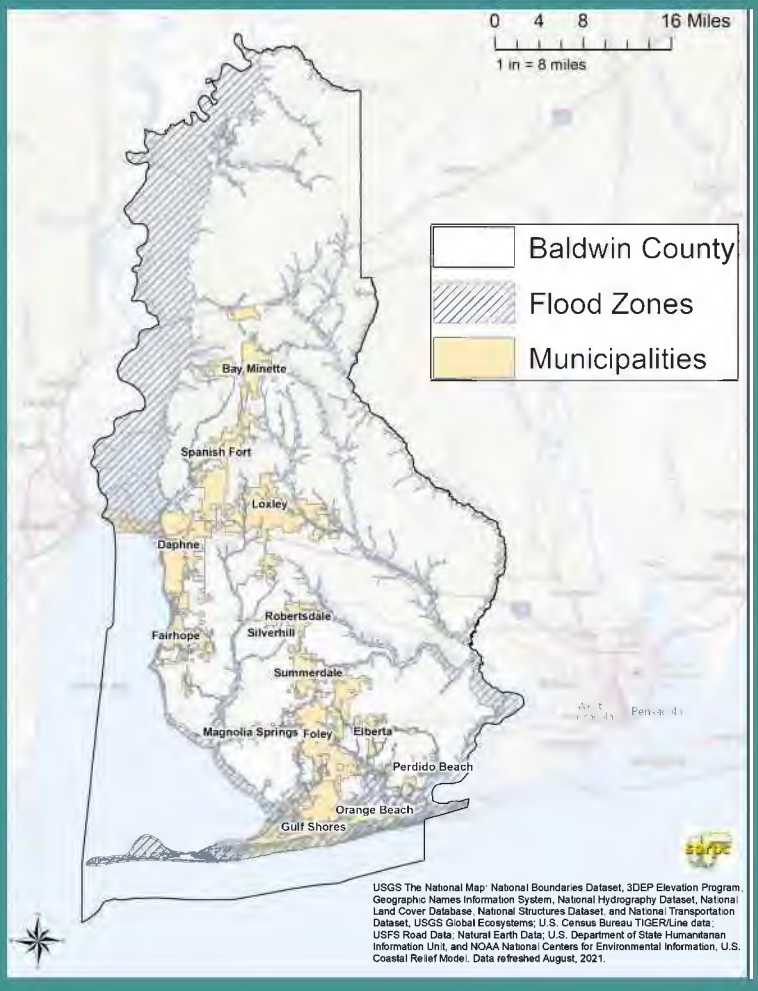
• Adaptability
Industries need to be adaptable to the current market and the workforce should be adaptable to meet those changing needs

Flood Zone Locations Within Each County

The following maps, created using FEMA-designated flood zones, show the geographic location of flood zones in each of the three counties in SARPC's Region (2021).







FEMA Flood Zone Designations

Definitions of FEMA Flood Zone Designations

Flood zones are geographic areas that the FEMA has defined according to varying levels of flood risk. These zones are depicted on a community's Flood Insurance Rate Map (FIRM) or Flood Hazard Boundary Map. Each zone reflects the severity or type of flooding in the area.

Moderate to Low Risk Areas

In communities that participate in the NFIP, flood insurance is available to all property owners and renters in these zones:

ZONE	DESCRIPTION
B and X (shaded)	Area of moderate flood hazard, usually the area between the limits of the 100-year and 500-year floods. B Zones are also used to designate base floodplains of lesser hazards, such as areas protected by levees from 100-year flood, or shallow flooding areas with average depths of less than one foot or drainage areas less than 1 square mile.
C and X (unshaded)	Area of minimal flood hazard, usually depicted on FIRMs as above the 500-year flood level. Zone C may have ponding and local drainage problems that don't warrant a detailed study or designation as base floodplain. Zone X is the area determined to be outside the 500-year flood and protected by levee from 100-year flood.

High Risk Areas

In communities that participate in the NFIP, mandatory flood insurance purchase requirements apply to all of these zones:

ZONE	DESCRIPTION
A	Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas; no depths or base flood elevations are shown within these zones.
AE	The base floodplain where base flood elevations are provided. AE Zones are now used on new format FIRMs instead of A1-A30 Zones.
A1-30	These are known as numbered A Zones (e.g., A7 or A14). This is the base floodplain where the FIRM shows a BFE (old format).
AH	Areas with a 1% annual chance of shallow flooding, usually in the form of a pond, with an average depth ranging from 1 to 3 feet. These areas have a 26% chance of flooding over the life of a 30-year mortgage. Base flood elevations derived from detailed analyses are shown at selected intervals within these zones.
AO	River or stream flood hazard areas, and areas with a 1% or greater chance of shallow flooding each year, usually in the form of sheet flow, with an average depth ranging from 1 to 3 feet. These areas have a 26% chance of flooding over the life of a 30-year mortgage. Average flood depths derived from detailed analyses are shown within these zones.
AR	Areas with a temporarily increased flood risk due to the building or restoration of a flood control system (such as a levee or a dam). Mandatory flood insurance purchase requirements will apply, but rates will not exceed the rates for unnumbered A zones if the structure is built or restored in compliance with Zone AR floodplain management regulations.
A99	Areas with a 1% annual chance of flooding that will be protected by a Federal flood control system where construction has reached specified legal requirements. No depths or base flood elevations are shown within these zones.

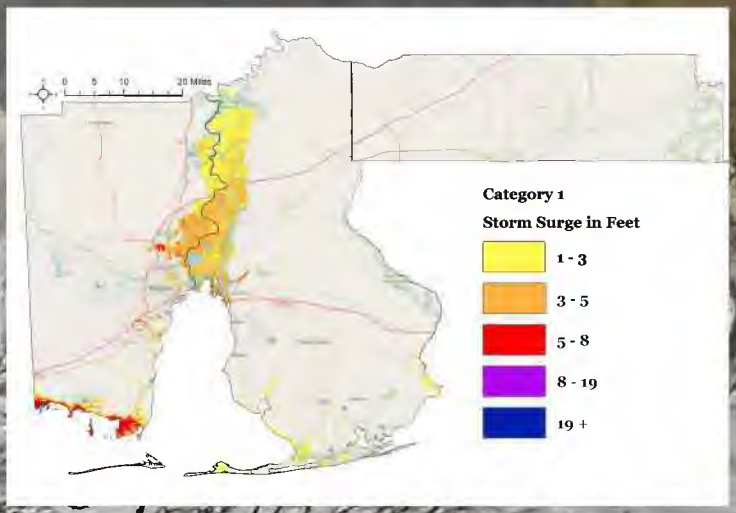
High Risk - Coastal Areas

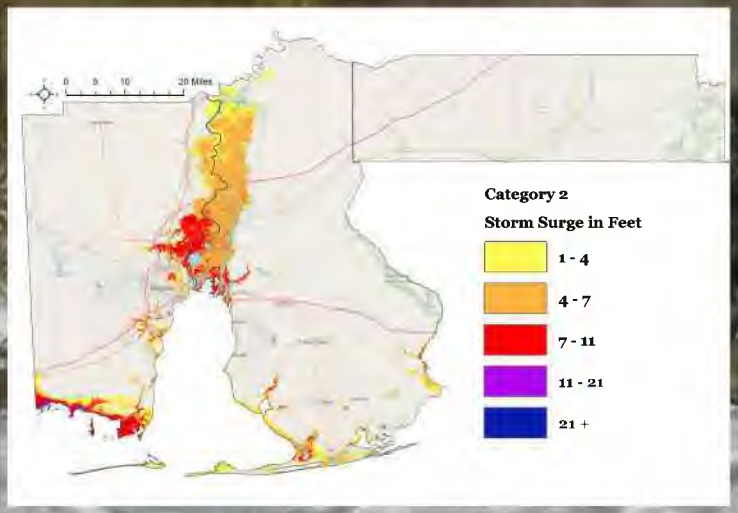
In communities that participate in the NFIP, mandatory flood insurance purchase requirements apply to all of these zones.

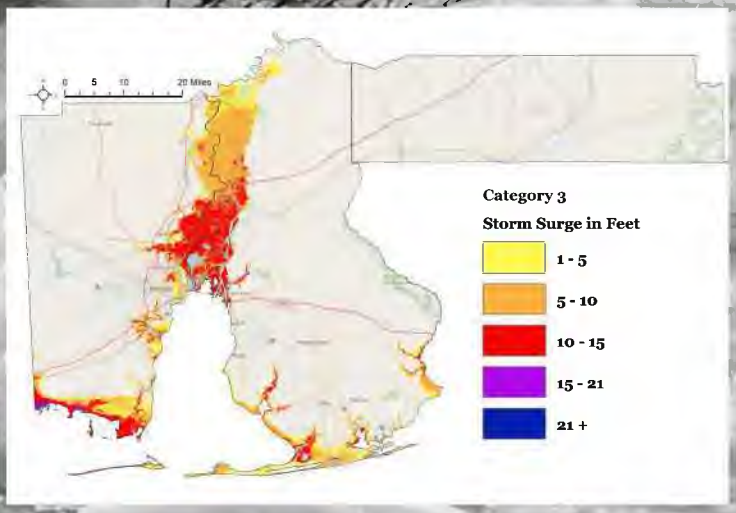
ZONE	DESCRIPTION
V	Coastal areas with a 1% or greater chance of flooding and an additional hazard associated with storm waves. These areas have a 26% chance of flooding over the life of a 30-year mortgage. No base flood elevations are shown within these zones.
VE, V1 - 30	Coastal areas with a 1% or greater chance of flooding and an additional hazard associated with storm waves. These areas have a 26% chance of flooding over the life of a 30-year mortgage. Base flood elevations derived from detailed analyses are shown at selected intervals within these zones.

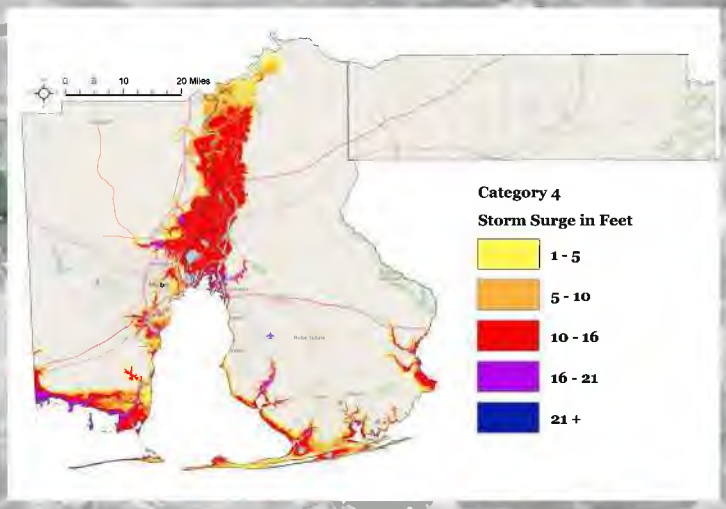
STORM SURGE

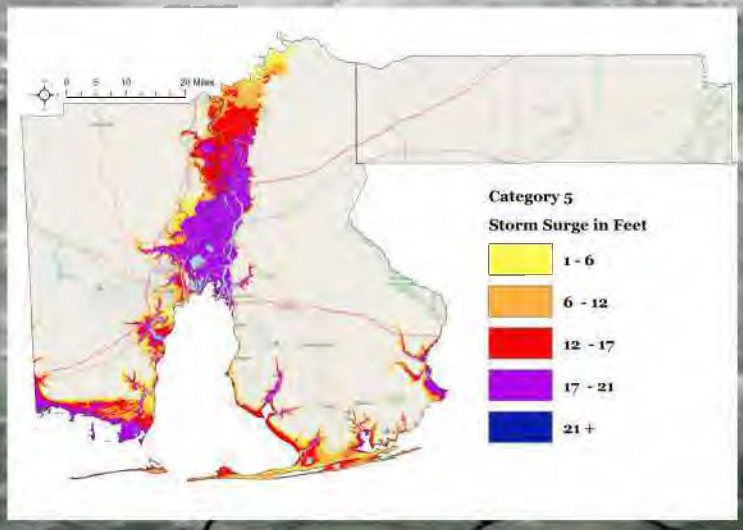
Flood zone designation is determined in part by the threat of storm surge. The following storm surge maps show the different levels of flood water inundation at a Category 1-5 Hurricane









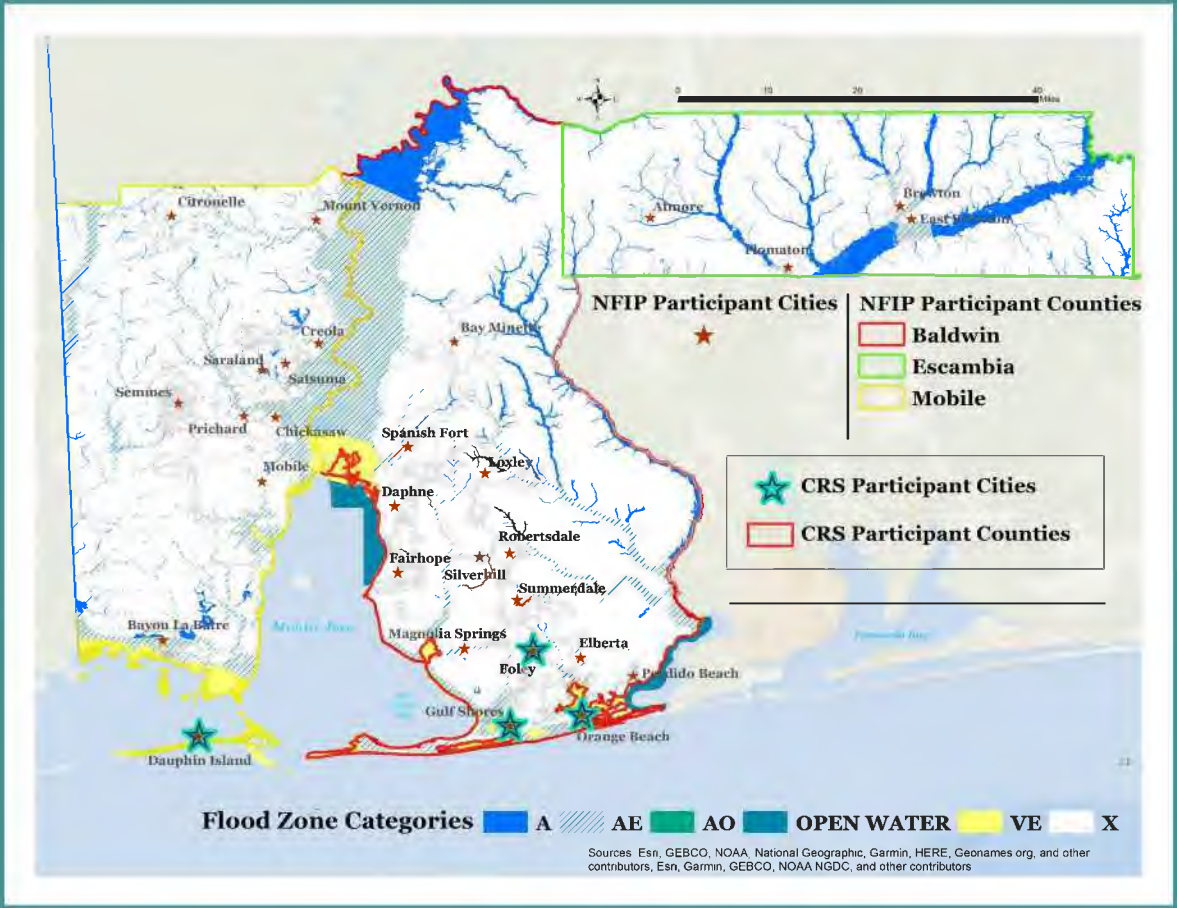


NFIP & CRS

Good development begins with proper planning. Municipalities who are members of the National Flood Insurance Program (NFIP) can offer residents the option to purchase flood insurance as a protection against flood losses in exchange for the creation and adoption of community floodplain management regulations that reduce future flood damages. Every county and municipality within SARPC's Region is a member of the NFIP and has adopted a Flood Damage Prevention Ordinance, which permits development in flood zones provided additional flood protection standards are included during construction to minimize flood damage to structures and ensure proper protection from flood hazards are achieved.

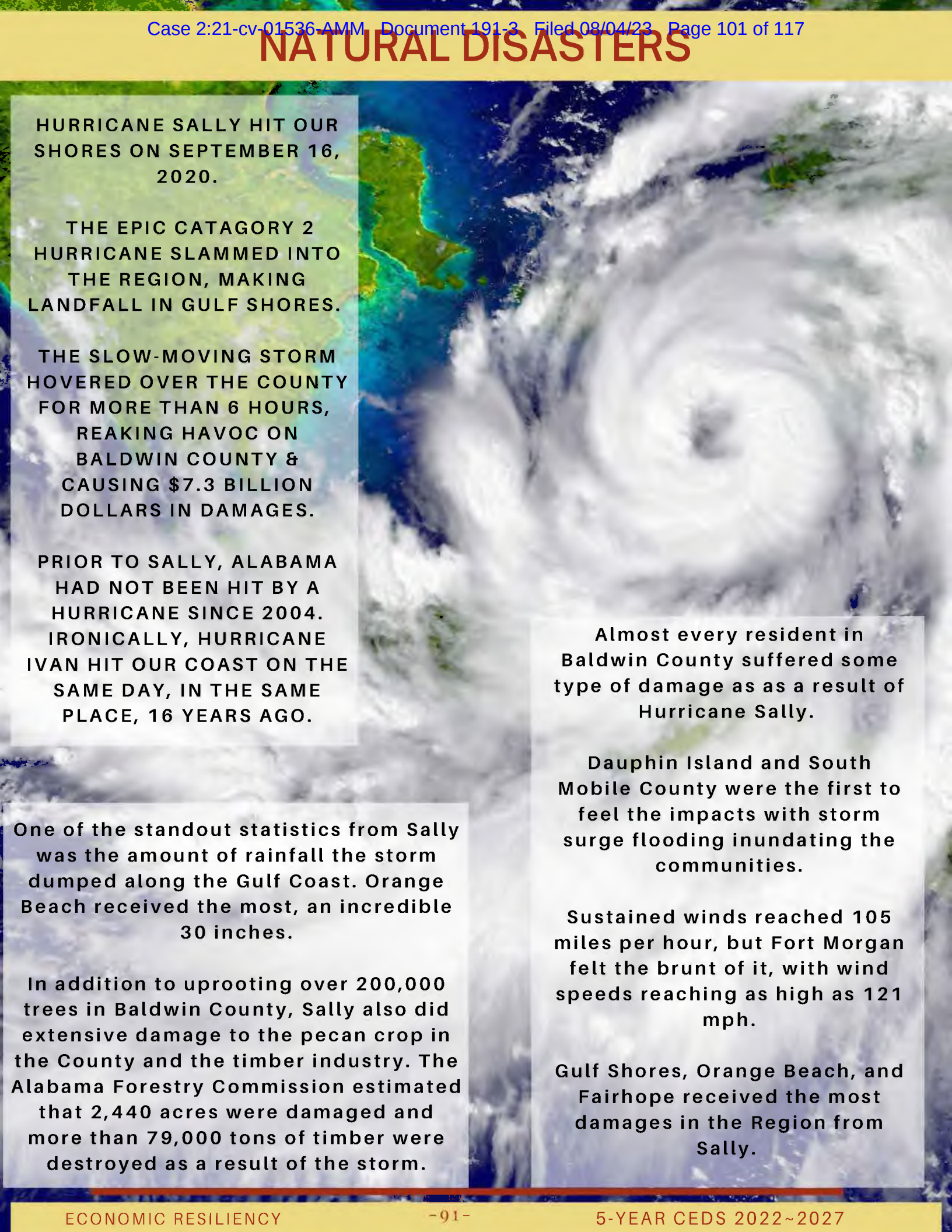
THE COMMUNITY RATING SYSTEM (CRS) AND THE NFIP

The goal of this program is to encourage a comprehensive approach to floodplain management, reduce flood damage to insurable properties, and strengthen and support the insurance aspects of the NFIP.



This is a voluntary program that awards communities exceeding the minimum requirements. Applicants must participate in the NFIP for at least one year and have full compliance with NFIP regulations. Only four municipalities within the Region currently participate in the CRS program.

NATURAL DISASTERS



HURRICANE SALLY HIT OUR SHORES ON SEPTEMBER 16, 2020.

THE EPIC CATAGORY 2 HURRICANE SLAMMED INTO THE REGION, MAKING LANDFALL IN GULF SHORES.

THE SLOW-MOVING STORM HOVERED OVER THE COUNTY FOR MORE THAN 6 HOURS, REAKING HAVOC ON BALDWIN COUNTY & CAUSING $7.3 BILLION DOLLARS IN DAMAGES.

PRIOR TO SALLY, ALABAMA HAD NOT BEEN HIT BY A HURRICANE SINCE 2004. IRONICALLY, HURRICANE IVAN HIT OUR COAST ON THE SAME DAY, IN THE SAME PLACE, 16 YEARS AGO.

Almost every resident in Baldwin County suffered some type of damage as as a result of Hurricane Sally.

Dauphin Island and South Mobile County were the first to feel the impacts with storm surge flooding inundating the communities.

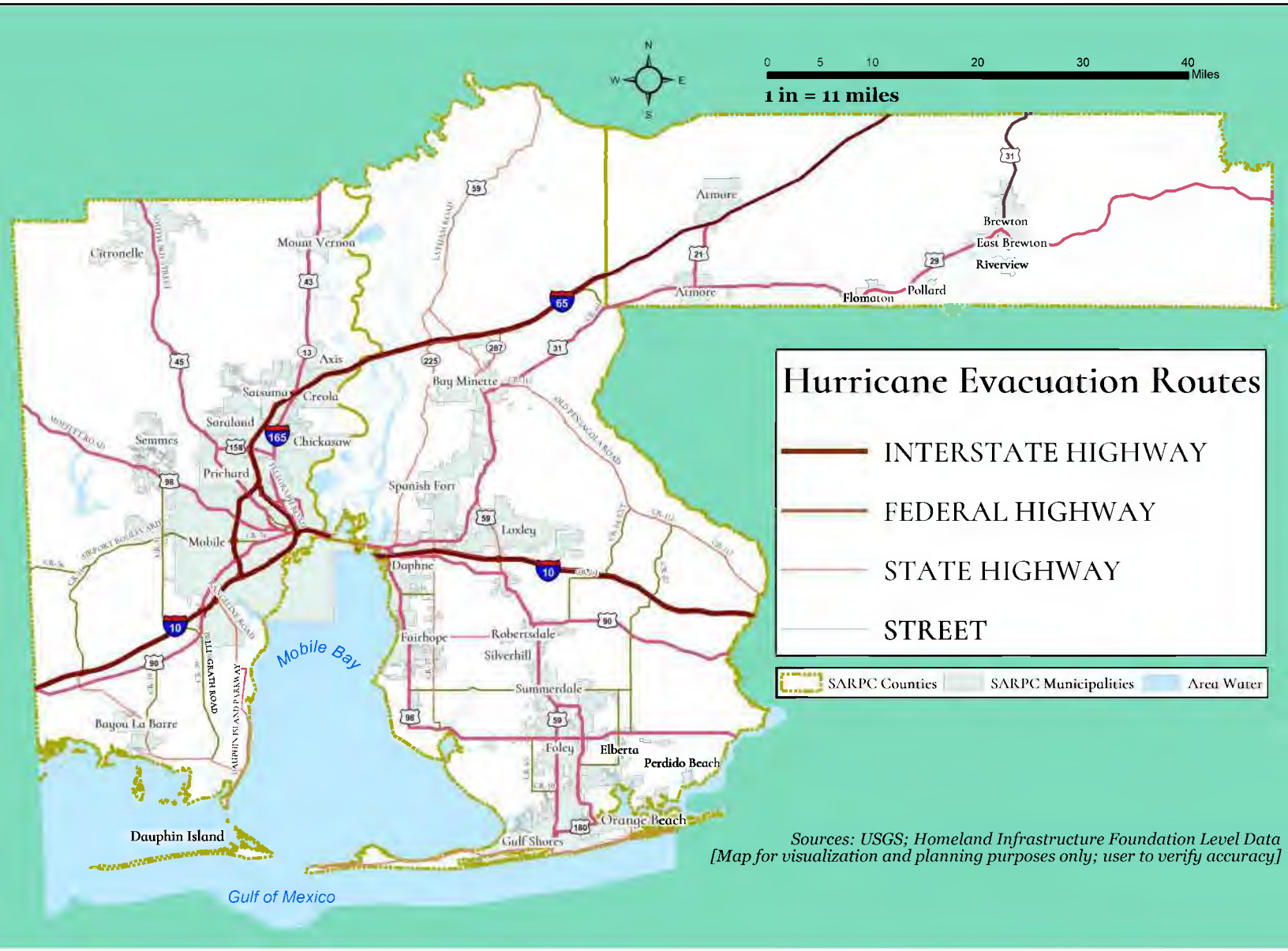
Sustained winds reached 105 miles per hour, but Fort Morgan felt the brunt of it, with wind speeds reaching as high as 121 mph.

Gulf Shores, Orange Beach, and Fairhope received the most damages in the Region from Sally.

One of the standout statistics from Sally was the amount of rainfall the storm dumped along the Gulf Coast. Orange Beach received the most, an incredible 30 inches.

In addition to uprooting over 200,000 trees in Baldwin County, Sally also did extensive damage to the pecan crop in the County and the timber industry. The Alabama Forestry Commission estimated that 2,440 acres were damaged and more than 79,000 tons of timber were destroyed as a result of the storm.

HURRICANE EVACUATION ROUTES IN THE REGION



Sources: USGS; Homeland Infrastructure Foundation Level Data
[Map for visualization and planning purposes only; user to verify accuracy]

The Alabama Emergency Management Agency website, *www.ema.alabama.gov*, and *www.ready.gov* offers information about planning for and responding to many different types of disasters. In our Region, hurricane preparedness is one of the most important disasters to prepare for, and fortunately, one with the most forewarning. The map shows the major hurricane evacuation routes in our Region. In the event of an emergency, shelters are provided throughout our Region and along evacuation routes throughout the state to provide safe housing for evacuees.

PANDEMIC-2020

Most of the survey participants in the CEDS Strategy Committee stated their organization was impacted in some way by the global pandemic of 2020.

43%yes-Impatced / 29% No Impacts

Most of the impacts felt were targeted at:

Business and workforce retention (71%) &
New business attraction and development (43%)

Additionally, the majority of participants concurred that our Region faired well and has fully recovered from the pandemic.

43% Fully Recovered / 14% Somewhat Recovered / 14% Not Recovered

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In summary, the overall consensus of survey participants was:

- The lasting effects of the pandemic were supply chain issues and people's unwillingness to return to work.
- Our Region however, has a strong manufacturing backbone, which has helped us to not be as negatively impacted as other regions, giving us the ability to recover faster.
- Some businesses reported their sales did not slow much, with some even growing. Others reported customer demand has never been higher.

Below is a summary planning report of the impacts the pandemic had on our Region.

CORONAVIRUS (COVID-19) IMPACT PLANNING REPORT

3 Counties 2

693,434	2.46	276,280	40.6	$55,097	$197,217	137	93%
Population	Avg Size Household	Households	Median Age	Median Household Income	Median Home Value	Housing Affordability	Internet at Home

POPULATION AND BUSINESSES

685,027	24,382	278,842
Daytime Population	Total Businesses	Total Employees

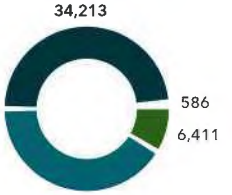
POVERTY

39,390	33,101
Households Below the Poverty Level	Households Receiving Food Stamps/SNAP

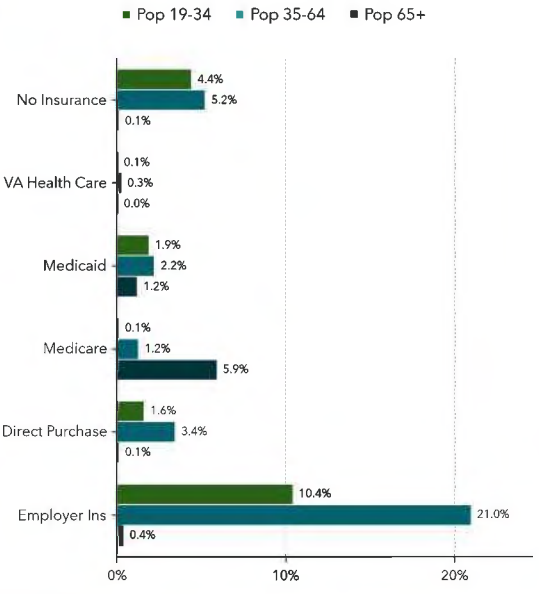
AT RISK POPULATION

68,943	132,987	14,672
Households With Disability	Population 65+	Households Without Vehicle

POPULATION NO HEALTH INSURANCE (ACS)



HEALTH INSURANCE COVERAGE (ACS)



Source: Esri forecasts for 2022, 2027, 2016-2020 , Esri, Esri-MRI-Simmons, Esri-Data Axle, ACS

Note: Medicaid values for population 65+ is defined as Medicaid plus Medicare. For other age groups it is Medicaid only. Source Esri, Esri-MRI-Simmons, Esri-Data Axle, ACS

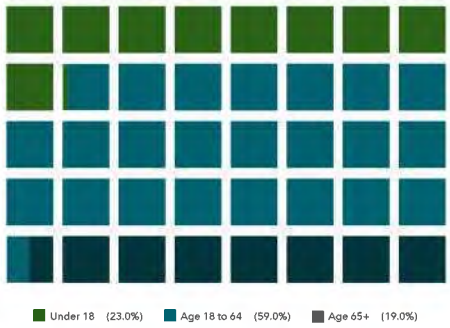
KEY INDICATORS: IMPACT PLANNING

3 Counties 2

693,434	2.46	276,280	40.6	$55,097	$197,217	137	93%
Population	Avg Size Household	Households	Median Age	Median Household Income	Median Home Value	Housing Affordability	Internet at Home

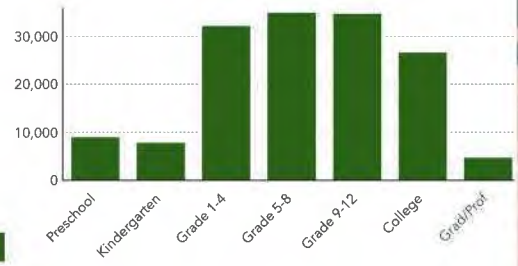
LANGUAGE (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	105,616	378,799	115,406	599,821
Spanish	3,310	9,652	1,352	14,314
Spanish & English Well	3,129	7,472	1,223	11,824
Spanish & English Not Well	181	1,769	119	2,069
Indo-European	964	3,740	924	5,628
Indo-European & English Well	926	3,652	880	5,458
Indo-Euro & English Not Well	0	88	36	124
Asian-Pacific Island	1,007	4,387	760	6,154
Asian-Pacific Isl & English Well	981	3,279	555	4,815
Asn-Pacific Isl & English Not Well	26	998	197	1,221
Other Language	246	1,519	87	1,852
Other Language & English Well	234	1,367	87	1,688
Other Lang. & English Not Well	12	152	0	164

POPULATION BY AGE



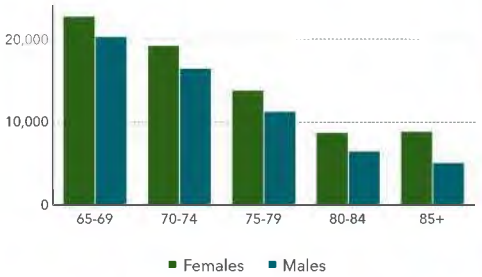
POPULATION AND POVERTY STATUS (ACS)	Total
Population for whom Poverty Status is Determined	655,652
Income to Poverty Ratio <0.50	46,066
Income to Poverty Ratio 0.50-0.99	54,386
Income to Poverty Ratio 1.00-1.24	31,978
Income to Poverty Ratio 1.25-1.49	33,704
Income to Poverty Ratio 1.50-1.84	46,560
Income to Poverty Ratio 1.85-1.99	19,442
Income to Poverty Ratio 2.00+	423,516

SCHOOL ENROLLMENT (ACS)



POVERTY LEVELS (ACS)	Below	Above	Total
Total	39,390	215,145	254,535
Married Couple Families	5,384	117,164	122,548
Other Families w/Male Householder	1,611	8,093	9,704
Other Families w/Female Householder	11,272	23,115	34,387
Nonfamilies w/Male Householder	7,225	32,240	39,465
Nonfamilies w/Female Householder	13,898	34,533	48,431

SENIOR POPULATION



NO HEALTH INSURANCE COVERAGE	(ACS) %	Total
Population <19	1.0%	6,411
Population Age 19-34	4.4%	29,100
Population Age 35-64	5.2%	34,213
Population Age 65+	0.1%	586

Version 1.12

The 120-mile coastline of the Region's Coastline Warning Area (CWA) has historically been impacted and will continue to be impacted by tropical storms and hurricanes which will continue to disrupt the local economy due to either residents being displaced due to evacuations, businesses closing either temporarily or permanently, jobs and incomes being lost. Planning and being more for disasters will make our Region more resilient and will substantially alleviate these negative economic impacts by supplying the Region with continued facilities and services for the duration of the disaster, which in turn will capture and retain industries to the Region that are not as vulnerable to storms effects as many others currently are.

APPENDIX A

IMPLEMENTATION

APPENDIX Implementation

Goal 1: IMPROVE AND INCREASE INFRASTRUCTURE		
Objective	**Strategy/Activity**	**Measurement**
Develop public-private partnerships that improve, expand and maintain adequate infrastructure that is current with the latest technological advancements and capable of meeting existing and future needs	• Build a bridge over the Mobile River on I-10 • Support the development of diverse, reliable and cost effective energy sources and systems to meet the region's economic and environmental goals	• Bridge construction progress • Number of diverse, cost effective energy sources and systems in place
Provide adequate and safe water and sewer facilities and broadband to service existing and future needs for homes, businesses and industry	• Seek state and/or federal funding for utility improvements and expansion • Develop and maintain suitable telecommunications infrastructure to bring high-speed internet service to the underserved areas of the region	• Amount of money received • Areas of new broadband service
Utilize nature-based and/or green infrastructure methods to minimize flooding, erosion, and stormwater runoff issues.	• Amend development regulations to require new developments to integrate green infrastructure, otherwise known as Low-Impact Development (LID) techniques	• Improved flooding controls • Decreased amounts of sedimentation entering waterways • Slower velocity rates of stormwater runoff
Improve existing infrastructure to accommodate new industry	• Repair and/or replace damaged and outdated infrastructure • Provide more housing stock and lower insurance costs • Highway expansion and road and bridge maintenance to supply capacities	• Safer roads and bridges • More broadband availability • Increased inventory to accommodate supply chain routes to move product through Region to national markets
Goal 2: DECREASE UNDEREMPLOYMENT		
Objective	**Strategy/Activity**	**Measurement**
Improve Mobile's quality of place for business growth and investment	• Offer more quality job options vs. quantity of jobs to capture quality and loyal employees to decrease underemployment • Integrate education, training and workforce development	• Amount of turnover • Number of jobs

Implementation

Decrease income disparity levels to offer a more equal pay scale	• Increase pay scales at blue collar jobs and tourism industry	• Less turn-over in staff • Loyal employees • Increased levels of productivity
Work with public education leaders to increase graduation rates and education levels	• Offer more programs to assist students with needs • Offer more advising and counseling services • Collaborate with parents more to ensure parent involvement • Offer more after school programs for high-schoolers that provide activities and education	• A more educated population is created • More options to find skilled and educated workers • More successful students and higher graduation rates • Decreased levels of poverty • Decreased levels of crime
Goal 3: ADVANCE THE REGION'S ECONOMY/INVEST IN DOWNTOWN DEVELOPMENT		
Objective	**Strategy/Activity**	**Measurement**
Create an environment that fosters economic diversification and growth in the Region	• Support development and expansion of research and development parks • Support the development of existing and new business incubators and accelerators throughout the region • Seek funding for downtown development and support businesses and programs that support downtown revitalization.	• Number of new parks • Number of new businesses • Downtown growth
Continue to be competitive in the global economy by proactively developing and marketing our technological, environmental, educational, and human and natural resources	• Increase the number of regional businesses engaged in selling goods and services internationally and the diversification of the markets they serve • Provide educational opportunities to regional businesses interested in international trade on the	• Amount of import and export gross national product • Increased trade

Implementation

	advantages of exporting their goods and services	
Strengthen and expand economic cooperation and collaboration regionally and beyond the regions borders	• Continue to attract new buisnesses and industries to the region • **Foreign Direct Investment missions** • **Domestic and international trade shows for business attraction**	• Number of new and expanding industries
Provide tri-county transportation routes to move people through the Region	• Work with funders to provide more public transportation options, especially after tolls are enforced to travel between counties	• More people visiting and investing into downtowns • Increased sales • Less cars and pollution • Decreased traffic
Make the Region a hub and powerhouse for economic development Create new economic assets from previous developments	• Increase the population in Mobile • Seek federal funds to identify contaminated sites availble for brownfield redevelopment • Encourage new developments in Opportuntiy zones	• Population numbers • Number of brownfield sites being used • More new businesses locating to opportunity zones
Create vibrant downtowns to attract and retain working aged populations	• Decrease crime levels to create a safer environment • Install more technology to accommodate GenZ needs • Provide more events and establishments that draw younger people to the downtowns • Capitalize and build upon community assets and ameneties • Offer familiarization tours for site developers and talent attraction	• Increased downtown activitiy • More technology integrated into businesses • Safer downtown areas • More socialization opportunties to create a sense of place

Implementation

Support entrepreneurship -- Innovation Portal hub	• Provide incentives and offer benefits to encourage entrepreneurship	• More new local businesses are created • Increased wealth to Region
Goal 4: BUILD A SKILLED & TRAINED WORKFORCE		
Objective	**Strategy/Activity**	**Measurement**
Recruit young smart talent to the area	• Expand options for high school and college students to become industry certified while still in school • Include parent participation more to capture more students to career programs and intership opportunties	• Employee age and number of new trainings • More students enrolled in career training and internship programs
Create more available workforce to meet the high demand for trained workers	• Capture high school students through career training electives and counseling services • Provide more internship opportunties for students • Provide working opportunities for the retired population to fill employment gaps	• More educated and trained workforce avaiable for work
Provide infrastructure to accommodate workforce	• Build a workforce training campus in needed areas to attract and train workforce to fill tourism industry jobs • Build affordable housing to supply quality living options at lower costs	• Tourism industry sees increased availability in workforce • Tourism entities can supply needed workers to fill positions to meet the incresased demands
Offer new and needed employment services to capture more workforce	• Offer hybrid work settings and schedules • Provide at-work childcare options • Offer more options to modify traditional work routines to incentivize Generation Z populations to enter the workforce • Work with local Chambers to prepare for tomorrow's workforce	• Increased number of avialable workers to fill positions • Happerier employees who can work while providing for child's needs • Increased productivity levels • More people working and remaining in the Region

Implementation

	• Work with local leadership to plan for tomorrow's workforce	
Provide more workforce training and education options	• Create more job training and education programs and infrustructure • Offer more home-based education and work options • Offer more mental health and advising programs to high-schoolers and college students • Offer programs that promote socialization	• Better trained and skilled workforce ready to meet the demand for workers • Increased production levels
Goal 5: PROTECT AND FOSTER THE UTILIZATION OF NATURAL ASSETS		
Objective	**Strategy/Activity**	**Measurement**
Build upon the uniqueness of the Region's natural resources to leverage sustainable and diverse enterprise opportunities	• Support the continued development of the eco-tourism through forest recreation, fish and wild life, and scenic and heritage based strategies • Support and seek opportunities for value-added manufacturing that utilizes commodities originating within the region • Market and capitalize on cultural assets	• Tourism numbers • Number of added value products
Create more ecotourism businesses to capitalize on the outdoor recreation economy	• Recruit more ecotourism to the area to utilize our natural assets while creating awareness and education to the pubic to ensure environmental protection	• Increased number of ecotourism businesses • Increased awareness of environmental assets and protection efforts • Public gains more knowledge about protecting natural assets and becomes better stewards of the environment

Implementation

Goal 6: BUILD A UNIFIED IDENTITY & BRAND FOR THE REGION		
Objective	**Strategy/Activity**	**Measurement**
Establish a consistent brand and identity	• Support and seek oppurtunites for value-added manufacturing that utilizes commodities within the Region	• Business growth
Increase collaborations between local leaders and government officials to support economy and build up Region	• Create new programs and partnerships that encourage unified projects between counties • Create a unified identity for the Region • Prioritize building a name and brand for the Region by highlighting our most attractive assets • Market Region's assets	• Region becomes more identifiable to outside markets and people • Region draws more people to area • Increased amounts of tourism and relocation • Increased interest in Region
Build resiliency and diversity to create a name and identity for the Region that represents both	• Work with local Chambers and leadership to plan and develop a strategy	• A new brad is create that is attrative to new populations and markets

APPENDIX B

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APPENDIX C

FUNDING SOURCES & PARTNERS

C APPENDIX Funding Sources & Partners

Agency Name		Type of Funding
ACCS	Alabama Community College System	Cash and In-kind – Workforce Training
ALDOT	Alabama Department of Transportation	Cash – Road Improvements
ADECA	Alabama Department of Economic and Community Affairs	Grant 80% - 20% ---$50,000 – $500,000. Depends on Funding. Economic Development Grant - $200,000 - $350,000. (HUD restrictions apply)
ADO	Alabama Development Office	Grant- Access Roads for Industries
BCEDA	Baldwin County Economic Development Alliance	Assists with Grants – Alabama Industrial Development Grant: $10,000 to $150,000. Alabama Industrial Access Road Grant and CDBG Economic Development Grant: $200,000 to $350,000
BPOSF	British Petroleum Oil Spill Fund	Grant – through the Alabama Gulf Coast Recovery Council.
CCAA	Chamber of Commerce Association of Alabama	
DRA	Delta Regional Authority	Various Grants- limited to Escambia County
DOL	Department of Labor	Grants to Community Colleges or Universities for workforce training.
EDA	Economic Development Administration	Grant – EDA – 50% - 50% (Million plus) Depends on Funding
EDPA	Economic Development Partnership of Alabama	Varying types of support for businesses and communities
FAA	Federal Aviation Administration	Airport funding and support
(ADC) IDA	Alabama Department of Commerce (Industrial Development Authority)	Industry and Small Business Support - State Tax Incentive packages
MCC	Mobile County Consortium	Grant's limited to Mobile County – HUD criteria)
MPO	Metropolitan Planning Organization	Grants from ALDOT – sidewalks, landscaping, gateways.
SARPC	South Alabama Regional Planning Commission	Grant preparation and limited gap loan financing - $10,000 to $125,000.
USDA	U.S. Department of Agriculture	Grants and Loans to Rural Areas. Limited by geographic boundaries.
USA	University of South Alabama	Cash and In-kind (Research to Market and Incubators and entrepreneurial centers)

REGIONAL PARTNERS

ALABAMA ASSOCIATION OF REGIONAL COUNCILS
HTTP://ALARC.ORG/

ALABAMA COMMUNITIES OF EXCELLENCE
HTTP://WWW.ALABAMACOMMUNITIESOFEXCELLENCE.ORG/

ALABAMA POWER COMPANY
HTTP://WWW.ALABAMAPOWER.COM/

ALABAMA DEPARTMENT OF TOURISM
HTTP://TOURISM.ALABAMA.GOV/

ALABAMA DEPARTMENT OF TRANSPORTATION
HTTP://WWW.DOT.STATE.AL.US/

ALABAMA INDUSTRIAL DEVELOPMENT TRAINING
HTTPS://WWW.AIDT.EDU/

ECONOMIC DEVELOPMENT ADMINISTRATION
WWW.EDA.GOV

ECONOMIC DEVELOPMENT ASSOCIATION OF ALABAMA
HTTP://WWW.EDAA.ORG/

ENVIRONMENTAL PROTECTION AGENCY
HTTPS://WWW.EPA.GOV/

FEDERAL AVIATION ADMINISTRATION
HTTPS://WWW.FAA.GOV/

FEDERAL HIGHWAY ADMINISTRATION
HTTPS://WWW.FHWA.DOT.GOV/

HOUSING AND URBAN DEVELOPMENT
HTTPS://WWW.HUD.GOV/

US DEPARTMENT OF AGRICULTURE
HTTPS://WWW.USDA.GOV/

There are a host of federal, state, regional and local government, non-profit and private organizations that supply resources, support and partnerships for economic development in SARPC's Region.

The SARPC EDD and CEDS Strategy Committee recognize the importance of defining its role and relationships with these organizations and institutions for the enhancement of economic development planning efforts and implementation.

Many of these organizations have guided SARPC's efforts as we look forward in our CEDS for the next five years. In addition, other organizations supplied information and data used in the development of the CEDS. We thank you all for your assistance and valued partnerships.

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Advertisement

NEWS

Redistricting Alabama: How South Alabama could be split up due to Baldwin County's growth

Published: Sep. 20, 2021, 6:30 a.m.

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U.S. Rep. Jerry Carl, R-Mobile, speaks during a news conference on Monday, March 22, 2021, at the Five Rivers Delta Resource Center in Spanish Fort, Ala. Carl represents Alabama's 1st congressional district which is expected to experience some changes as a result of redistricting. But concerns over splitting Mobile and Baldwin counties have subsided somewhat since Alabama was assured it is not losing a congressional district. (John Sharp/jsharp@al.com).

By John Sharp | jsharp@al.com

For decades, Mobile and Baldwin County residents were represented by different congressmen. That ended in the early 1980s, as the two counties were joined together within Alabama's 1st congressional district.

Could another split be in the works? It's a concern, according to some public officials. But thanks to Alabama maintaining its seven congressional seats, the scenario remains less likely than it did earlier in the year when the state's stagnate growth almost led to the loss of one of its congressional districts.

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Proposed congressional and legislative maps will be released next month, when the Alabama Legislature is expected to be called into Montgomery for a special session focused on redistricting.

"Mobile and Baldwin counties need to be kept together," said Bradley Byrne, who retired from Congress in January after representing the 1st district for seven years. "They need to be kept whole."

Said State Rep. Adline Clarke, D-Mobile: "I consider Mobile and Baldwin counties one political subdivision and would prefer that these two Gulf Coast counties remain in the same congressional district because government, business and industry in the two counties work well together -- with our congressman -- for the common good of the two counties."

Officials were worried that had Alabama lost a congressional district, Mobile County would merge with a large swath of western Alabama as part of the state's majority-minority congressional district that includes the counties in Alabama's Black Belt.

Baldwin County would have likely merged within the 2nd congressional district that currently includes rural Southeast Alabama, and portions of Montgomery, Autauga and Elmore counties.

The timing would have been problematic. The two counties, and their respective Metropolitan Planning Organizations, remain focused on a new Interstate 10 Mobile River Bridge and Bayway project that will require federal funding and support in Washington, D.C.

"It would be counterproductive on what we need," said state Rep. Matt Simpson, R-Daphne, said about a potential split. "Mobile and Baldwin counties work good together as a region."

Complicating redistricting matters in coastal Alabama is Baldwin County's rapid growth rate – at over 27%, it was Alabama's fastest-growing county since 2010.

The growth is certain to affect how state legislative districts will be redrawn for the next decade. Mobile County had grown at a smaller growth rate, and the city of Mobile experienced a 4.1% decline in population.

Baldwin County's growth has created a different dynamic in coastal Alabama than what existed for most of the last century, when coastal Alabama was represented by two different congressmen. In 1940, for instance, Baldwin County was smaller than rural counties like Barbour and Covington counties. Eighty years later, the county is more than three times larger than Barbour and Covington combined.

"It was a sparsely populated, agricultural county," said Steve Flowers, a former Alabama state lawmaker and political commentator. "Mobile was a metropolitan port district, and they had a kinship to the counties above them.

Flowers said he could see the 1st congressional district becoming a "Mobile and Baldwin counties only" district, which would mean that rural counties – Washington, Escambia, Monroe, and parts of Clarke County – would be absorbed elsewhere.

Alabama's 7th congressional district is the state's only minority-majority district and is represented by Democratic Rep. Terri Sewell, but it has seen a drop of more than 13,000 residents since 2010. The district will have to be drawn to pick up more than 53,000 residents, some of which could come from the northern portions of the 1st congressional district that can afford a slight drop in population.

Mapmakers also have a tricky test to ensure that district maintains its minority-majority status, a requirement of the 1965 Voting Rights Act.

"The question now is 'How do you deal with majority-minority districts in the Black Belt and the Montgomery area and how does that interplay affect everything else?'" said state Senator Chris Elliott, R-Daphne. "That will affect congressional district 1, and what it's neighboring districts have to do to accommodate population changes."

Byrne, who made his comments during a public hearing on redistricting in Fairhope on Thursday, said he would hate to see the district lose some of its current geographic boundary, but understands that "there is enough growth in Baldwin" for there to be changes forthcoming.

A spokesman for U.S. Rep. Jerry Carl, R-Mobile, who was sworn in as the district's congressman in January, said the congressman is "engaged with the redistricting process" and has "full confidence the process will be done accurately and fairly."

Redistricting issues

State Senator Vivian Figures, D-Mobile, has been a longtime fixture in the Alabama Legislature. But her Alabama Senate District 33 is 18,508 residents below the ideal population level for an Alabama Senate district, and she's anticipating changes.

"My ultimate goal is to maintain it as a majority-minority district so that voice will be kept (in the Senate)," Figures said.

Figures and other lawmakers, including Elliott, believe that Figures' Senate district could expand further west into Mobile County, or it could shift eastward to including Daphne and Spanish Fort in Baldwin County.

Elliott's Senate District 32 is 33,652 residents above the ideal population level for a Senate district. He anticipates his Senate district shrinking, and the possibility existing for a Mobile County-based state senator's boundaries bleeding into Baldwin County.

The threshold for a House district population is 47,850 residents.

Clarke said by her count, 64 of the House's 105 seats are either over- or under-populated by at least 5%.

"That means the Legislature has a lot of work to do to get House districts within the ideal population range," she said.

State Rep. Matt Simpson, R-Daphne, speaks during a news conference on Monday, September 28, 2020, at the Fairhope satellite courthouse in Fairhope, Ala. (John Sharp/jsharp@al.com).

Simpson's House district includes Daphne and Spanish Fort in the Eastern Shore, but it also includes portions of Mobile County – portions of Chickasaw, Saraland, Creola and Satsuma.

Simpson said the fast growth in his district means he is likely to see his district shrink in size, allowing him to focus on constituents from Baldwin County only.

Simpson's prediction is that Baldwin County, due to its growth, will go from two Alabama House districts represented by Baldwin County residents to four districts represented by four residents living within the county's boundaries.

"There are 66 other counties in the state that would love to have the problems we have in Baldwin County, so part of the benefit is that we will get an increased voice in the legislative process," he said. "I'm happy that Baldwin County has individuals fighting for Baldwin County in that there is a unified voice, so you don't have to deal with multiple county commissions and school boards, and everyone is up there on the same page."

Two House districts in Baldwin County will shrink due to their population growth. They include House District 94 that includes fast-growing Fairhope and surrounding areas currently represented by Republican Rep. Joe Faust, and House District 95 that includes Gulf Shores and Orange Beach and is represented by Republican Rep. Steve McMillan.

State Rep. Alan Barker, R-Brewton, represents a district that includes Escambia County and portions of south Baldwin County. He anticipates that his district could include more areas of Baldwin County.

"I live in Brewton and my district extends to Lillian and Elberta," said Baker. "My district is almost two hours (to drive across). My cohorts in Montgomery have a hard time conceptualizing that. It's easier for me to go across Florida than through Alabama to get around in my district."

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1 of 4

Which of the following best describes your position on abortion?

- I am more motivated to vote to support pro-abortion rights
- I am more motivated to vote to support anti-abortion measures
- I am likely to vote, but it does not impact my motivation
- I am not likely to vote

Next

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Alabama Port Authority 2021 Economic Impact

Economic Impact Study Report

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Conducted by:

MARTIN ASSOCIATES

October 2022

Table of Contents

I. INTRODUCTION AND SUMMARY 3
1. IMPACT DEFINITIONS 4
2. METHODOLOGY 6
3. ECONOMIC IMPACT MODEL 7
4. SUMMARY OF RESULTS 8
4.1. Total Mobile Area Economic Impacts 9
II. ECONOMIC IMPACTS OF MARINE CARGO ACTIVITY 12
1. IMPACT STRUCTURE 14
1.1. The Surface Transportation Sector 15
1.2. The Maritime Services Sector 15
1.3 Dependent Shippers/Consignees 17
1.4. Related Shipper/Consignees using the Marine Terminals in the Mobile Harbor 17
1.5. Alabama State Port Authority (ASPA) 18
2. COMMODITIES INCLUDED IN THE ANALYSIS 18
3. MARITIME CARGO EMPLOYMENT IMPACTS 19
3.1. Direct Marine Cargo Job Impacts 20
3.1.1. Job Impacts by Category 20
3.1.2. Direct Job Impacts by Commodity 22
3.1.3. Distribution of Direct Cargo Jobs by Place of Residence 23
3.2. Induced Jobs 23
3.3. Indirect Jobs 24
3.4. Related User (Shipper/Consignee) Jobs 24
4. TOTAL ECONOMIC OUTPUT, BUSINESS REVENUE, INCOME AND TAX IMPACTS 25
4.1. Revenue Impact – Total Economic Activity 26
4.1.1. Revenue Impacts by Economic Sector/Category 27
4.1.2. Revenue Impacts by Commodity 29
5. PERSONAL EARNINGS IMPACT 30
6. TAX IMPACTS 30
III. COMPARISON OF IMPACTS 2021-2019 31
1. Change in Tonnage by Commodity, Harborwide 31
2. Change in Economic Impacts Harborwide 32
3. Change in Direct Jobs by Commodity 33
4. Change in Direct Jobs by Category 34

I. Introduction & Summary

Alabama Port Authority 2021 Economic Impact Study Report

The Port of Mobile consists of public marine terminals owned by the Alabama State Port Authority, as well as privately owned marine terminals. The public marine terminals include the McDuffie Coal Terminal, ASPA General Cargo Docks, Pinto Terminal, Mobile Middle Bay Port, Marine Liquid Bulk Terminal, the APM Container Terminal, and the Bulk Material Handling Plant. These terminals handle coal, containerized cargo, steel slab and steel products, forest products including pulp, paper and lumber, dry bulk cargo and liquid bulk cargo. The private marine terminals include Alabama BulkTerminal, VertexEnergy, ZenithEnergy, WorldPointTerminals, RadcliffEnergy, CoreIndustries, Vulcan Materials, Holcim, Millard Marine, Bayou Concrete, Martin Marietta, Cooper Marine, and Mobile Marine Terminal. These private terminals handle liquid bulk cargoes, lumber products, coal, and dry bulk cargoes such as limestone and iron ore.

In 2021, the public and private marine terminals located in the Mobile Harbor and included in this impact study handled more than 41.7 million tons of international and domestic cargo for exporters and importers located within the state of Alabama, as well as throughout the United States. It is the purpose of this study to quantify the economic impacts generated by the cargo and vessel activity at the public and private terminals.

The study employs methodology and definitions that have been used by Martin Associates to measure the economic impacts of seaport activity at more than 500 ports in the United States and Canada, and at the leading airports in the United States. It is to be emphasized that only measurable impacts are included in this study. In order to ensure defensibility, the Martin Associates' approach to economic impact analysis is based on data developed through an extensive interview and telephone survey program of the firms participating in each of the lines of business operated by the ASPA. Specific re-spending models have been developed for the Mobile Area to reflect the unique economic and consumer profiles of the regional economy. The resulting impacts reflect the uniqueness of the individual Port operations, as well as the surrounding regional economy.

I. Introduction & Summary

Alabama Port Authority 2021 Economic Impact Study Report

1. IMPACT DEFINITIONS

Impacts measured in terms of:

- Employment - direct, induced, and indirect jobs
- Personal income - direct, re-spending and local consumption, and indirect income
- Business revenue
- State and local taxes
- Impacts are also measured for the users of the public and private marine terminals

EMPLOYMENT IMPACT

- Direct jobs are those that would not exist if activity at Port of Mobile cargo facilities were to cease. Direct jobs created by marine cargo activity at the Port of Mobile's terminals are those jobs with the firms directly providing cargo handling and vessel services, including trucking companies, terminal operators and stevedores, members of the International Longshoremen's Association (ILA), stevedores and customshouse brokers, vessel agents, pilots, and tug assist companies. In addition, direct jobs include jobs with local steel operations such as ArcelorMittal/Nippon Steel and SSAB, users of imported steel and plastics such as Hyundai Motor Manufacturing Alabama, as well as coal-related operations with Warrior Met Coal.
- Induced jobs are jobs created in the Mobile Area by the purchases of goods and services by those individuals directly employed by each of the Port's lines of business. These jobs are based on the local purchase patterns of Mobile area residents. The induced jobs are jobs with grocery stores, restaurants, health care providers, retail stores, local housing/construction industry, and transportation services, as well as with wholesalers providing the goods to the retailers.
- Indirect jobs are created throughout the Mobile Area as the result of purchases for goods and services by the firms directly impacted by the Port of Mobile activity. The indirect jobs are measured based on actual local purchase patterns of the directly dependent firms, and occur with such industries as utilities, office supplies, contract service providers, maintenance and repair, and construction.

I. Introduction & Summary

Alabama Port Authority 2021 Economic Impact Study Report

EMPLOYMENT IMPACT CONTINUED

- Related User (shipper/consignee) jobs -- jobs with shippers and consignees (exporters and importers) using the marine terminals for shipment and receipt of cargo. The Port of Mobile's shippers and consignees are concentrated with the state's auto manufacturing, retail distribution, and steel manufacturing, as well as paper/pulp manufacturing industries and chemical industries. In addition, containerized cargo moving via the Port's container terminal is consumed by the pulp and paper industry, as well as the regional auto manufacturers and in local and regional retail and wholesale outlets. Containerized cargo exports include exports of pulp and forest products, including paper and paper board, cotton, and fabric, as well as aerospace parts.

PERSONAL INCOME IMPACT

- Personal Income Impact consists of wages and salaries received by those directly employed by Port activity and includes a re-spending impact which measures the personal consumption activity in the Mobile Area of those directly employed as the result of the Port of Mobile. Indirect personal income measures the wages and salaries received by those indirectly employed.

BUSINESS REVENUE

- Business Revenue consists of total business receipts by firms providing services in support of the marine cargo activity at Port of Mobile facilities, private construction investment on Port property, and the ASPA administrative operations*. Local purchases for goods and services made by the directly impacted firms are also measured. These local purchases by the dependent firms create the indirect impacts.

STATE & LOCAL TAXES

- State and local taxes include taxes paid by individuals as well as firms dependent upon the Port of Mobile cargo and ship repair activity.

*Business revenue earned by the dependent shippers/consignees is not included in the impacts since this revenue is driven by the sales of the products produced by the industries using the port facilities and reported at the headquarters level. Only the local impacts of direct, induced, and indirect jobs, personal income, local purchases and state and local taxes are included in the impacts attributed to the Port of Mobile.

I. Introduction & Summary

Alabama Port Authority 2021 Economic Impact Study Report

2. METHODOLOGY

The impacts of the Port of Mobile were estimated based on interviews with identified firms in the Mobile Area as defined in the "Port of Mobile Directory" as well internal contacts from ASPA staff, and the use of the data base developed by Martin Associates as part of the 2016 detailed economic impact study for the Port of Mobile, as well as the 2019 update. The direct impacts are measured at the firm level of detail and aggregated to develop the impacts for each of the Port's lines of business. The firms surveyed provided Martin Associates with employment levels (both full time and part time), annual payroll, local purchases, and the residence of where the employees reside.

The induced impacts are based on the current expenditure profile of residents in the Mobile Area, as estimated by the U.S. Bureau of Labor Statistics, "Consumer Expenditure Survey". This survey indicates the distribution of consumer expenditures over key consumption categories for Mobile Area residents.

The consumption categories are:

- Housing
- Food at Restaurants
- Food at Home
- Entertainment
- Health Care
- Home Furnishings
- Transportation Equipment and Services

The estimated consumption expenditure generated as a result of the respending impact is distributed across these consumption categories. Associated with each consumption category is the relevant retail and wholesale industry. Jobs to sales ratios in each industry are then computed for the Mobile Area, and induced jobs are estimated for the relevant consumption categories. It is to be emphasized that induced jobs are only estimated at the retail and wholesale level, since these jobs are most likely generated in the Mobile Area. Further levels of induced jobs are not estimated since it is not possible to defensibly identify geographically where the subsequent rounds of purchasing occur.

I. Introduction & Summary

Alabama Port Authority 2021 Economic Impact Study Report

2. METHODOLOGY CONTINUED

The "Consumer Expenditure Survey" does not include information to estimate the job impact with supporting business services, legal, social services, state and local governments, and educational services. To estimate this induced impact, a ratio of state of Alabama employment in these key service industries to total state of Alabama employment is developed. This ratio is then used with the direct and induced consumption jobs to estimate induced jobs with business/financial services, legal, educational, governmental, and other social services. The indirect impacts are estimated based on the local purchases by the directly dependent firms, combined with indirect job, income, and revenue coefficients for the supplying industries in the state of Alabama as developed for Martin Associates by the U.S. Bureau of Economic Analysis, Regional Input/Output Modeling System.

3. ECONOMIC IMPACT MODEL

The impacts are measured for calendar year 2021, and a computer model has been developed to test the sensitivity of the impacts to changes in economic conditions and facility utilization. It is to be emphasized that this study is designed to provide a framework which the ASPA can use in formulating and guiding the future development of Port facilities.

This cargo impact model is designed to test the sensitivity of impacts to changes in such factors as marine tonnage levels, seaport productivity and work rules, new marine facilities development, inland distribution patterns of marine cargo, number of vessel calls and the introduction of new ocean carrier service.

The cargo impact model can also be used to assess the impact of developing a parcel of land as a marine terminal versus other non-cargo land uses. Finally, the marine cargo impact model can be used to assess the economic benefits of increased maritime activity due to infrastructure development and the opportunity cost of not undertaking specific maritime investments such as dredging, new terminal development or warehouse development.

I. Introduction & Summary

Alabama Port Authority 2021 Economic Impact Study Report

4. SUMMARY OF RESULTS

Exhibit I-1 | Economic Impact of the Port of Mobile Cargo Activity 2021

	PUBLIC TERMINALS	PRIVATE TERMINALS	TOTAL ASPA HARBORWIDE
JOBS			
DIRECT	16,458	4,562	21,020
INDUCED	14,688	4,197	18,885
INDIRECT	8,452	2,343	10,795
RELATED USER JOBS	220,612	41,584	262,196
TOTAL	**260,210**	**52,686**	**312,896**
PERSONAL INCOME (1,000)			
DIRECT	$974,023	$275,492	$1,249,515
INDUCED/LOCAL CONSUMPTION	$2,027,039	$573,326	$2,600,365
INDIRECT	$548,517	$152,051	$700,568
USER INCOME (1,000)	$12,587,194	$2,133,104	$14,720,298
TOTAL	**$16,136,773**	**$3,133,973**	**$19,270,745**
REVENUE IMPACT (1,000)			
BUSINESS REVENUE	$2,925,398	$1,475,692	$4,401,089
RELATED USER OUTPUT	$68,837,770	$9,110,066	$77,947,836
TOTAL	**$71,763,167**	**$10,585,758**	**$82,348,925**
LOCAL PURCHASES (1,000)	**$846,500**	**$234,653**	**$1,081,153**
STATE AND LOCAL TAXES (1,000)			
DIRECT, INDUCED AND INDIRECT	$369,158	$110,114	$479,272
RELATED USER STATE AND LOCAL TAXES	$1,309,075	$241,329	$1,550,404
TOTAL	**$1,678,233**	**$351,444**	**$2,029,676**

I. Introduction & Summary

Alabama Port Authority 2021 Economic Impact Study Report

4.1 Total Mobile Area Economic Impacts

In 2021, 312,896 jobs in the state of Alabama were in some way related to the cargo and vessel activity at the public (ASPA) and private marine terminals at the Port of Mobile. Of these jobs, the cargo activity moving via the ASPA marine terminals supported 262,196 total jobs. Of the 312,896 total jobs related to the Mobile Harbor cargo and vessel activity, 21,020 jobs are directly created, while another 18,885 induced jobs are supported by the local purchases made by these direct job holders. In addition, there are 10,795 indirect jobs supported in the Mobile Area as the result of nearly $1.1 billion of local purchases. The cargo moving via the Port of Mobile supports 262,196 jobs with exporters and importers located throughout the state of Alabama. The majority of these jobs with exporters and importers are associated with the movement of containers, followed by the handling of steel slab and steel products, and pulp and other forest products through the Port of Mobile's public and private marine terminals.

In total, nearly $19.3 billion of personal income and consumption expenditures were related to the cargo activity handled at the Port of Mobile public and private operations. The 21,020 direct jobs received $1.2 billion of direct wage and salary income, for an average earning of $59,444 per direct employee. As the result of local purchases with this $1.2 billion of direct wages and salaries, an additional $2.6 billion of income and local consumption expenditures were created in the Mobile Area. It is this re-spending impact that supported the 18,885 induced jobs.* The indirect jobs holders received $700.6 million in wages and salaries. In addition, the 262,196 related user jobs received $14.7 billion in personal income.

Local businesses received $4.4 billion of sales revenue from providing services to the marine cargo and vessel activity, of which $2.9 billion was generated by activity at ASPA facilities. This does not include the value of the cargo moving via the Port. The cargo activity at the Port supported an additional $78 billion of total economic output in the state, the majority of which is created in the state's auto industry, lumber and forest products manufacturing industries, steel production operations, the retail and wholesale industry, and the in-state industries supporting these industries. It is to be emphasized that only the economic activity associated with the raw materials and finished products that move via the Port is included.

*The induced income impact also includes local consumption expenditures and should not be divided by induced jobs to estimate the average salary per induced job. This would overstate the average salary for induced jobs.

I. Introduction & Summary

Alabama Port Authority 2021 Economic Impact Study Report

4.1 Total Mobile Area Economic Impacts Continued

As a result of the activity at the Port of Mobile, a total of $2 billion of state and local tax revenue was related to the cargo activity at the Port of Mobile.

The total economic value of the marine cargo and vessel activity at the Port of Mobile including the revenue and value added at each stage of moving an export to the Port or an import from the marine terminals is estimated at $85 billion.

Of the $85 billion-dollar economic value, businesses providing direct services to the marine terminals received $4.4 billion of direct business revenue, $2.6 billion of local re-spending and consumption expenditures were generated and the balance, $78 billion, is the total economic value (less the direct business revenue) of moving the export cargo from production stage to export. This includes the revenue and value added at each stage of production, including support firms providing goods and services during the production of the export. The total economic value with users of import cargo includes the economic value of the imported cargo moving through the seaport to final consumption either by individuals or industry. This includes only the retail and wholesale margins of the cargo itself, and the value of the services added at each stage of use of an imported intermediate product or a final consumer commodity. It is to be emphasized that the $78 billion of economic value would not disappear from the U.S. economy should the cargo move through another port, as it is the demand for the export and import cargo that drives the value of the cargo and generates the user economic value. If the cargo were to move to another port, the logistics cost of moving the imports and exports would increase, but the value would still be generated in other regions and/or other states due to the demand for the export and import products; however, the $4.4 billion of direct business revenue and the $2.6 billion of re-spending and local consumption expenditures would be lost from the local economy. The related economic value demonstrates at a given point of time, the magnitude of the influence of the Port of Mobile public and private marine terminals.

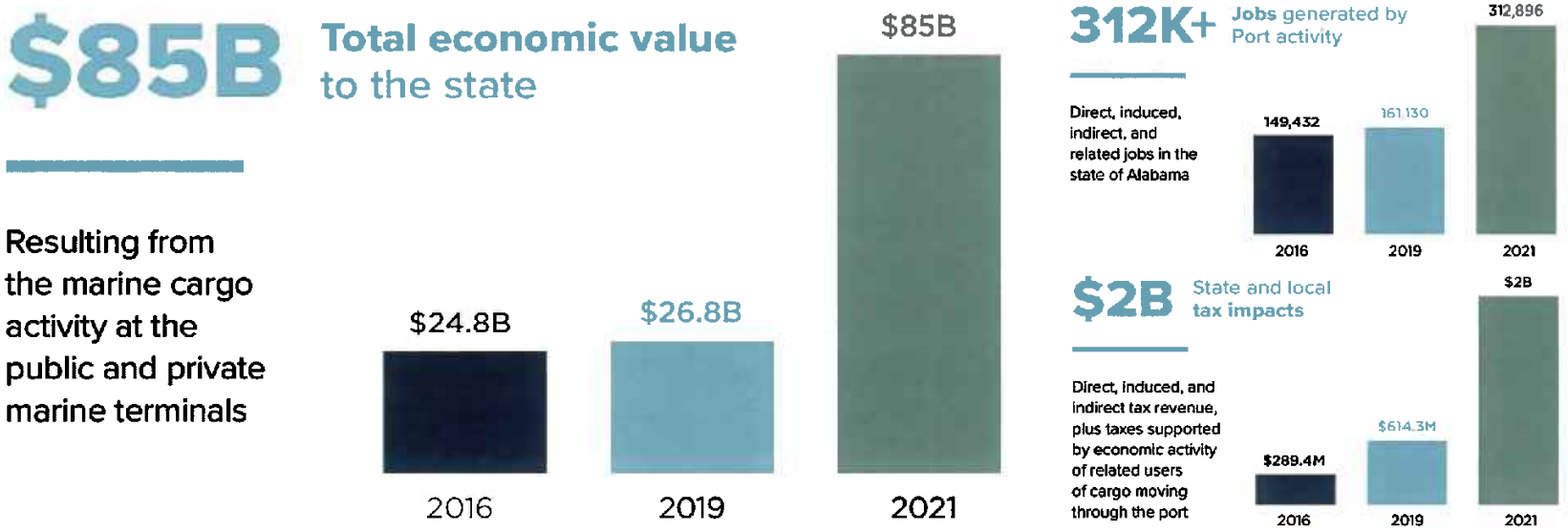
I. Introduction & Summary

Alabama Port Authority 2021 Economic Impact Study Report

4.1 Total Mobile Area Economic Impacts Continued

The last economic impact study update conducted for the Port of Mobile was conducted by Martin Associates using 2019 cargo data. Since this update, total tonnage grew by about 5.9 million tons. The overall growth in tonnage over the past three years is driven by growth in liquid bulk, containers, and forest products, offsetting the decrease in coal. As a result of the growth in cargo, direct, induced, and indirect jobs grew over 2,100 jobs since 2019. Total economic value of the Mobile Harbor increased from $26.8 billion to $85 billion, driven primarily by the dramatic increase in containerized cargo used in the auto industry as well as in retail.

In order to continue to grow the economic contribution of the Port of Mobile, it is critical that the Port continue to invest in facility and infrastructure development and aggressively market the logistical cost advantage of the Port's marine terminals, navigation channels, and surface transportation access to serve the Southeastern and Midwest regions of the United States.

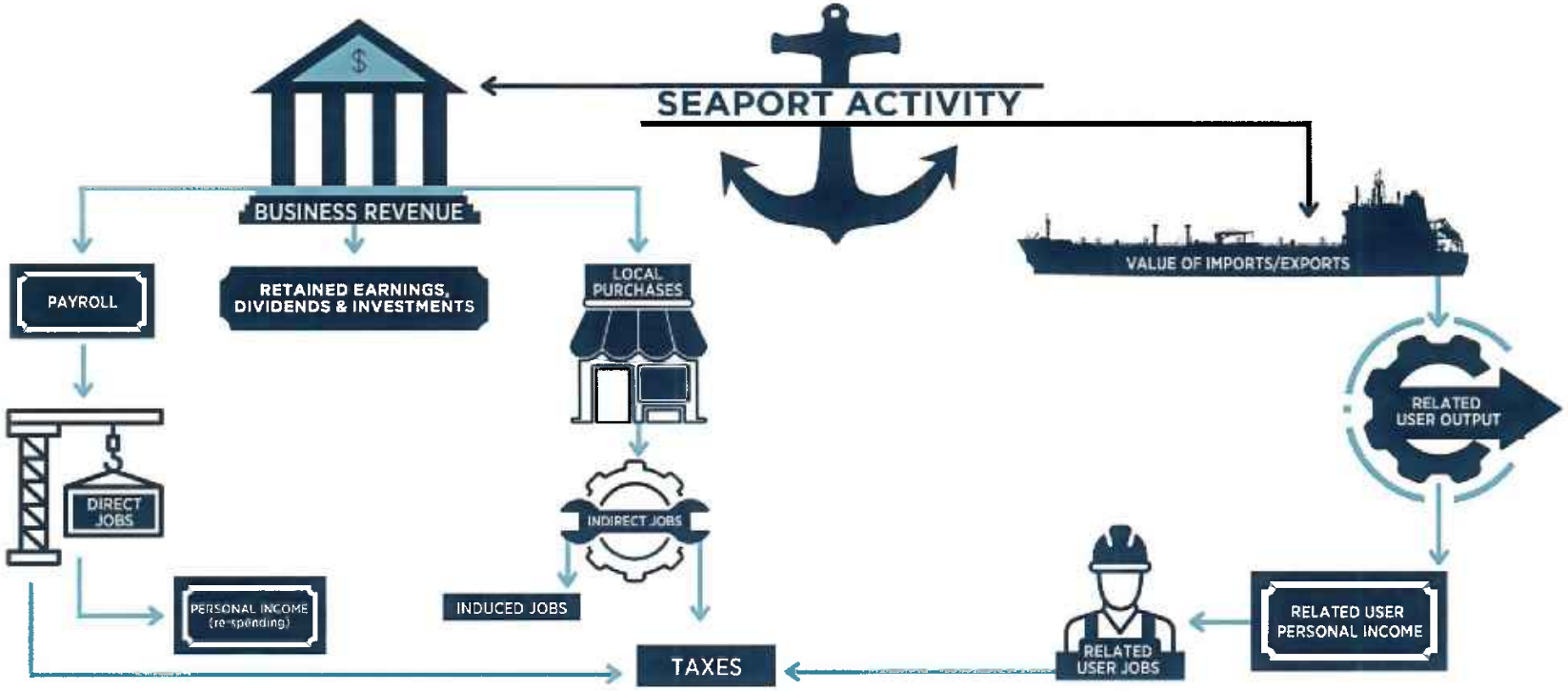


II. Economic Impacts of Marine Cargo Activity

Alabama Port Authority 2021 Economic Impact Study Report

Waterborne cargo activity at a seaport contributes to the local and regional economy by generating business revenue to local and national firms providing vessel and cargo handling services at the marine terminals. These firms, in turn, provide employment and income to individuals, and pay taxes to state and local governments. Exhibit II-1 shows how activity at marine terminals generates impacts throughout the local, state, and national economies. As this exhibit indicates, the impact of a seaport on a local, state, or national economy cannot be reduced to a single number, but instead, the seaport activity creates several impacts. These are the revenue impact, employment impact, personal income impact and tax impact. These impacts are non-additive. For example, the income impact is a part of the revenue impact and adding these impacts together would result in double counting. Exhibit II-1 shows graphically how activity at Port of Mobile's public and private marine terminals generate the four impacts.

Exhibit II-1 | Flow of Economic Impacts Generated by Marine Activity



II. Economic Impacts of Marine Cargo Activity

Alabama Port Authority 2021 Economic Impact Study Report

At the outset, activity at the port generates business revenue for firms which provide services. This business revenue impact is dispersed throughout the economy in several ways. It is used to hire people to provide the services, to purchase goods and services, and to make Federal, state, and local tax payments. The remainder is used to pay stockholders, retire debt, make investments, or is held as retained earnings. It is to be emphasized that the only portions of the revenue impact that can be definitely identified as remaining in the local economy are those portions paid out in salaries to local employees, for local purchases by individuals and businesses directly dependent on the seaport, in contributions to state and local taxes, in lease payments to the ASPA by tenants, and wharfage and dockage fees paid to the Port.

EMPLOYMENT IMPACT OF SEAPORT ACTIVITY - FOUR LEVELS

- Direct employment impact: jobs directly generated by seaport activity. Direct jobs generated by marine cargo include jobs with railroads and trucking companies moving cargo between inland origins and destinations and the marine terminals, longshoremen and dockworkers, steamship agents, freight forwarders, stevedores, etc. It is to be emphasized that these are classified as directly generated in the sense that these jobs would experience near-term dislocation if the activity at Port of Mobile marine terminals were to be discontinued.
- Induced employment impact: jobs created throughout the local economy because individuals directly employed due to seaport activity spend their wages locally on goods and services such as food, housing, and clothing. These jobs are held by residents located throughout the region since they are estimated based on local and regional purchases.
- Indirect jobs: are jobs created locally due to purchases of goods and services by firms, not individuals. These jobs are estimated directly from local purchase data supplied to Martin Associates by the companies interviewed as part of this study and include jobs with local office supply firms, maintenance, and repair firms, parts, and equipment suppliers, etc. It is to be emphasized that special care was taken to avoid double counting since the current study counts certain jobs as direct (i.e., trucking jobs, jobs with railroads, jobs with insurance companies and admiralty law firms, etc.), which are often classified as indirect by other approaches, notably the input/output model approach.
- Related User (shipper/consignee) jobs -- jobs with shippers and consignees (exporters and importers) using the marine terminals for shipment and receipt of cargo. The Port of Mobile's shippers and consignees are concentrated with the state's auto manufacturing, steel production, forest product manufacturing and retail distribution. It is important to note that these shippers/consignees also use other ports and are not completely dependent upon the Port of Mobile. The level of employment with these firms is driven by the demand for the firms' products, not because the Port of Mobile is used. Therefore, these related jobs are not dependent upon port activity, and their degree of dependence on the Port of Mobile is much less than the other components of the job impact.*

*The related jobs, income, value of output and taxes should not be used when evaluating the incremental economic impacts of specific port projects or the impacts of changes in cargo volume.

II. Economic Impacts of Marine Cargo Activity

Alabama Port Authority 2021 Economic Impact Study Report

The personal earnings impact is the measure of employee wages and salaries (excluding benefits) received by individuals directly employed due to seaport activity. Re-spending of these earnings throughout the regional economy for purchases of goods and services is also estimated. This, in turn, generates additional jobs -- the induced employment impact. This re-spending throughout the region is estimated using a regional personal earnings multiplier, which reflects the percentage of purchases by individuals that are made within the Mobile region. The re-spending effect varies by region -- a larger re-spending effect occurs in regions that produce a relatively large proportion of the goods and services consumed by residents, while lower re-spending effects are associated with regions that import a relatively large share of consumer goods and services (since personal earnings "leak out" of the region for these out-of-regional purchases). The direct earnings are a measure of the local impact since they are received by those directly employed by seaport activity.

Tax impacts are payments to the state and local governments by firms and by individuals whose jobs are directly dependent upon and supported (induced jobs) by activity at the marine terminals.

1. IMPACT STRUCTURE

The four types of economic impacts are created throughout various business sectors of the state and local economies. Specifically, several distinct economic sectors are impacted as a result of activity at the marine terminals. These are the:

- Surface Transportation Sector
- Maritime Services Sector
- Dependent Shippers/Consignees
- Related User
- Alabama State Port Authority (ASPA)

Within each sector, various participants are involved. Separate impacts are estimated for each of the participants. A discussion of each of the economic impact sectors is provided below, including a description of the major participants in each sector.

II. Economic Impacts of Marine Cargo Activity

Alabama Port Authority 2021 Economic Impact Study Report

1.1 Surface Transportation Sector

The surface transportation sector consists of the railroad, inland waterway towing, and trucking industries. The trucking firms, railroads, and inland barge operators are responsible for moving the various cargoes between the marine terminals and the inland origins and destinations. Rail's direct service into the port includes five Class I carriers (BNSF, CN/IC, CSXT, NS, and KCS) and three short lines (Alabama & Gulf Coast Railroad, CG Railway, and Alabama/Mississippi Export Railroad). Highway access into the port is via Interstates 10 and 165 and U.S. Highways 43, 90, and 98. Also included in the Port's surface transportation structure is the interstate and intrastate pipeline transportation of petroleum products received at the Port. The primary inland waterway operators include Parker Towing, Cooper Marine and Timberlands, and American Commercial Barge Lines, servicing federal inland and Intracoastal channels in Alabama, Florida, Mississippi, and Tennessee.

1.2 Maritime Services Sector

This sector consists of numerous firms and participants performing functions related to the following maritime services:

- Cargo Marine Transportation
- Vessel Operations
- Cargo Handling
- Federal, State, and Local Government Agencies

A brief description of the major participants in each of these four categories is provided below:

Cargo Marine Transportation

- Participants in this category are involved in arranging for inland and water transportation for export or import freight. The freight forwarder/customshouse broker is the major participant in this category. The freight forwarder/customshouse broker arranges for the freight to be delivered between the terminals and inland destinations, as well as the ocean transportation. This function performed by freight forwarders and customshouse brokers is most prevalent for containerized and general cargo commodities.

II. Economic Impacts of Marine Cargo Activity

Alabama Port Authority 2021 Economic Impact Study Report

1.2 Maritime Services Sector Continued

Vessel Operations

- This category consists of several participants. The steamship agents provide a number of services for the vessel as soon as it enters the port; the agents arrange for pilot services and towing, for medical and dental care of the crew, and for ship supplies. The agents are also responsible for vessel documentation. In addition to the steamship agents arranging for vessel services, those providing the services include:
  - Chandlers - supply the vessels with ship supplies (food, clothing, nautical equipment, etc.)
  - Towing firms - provide the tug service to guide the vessel to and from port
  - Pilots - assist in navigating the vessels to and from the Port of Mobile's marine terminals located within the Mobile Harbor
  - Bunkering firms - provide fuel to the vessels
  - Marine surveyors - inspect the vessels and the cargo
  - Ship Repair/marine construction firms - provide repairs (either emergency or scheduled) as well as marine pier construction and dredging.

Cargo Handling

- This category involves the physical handling of the cargo at the terminals between the land and the vessel. Included in this category are the following participants:
  - Longshoremen/Dockworkers - includes members of the International Longshoremen's Association (ILA), as well as non-ILA dockworkers that are involved in the loading and unloading of cargo from the vessels, as well as handling the cargo prior to loading and after unloading;
  - Stevedoring firms - manage the longshoremen and cargo-handling activities. Stevedoring services at the Port of Mobile terminals are provided by private stevedoring companies;
  - Marine Terminal Operators - are often stevedoring firms who operate the maritime terminals where cargo is loaded and off-loaded
  - Warehouse Operators - store cargo after discharge or prior to loading and consolidate cargo units into shipment lots.

II. Economic Impacts of Marine Cargo Activity

Alabama Port Authority 2021 Economic Impact Study Report

1.2 Maritime Services Sector Continued

Government Agencies

- This service sector involves Federal, state, and local government agencies that perform services related to cargo handling and vessel operations at the Port. U.S. Customs and Border Protection, U.S. Department of Agriculture, U.S. Coast Guard, the Army Corps of Engineers, U.S. Department of Commerce, and Alabama Department of Environmental Management employees are involved. These services are provided by government offices located in the Mobile area.

1.3 Dependent Shippers/Consignees

Dependent shippers and consignees are those importers and exporters that have located near the marine terminals to utilize the marine terminals for the import of raw and intermediate products and the export of raw, intermediate or finished products. These products include steel slab, coal, and steel products, as well as liquid bulk cargoes. The dependent shippers/consignees differ from related users (described in the following section) since the location of the dependent shippers/consignees was driven by port location, and the Port facilities are integral in the production and logistics operations of the dependent shippers/consignees.

1.4. Related Shipper/Consignees using the Marine Terminals in the Mobile Harbor

Related job impacts consist of jobs with related shippers/consignees shipping and receiving cargo through the public and private marine terminals located in the Mobile Harbor. Most of these users are with the state's auto manufacturing, retail distribution, steel manufacturing and forest product manufacturing industries (including support industries). Only the user industry activity that can be linked to the movement of cargo (either raw materials or finished products) through the Port of Mobile is considered in this related user impact. In addition, the related user impacts include the impacts of the supporting industries required to produce the export cargo moving through the Port of Mobile as well as the supporting industries providing value added to the imported raw and semi-finished cargo imported by Alabama industries through the Port of Mobile's private and public marine terminals. It is important to emphasize that the related user impact only provides a snapshot of the influence of the Mobile Harbor at a given point of time, as these importers and exporters can and do use other ports for the import and export of cargo. The degree of dependency on the marine terminals separates the related users from the dependent shippers/consignees who are directly dependent on the use of the Port of Mobile's public and private marine terminals.

II. Economic Impacts of Marine Cargo Activity

Alabama Port Authority 2021 Economic Impact Study Report

1.5. Alabama State Port Authority (ASPA)

The Alabama State Port Authority includes those individuals employed whose purpose is to oversee port activity at the ASPA-owned marine terminals, including McDuffie Coal Terminal, ASPA General Cargo Docks, Mobile Middle Bay Port, Pinto Terminal, the APM Container Terminal, the Marine Liquid Bulk Terminal, and the automotive logistics terminal.

2. COMMODITIES INCLUDED IN THE ANALYSIS

A major use of an economic impact analysis is to provide a tool for port development planning. As a port grows, available land and other resources for port facilities become scarce, and decisions must be made as to how to develop the land and utilize the resources in the most efficient manner. Various types of facility configurations are associated with different commodities. For example, containers and automobiles require a large amount of paved, open storage space, while certain types of break bulk cargoes such as pulp, paper and lumber require covered storage. Perishable commodities require temperature-controlled warehouses, and some dry bulk cargo requires covered storage and special dust removing equipment, while tank farms are needed to store liquid bulk cargo.

An understanding of the commodity's relative economic value in terms of employment and income to the local community, the cost of providing the facilities, and the relative demand for the different commodities is essential in making future port development plans. Because of this need for understanding relative commodity impacts, economic impacts are estimated for the following commodities handled at the public and private marine terminals:

- Containers
- Reefer Breakbulk
- Steel (slab & steel products)
- Lumber/Plywood/Veneer
- Pulp
- Paper/Kraft Liner Board
- Aluminum
- Coal
- Grain
- Pig Iron
- Other Dry Bulk (limestone, aggregates, iron ore, copper)
- Liquid Bulk (chemicals and petroleum)
- Other Breakbulk / Not otherwise specified (NOS), including RoRo equipment and project cargo

II. Economic Impacts of Marine Cargo Activity

Alabama Port Authority 2021 Economic Impact Study Report

2. COMMODITIES INCLUDED IN THE ANALYSIS CONTINUED

It should be emphasized that commodity-specific impacts are not estimated for each of the economic sectors described in the last section. Specific impacts by commodity could not be allocated to individual commodities with any degree of accuracy for marine construction, ship repair, or the state and Federal government. In addition, taxes have not been displayed by specific commodity since these tax impacts will reflect the same distribution over commodities as the employment impact.

3. MARITIME CARGO EMPLOYMENT IMPACTS

The employment generated by maritime cargo activity at the public and private marine terminals within the Port of Mobile is estimated. The chapter is organized as follows:

- First, the total employment that is in some way related to the activities at the public and private marine terminals is estimated
- Second, the subset of total employment that is judged to be totally dependent (i.e., direct jobs) on port activity is analyzed as follows:
  - The direct job impact is estimated by detailed job category, i.e., trucking, ILA /dockworkers, freight forwarders/customshouse brokers, steamship agents, chandlers, surveyors, etc.
  - The direct job impact is estimated for each of the key commodities/commodity groups
  - The direct job impact is estimated based on the residency of those directly employed
- Induced and indirect jobs are estimated
- Finally, jobs related to the marine activity at the public and private marine terminals are described.

It is estimated that 312,896 jobs are influenced by port activities at the public and private marine terminals within the Port of Mobile. Of these jobs, 260,016 jobs are related by cargo activity at the ASPA facilities.

II. Economic Impacts of Marine Cargo Activity

Alabama Port Authority 2021 Economic Impact Study Report

3. MARITIME CARGO EMPLOYMENT IMPACTS CONTINUED

Of the 312,896 jobs:

- 21,020 jobs are directly generated by activities at the public and private marine terminals and if such activities should cease, these jobs would be discontinued over the short term.
- 18,885 jobs (induced jobs) are supported by the local purchases of the 21,020 individuals directly generated by port activity at the marine terminals. An additional 10,795 indirect jobs were supported by nearly $1.1 billion of purchases in the local and regional economy by firms providing direct cargo handling and vessel services.
- 262,196 jobs are related to cargo exported and imported via the public and private marine terminals. These jobs are with related shippers/consignees using the public and private marine terminals located in the Mobile Harbor and are mostly concentrated with jobs in the state's steel production, auto manufacturing, forest products and retail industry sectors.

3.1. Direct Marine Cargo Job Impacts

In 2021, more than 41.7 million tons of waterborne cargo moved via the public and private marine terminals considered in the analysis. As a result of this activity, 21,020 full-time jobs were directly created.* The cargo activity at the ASPA facilities generated 16,458 direct jobs of these 21,020 total direct jobs. In this section the jobs are analyzed in terms of:

- Distribution by job category
- Distribution by commodity group
- Distribution by county and state of residency

These distributions are developed in more detail below.

1.3.1.1. Job Impacts by Category

Exhibit II-2 presents the distribution of the 21,020 direct jobs by type of job. The exhibit indicates that the majority of direct jobs are dependent shippers/consignees, followed by direct jobs with the area shipyards and marine construction firms. In addition, over 3,000 jobs are supported in the trucking industry moving cargo to and from the Port and over 1,200 jobs at the terminals. The direct employment impact by job category of the cargo moving via the ASPA terminals and the private terminals are presented separately in Exhibit II-2.

*Jobs are measured in terms of full-time worker equivalents. If a worker is employed only 50 percent of the time by activity at Port of Mobile's public and private marine terminals, then this worker is counted as .5 jobs.

II. Economic Impacts of Marine Cargo Activity

Alabama Port Authority 2021 Economic Impact Study Report

1.3.1.1. Job Impacts by Category Continued

Exhibit II-2 | Cargo Employment Impacts by Sector and Job Category

EMPLOYMENT IMPACT CATEGORY	PUBLIC TERMINALS	PRIVATE TERMINALS	TOTAL ASPA HARBORWIDE
SURFACE TRANSPORTATION			
RAIL	1,048	58	1,106
TRUCK	2,287	811	3,099
SUBTOTAL	**3,335**	**870**	**4,205**
MARITIME SERVICES			
TERMINALS	370	854	1,224
ILA*	727		727
TOWING	21	33	54
PILOTS	13	19	32
AGENTS	102	152	255
SURVEYORS/CHANDLERS/MARITIME SERVICES	332	339	672
FORWARDERS	401	81	482
WAREHOUSE&CONTAINER REPAIR	631	168	799
GOVERNMENT	93	65	158
SHIPYARD/MARITIME CONSTRUCTION	2,193	1,491	3,684
BARGE	234	64	298
SUBTOTAL	**5,116**	**3,268**	**8,384**
ALABAMA STATE PORT AUTHORITY	**504**		**504**
DEPENDENT SHIPPERS/CONSIGNEES	**7,502**	**425**	**7,927**
TOTAL	**16,458**	**4,562**	**21,020**

*includes line handling

II. Economic Impacts of Marine Cargo Activity

Alabama Port Authority 2021 Economic Impact Study Report

3.1.2. Direct Job Impacts by Commodity

Most of the 21,020 jobs considered to be generated by port activity can be associated with the handling of specific commodities or commodity groups. Certain employment categories such as government employees and employees with marine construction and ship repair cannot be identified with a specific commodity. As a result, employment in these three groups (which totaled 4,950) was not allocated to commodity groups. Exhibit II-3 presents the relative employment impacts in terms of commodity groups.

Exhibit II-3 | Distribution of Direct Cargo Job Impact by Commodity

COMMODITY	TOTAL ASPA HARBORWIDE JOBS
CONTAINERS	3,425
REEFER BREAKBULK	161
STEEL SLAB	2,755
LUMBER/PLYWOOD	821
PULP	881
ALUMINUM	6
STEEL PRODUCTS	3,617
COAL	2,092
PAPER	61
GRAIN	109
OTHER DRY BULK	440
PIG IRON	74
LIQUID BULK	1,183
OTHER BREAKBULK	445
NON-ALLOCATED JOBS	4,950
TOTALS	21,020

Findings:
The movement of steel products and steel slab combined creates the largest number of direct jobs, followed by containers and coal. The majority of the remaining direct jobs are supported by the movement of liquid bulk, pulp, lumber/plywood, dry bulk, and breakbulk.

II. Economic Impacts of Marine Cargo Activity

3.1.3. Distribution of Direct Cargo Jobs by Place of Residence

To underscore the geographic scope of the impacts generated by the public and private marine terminals, Exhibit II-4 presents the distribution of the 21,020 direct jobs by place of residency. As this exhibit indicates, 42% of the direct job holders reside in Mobile City, while another 39% of the direct job holders reside in Mobile County (excluding City of Mobile). This highlights the localized impacts of the cargo activity handled at the public and private marine terminals located at the Port of Mobile.

Exhibit II-4 | Distribution of Direct Cargo Jobs by Place of Residence (ASPA Terminals and Private Terminals)

	SHARE	DIRECT JOBS
MOBILE CITY	42%	8,775
MOBILE COUNTY	39%	8,291
BALDWIN COUNTY	13%	2,733
OTHER ALABAMA	3%	815
OTHER US	1%	406
TOTAL	100%	21,020

3.2. Induced Jobs

The 21,020 directly employed individuals due to activity at the public and private marine terminals received wages and salaries, a part of which was used to purchase local goods and services such as food, housing, clothing, transportation services, etc. As a result of these local purchases, 18,885 jobs in the regional economy were supported. Of the 18,885 induced jobs, 14,688 jobs are supported by the local purchases of the 16,458 directly generated jobs dependent upon the activity at the ASPA facilities. Most of the induced jobs are with local and regional private sector social services, business services, educational services, and state and local government agencies, followed by jobs in the food and restaurant sector and then jobs in the construction and home furnishings sector.

II. Economic Impacts of Marine Cargo Activity

3.3. Indirect Jobs

In addition to the induced jobs generated from the purchases by directly employed individuals, the firms providing the direct services and employing the 21,020 direct jobs make local purchases for goods and services. These local purchases made by the firms dependent upon the public and private marine facilities generate additional local jobs -- indirect jobs. Based on interview estimates, these firms made nearly $1.1 billion of local and in-state purchases in 2021. These direct local purchases created an additional 10,795 indirect jobs in the local economy, of which the cargo activity at the ASPA terminals created $846.5 million of local purchases and 8,452 indirect jobs.

3.4. Related User (Shipper/Consignee) Jobs

It is estimated that about 262,196 jobs are supported in Alabama with shippers/consignees that use the Port of Mobile's public and private marine terminals. The cargo activity at the ASPA terminals created most of these statewide impacts with users, accounting for 220,612 user jobs.

It is important to emphasize that the related user jobs are supported by the cargo moving only via the Port of Mobile in 2021, and do not include jobs supported by cargo moving via other ports that are consumed or produced by in-state shippers/consignees and manufacturers. For example, for imported steel slab, iron and steel products, pulp and containerized cargo, relationships were developed to convert the dollar value of these imported materials into a dollar value of output in the key consuming industries. Relationships between the values of inputs to the value of outputs in these industries were estimated using data from the U.S. Bureau of Census, Annual Survey of Manufactures. These ratios were then used to convert the dollar value of the imported cargoes into a dollar value of output in the consuming industries in the state. Using the respective jobs to value of output multipliers for these industries from the RIMSII model, the value of the cargoes (i.e., steel slab, pulp, and containerized cargo) moving via the Port and remaining in (or produced in) the state of Alabama was converted into related shipper/consignee jobs with these users and associated supporting industries within the state. A similar method was used to estimate the user impacts associated with exported cargo, such as containerized cargo, steel products (i.e., coils), and coal. These related user jobs associated with exports also include the support industry activity to deliver the specific tonnage of an export product to the Port of Mobile.

II. Economic Impacts of Marine Cargo Activity

Alabama Port Authority 2021 Economic Impact Study Report

3.4. Related User (Shipper/Consignee) Jobs Continued

Finally, the direct, induced and indirect port sector job impacts associated with each of the cargoes for which related shipper/consignee jobs were estimated, were subtracted from the total related jobs (by commodity and cargo type) to avoid double counting, as the related shipper/consignee jobs include job impacts at each stage of handling the imported and exported cargo, such as the port activity and the trucking and rail activity to move the cargo to and from the Port and the induced and indirect jobs associated with the direct port activity. Exhibit II-5 shows the related shipper/consignee jobs associated with each key commodity/industry group using the Port of Mobile's public and private marine terminals.

Exhibit II-5 | Distribution of Related Shipper/Consignee Job Impacts By Commodity (ASPA and Private Terminals)

COMMODITY	USER JOBS
STEEL PRODUCTS/SLAB	43,972
CONTAINERIZED CARGO	165,643
FOREST PRODUCTS	50,052
REFRIGERATED PRODUCTS	1,663
GRAIN	791
ALUMINUM	74
TOTAL	262,196

4. TOTAL ECONOMIC OUTPUT, BUSINESS REVENUE, INCOME AND TAX IMPACTS

More than 41.7 million tons of cargo handled at the private and public marine terminals included in the study generated revenue for firms in each of the economic sectors. For example, revenue is received by the railroads, the trucking companies, and pipelines within the surface transportation sector as a result of moving export cargo to the marine terminals and distributing the imported commodities inland after receipt at the marine terminals. The firms in the maritime services sector receive revenue from arranging for transportation services, cargo handling, providing services to vessels in port and repairs to vessels calling the port facilities.

II. Economic Impacts of Marine Cargo Activity

Alabama Port Authority 2021 Economic Impact Study Report

4. TOTAL ECONOMIC OUTPUT, BUSINESS REVENUE, INCOME AND TAX IMPACTS CONTINUED

The ASPA receives revenue from terminal leases and port charges such as wharfage and dockage assessed on cargo and vessels. In addition, revenue is received by shippers/consignees from the sales of cargo shipped or received via the marine cargo terminals and from the sales of products made with raw materials received through the terminals. Since this chapter is concerned with the revenue generated from providing maritime services, the related user revenue (i.e., the value of the cargo shipped or received through the marine terminals, as well as the value of the products produced by the port-dependent related users) will be excluded from the remaining discussion.

The revenue generated by port activity consists of many components. For example, gross revenue is used to pay employee salaries and taxes, it is distributed to stockholders of the companies providing the vessel and cargo handling services, and it is used for the purchases of equipment and maintenance services. Of these components, only three can be isolated geographically with any degree of accuracy. These are the personal income component of revenue, which can be traced to geographic locations based on the residence of those receiving the income, the payment of state and local taxes, and the local purchases made by firms dependent upon the maritime activity. The balance of the revenue is distributed in the form of payments to firms located outside the Mobile region providing goods and services to the five sectors and for the distribution of company profits to shareholders. Many of these firms and owners are located outside of the state of Alabama and thus, it is difficult to trace the ultimate location of the distributed revenue (other than personal income, taxes, and local purchases). The value of output created by in-state related shippers/consignees of the Port is attributed to the state of Alabama, and the local purchases from other firms within the state are also included in this user output measure, as defined by the in-state output coefficients (for the user industries) developed from the U.S. Bureau of Economic Analysis, Regional Input-Output Modeling System (RIMS II).

4.1. Revenue Impact – Total Economic Activity

The revenue impact is a measure of the total economic activity in the state that is generated by the cargo moving via the Port of Mobile. In 2021, marine cargo activity generated a total of $85 billion of total economic activity in the Mobile regional economy and the state of Alabama. Of the $85 billion, $4.4 billion is the direct business revenue received by the firms directly dependent upon the cargo moving via the marine terminals. These firms provide the maritime services and inland transportation services to the cargo handled at the marine terminals and the vessels calling the terminals. As the result of the re-spending of the personal income and the local consumption expenditures and other $2.6 billion of income and local consumption expenditures are generated.

II. Economic Impacts of Marine Cargo Activity

Alabama Port Authority 2021 Economic Impact Study Report

4.1. Revenue Impact – Total Economic Activity Continued

The remaining $78 billion represents the value of the output to the state of Alabama that is created due to the cargo moving via the seaport terminals. This includes the value added at each stage of producing an export cargo, as well as the value added at each stage of production for the firms using imported raw materials and intermediate products that flow via the Port of Mobile marine terminals and are consumed and produced by industries within the state.

Exhibit II-6 presents the value of output ($78 billion) related to port shippers/consignees that were supported by each cargo moving via the Port in 2021. The ASPA terminals accounted for about $69 billion of this total output impact.*

Exhibit II-6 | Distribution of Economic Output Created by Port Cargo Activity, by Key Port Commodity (ASPA and Private Terminals)

COMMODITY	VALUE OF OUTPUT
STEEL PRODUCTS/SLAB	$14,818
CONTAINERIZED CARGO	$50,906
FOREST PRODUCTS	$10,970
COAL	$306
REFRIGERATED PRODUCTS	$405
GRAIN	$520
ALUMINUM	$23
TOTAL	$77,948

The balance of the discussion focuses on the $4.4 billion of direct business revenue generated from the provision of services to the cargo and vessels handled at the Port of Mobile.

4.1.1. Revenue Impacts by Economic Sector/Category

Exhibit II-7 presents the total revenue estimated to have been generated by port activity in 2021. Of the $4.4 billion of revenue, $2.9 billion was created by cargo moving over the ASPA marine terminals. This revenue includes the revenue received by firms providing services to the commodity and vessel activity at the public and private terminals and includes revenue received by trucking firms, stevedores, ASPA, chandlers, agents, pilots, towing companies, etc. Not included is the revenue from the use/value of the cargo moving via the marine terminals, as this is included in the related shipper/consignee output.

*Related revenue for coal is included, but employment is included in direct shipper/consignee impact. The inclusion of revenue as a related revenue is due to the fact that the revenue of the dependent shippers/consignees is not included in the direct revenue impact. The related jobs with coal are dependent on the use of the Port of Mobile terminals for export.

II. Economic Impacts of Marine Cargo Activity

Alabama Port Authority 2021 Economic Impact Study Report

4.1.1. Revenue Impacts by Economic Sector/Category Continued

Business revenue earned by the dependent shippers/consignees is not included in the impacts since this revenue is driven by the sales of the products produced by the industries using the port facilities and reported at the headquarters level. Only the local impacts of direct, induced, and indirect jobs, personal income, local purchases and state and local taxes are included in the impacts attributed to the Port of Mobile.

In terms of revenue generated by type of activity, the greatest revenue impact is with the local shipyards and marine construction industry, followed by revenue generated by rail operations, and then terminal operations.

Exhibit II-7 | Direct Revenue Generated by Port Cargo Activity by Impact Category ($1,000)

REVENUE IMPACT CATEGORY	PUBLIC TERMINALS	PRIVATE TERMINALS	TOTAL ASPA HARBORWIDE
SURFACE TRANSPORTATION			
RAIL	$370,754	$56,947	$427,701
TRUCK	$377,259	$173,161	$550,420
SUBTOTAL	**$748,013**	**$230,108**	**$978,121**
MARITIME SERVICES			
TERMINAL OPERATIONS	$272,272	$2,719	$274,992
TOWING	$139,634	$154,250	$293,884
PILOTS	$7,550	$11,674	$19,225
AGENTS	$3,215	$4,964	$8,179
SURVEYORS/CHANDLERS/MARITIME SERVICES	$86,280	$87,302	$173,581
FORWARDERS	$68,050	$13,665	$81,715
WAREHOUSE&CONTAINER REPAIR	$62,105	$16,578	$78,683
GOVERNMENT	$34,318	$24,103	$58,421
SHIPYARD/MARITIME CONSTRUCTION	$1,324,968	$916,969	$2,241,937
BARGE	$27,337	$13,360	$40,697
SUBTOTAL	**$2,025,729**	**$1,245,584**	**$3,271,313**
ALABAMA STATE PORT AUTHORITY	**$151,655**	**N/A**	**$151,655**
TOTAL	**$2,925,398**	**$1,475,692**	**$4,401,089**

*Related revenue for coal is included, but employment is included in direct shipper/consignee impact. The inclusion of revenue as a related revenue is due to the fact that the revenue of the dependent shippers/consignees is not included in the direct revenue impact. The related jobs with coal are dependent on the use of the Port of Mobile terminals for export.

II. Economic Impacts of Marine Cargo Activity

Alabama Port Authority 2021 Economic Impact Study Report

4.1.2. Revenue Impacts by Commodity

Exhibit II-8 shows the direct revenue impact by commodity. It is to be emphasized that the revenue received by shippers/consignees from the sales of the products (value of the commodities) moving via the marine terminals is not included, since product value is determined by the demand for the product, not the use of the marine terminals.

Exhibit II-8 | Cargo Revenue Impacts by Commodity

COMMODITY	HARBORWIDE ($1,000)
CONTAINERS	$497,637
REEFER BREAKBULK	$11,919
STEEL SLAB	$187,045
LUMBER/PLYWOOD	$215,423
PULP	$50,536
ALUMINUM	$1,446
STEEL PRODUCTS	$100,510
COAL	$358,033
PAPER	$9,178
GRAIN	$35,252
OTHER DRY BULK	$112,973
PIG IRON	$57,364
LIQUID BULK	$118,860
OTHER BREAKBULK	$102,999
NON-ALLOCATED REVENUE	$2,541,914
TOTALS	**$4,401,089**

Findings:
As this exhibit indicates, containers generated the largest direct revenue impact, reflecting the volume handled at the Port of Mobile, followed by coal.

II. Economic Impacts of Marine Cargo Activity

Alabama Port Authority 2021 Economic Impact Study Report

5. PERSONAL EARNINGS IMPACT

The income impact is estimated by multiplying the average annual earnings (excluding benefits) of each port participant, i.e., truckers, steamship agents, pilots, towing firm employees, longshoremen, warehousemen, etc., by the corresponding number of direct jobs in each category. The individual annual earnings in each category multiplied by the corresponding job impact resulted in $1.2 billion in personal wage and salary earnings. It is important to emphasize that the average annual earnings of a port-dependent job are about $59,444. These relatively high-paying jobs will have a much greater economic impact in the local economy through stimulating induced jobs than will a job paying lower wages.

Based on data developed by the U.S. Bureau of Economic Analysis, it is assumed that for every one dollar earned by Port of Mobile area residents because of jobs directly generated by activity at the marine terminals, an additional $2.08 of income would be created from re-spending the income for purchases of Mobile Area-produced goods and services. This re-spending generated an additional $2.6 billion of local personal income and consumption expenditures with local businesses and service providers. This additional re-spending of the direct income generates the induced job impact, 18,885 jobs, described in the previous chapter. It is to be emphasized that the $2.6 billion of re-spending and consumption impact includes consumption expenditures by those directly employed. Therefore, the $2.6 billion of re-spending and consumption impact cannot be divided by the 18,885 induced job holders to estimate an average induced salary, as this would result in an overestimation of induced wages and average salary income per induced job.

The 10,795 indirect job holders earned $700.6 million in indirect wages and salaries. The 262,196 related shippers/consignees of the cargo moving via the Port received about $14.7 billion of personal income.

Therefore, the total personal income impact and consumption impact related to the Port of Mobile marine cargo activity is estimated at nearly at $19.3 billion, of which the cargo activity at the ASPA facilities created about $16.1 billion.

6. TAX IMPACTS

State and local tax impacts are based on per-employee tax burdens, which are developed at the county, local and state jurisdictional levels. These tax per-employee burdens are essentially tax indices that are used to allocate total taxes at each level of government to economic activity generated by the marine terminals. To estimate the per-employee tax indices, total taxes received at each governmental level in Alabama were developed from the Tax Foundation, which reports total state and local taxes from all sources as a percent of total personal income.

Activity at the public and private marine terminals generated $479.3 million in the state, county, and local taxes. The state of Alabama received $297.5 million of the tax revenue, while local governments received $181.8 million. The activity at the ASPA facilities generated $369.2 million of the $479.3 million direct, induced, and indirect tax impact. As a result of the economic activity created by the related shipper/consignees, an additional $1.6 billion of state and local taxes were generated.

III. COMPARISON OF IMPACTS 2019-2021

Alabama Port Authority 2021 Economic Impact Study Report

The last economic impact study update for the Port of Mobile was conducted by Martin Associates using 2019 cargo data.* From an operational perspective, total tonnage grew by about 5.9 million tons between 2019 and 2021. The overall growth in tonnage over the past two years (2021 to 2019) was driven by growth in liquid bulk, containers, and forest products; offsetting the decrease in coal exports during this period. Exhibit III-1 presents the changes in tonnage harbor-wide.

Exhibit III-1 | Change in Tonnage by Commodity, Harborwide, 2021-2019

	2021 HARBORWIDE ($1,000 TONS)	2019 HARBORWIDE ($1,000 TONS)	TOTAL CHANGE ($1,000 TONS)
CONTAINERS	4,539	2,027	2,512
REEFER BREAK BULK	103	83	21
STEEL SLAB	3,378	3,782	-404
LUMBER/PLYWOOD	2,748	576	2,173
PULP	791	704	87
ALUMINUM	24	53	-29
STEEL PRODUCTS	1,734	1,567	167
COAL	12,243	17,088	-4,844
PAPER	147	114	33
GRAIN	569	273	295
OTHER DRY BULK	2,892	2,532	360
PIG IRON	1,036	960	76
LIQUID BULK	10,658	5,907	4,751
OTHER BREAK BULK	884	187	697
TOTALS	41,747	35,853	5,894

Findings:
As a result of the growth in cargo, direct, induced, and indirect jobs generated by cargo and vessel activity grew by 2,186 jobs. Exhibit III-2 shows the change in impacts between 2021 and 2019.

ALABAMA PORT AUTHORITY
PORT OF MOBILE

*No detailed surveys of terminal operators, tenants or service providers were conducted as part of the 2019 interim update, as the update was based solely on tonnage levels. The underlying model structure used in the 2019 interim update was based on 2012 Economic Census data used to develop the induced and indirect models which were developed as part of the comprehensive 2015 Economic Impact Study conducted for the Port by Martin Associates. The current model is based on the most recent Economic Census data, 2017, as well as 2021 data from the U. S Bureau of Economic Analysis RIMS (data), as well as the comprehensive surveys conducted as part of this current study.

III. COMPARISON OF IMPACTS 2019-2021

Alabama Port Authority 2021 Economic Impact Study Report

Direct jobs increased by 1,839 jobs since 2019. Indirect and induced jobs grew modestly, reflecting the lower jobs to revenue ratios reported in the 2017 Economic Census as well as the 2021 RIMS data, reflecting an increase in productivity since the 2012 Economic Census and 2015 RIMS data (used in the 2019 interim update). Direct, induced, and indirect state and local taxes generated by Port activity grew by $206.2 million, while direct business revenue increased by $1.1 billion, reflecting the growth in cargo activity.

Exhibit III-2 | Change in Economic Impacts Harborwide, 2021-2019

	2021	2019	CHANGE
JOBS			
DIRECT	21,020	19,181	1,839
INDUCED	18,885	18,826	59
INDIRECT	10,795	10,506	289
TOTAL	50,700	48,513	2,186
PERSONAL INCOME ($1,000)			
DIRECT	$1,249,515	$1,018,088	$231,426
RE-SPENDING/LOCAL CONSUMPTION	$2,600,365	$1,804,155	$796,210
INDIRECT	$700,568	$467,653	$232,916
TOTAL	$4,550,448	$3,289,896	$1,260,552
BUSINESS REVENUE ($1,000)	$4,401,089	$3,286,621	$1,114,468
STATE AND LOCAL TAXES ($1,000)	$479,272	$273,061	$206,211
LOCAL PURCHASES ($1,000)	$1,081,153	$822,154	$258,999
RELATED USER IMPACTS			
USER JOBS	262,196	112,616	149,580
TOTAL VALUE OF OUTPUT ($1,000)	$77,947,836	$21,667,105	$56,280,731
USER INCOME ($1,000)	$14,720,298	$4,110,670	$10,609,628
USER STATE AND LOCAL TAXES	$1,550,404	$341,186	$1,209,218

III. COMPARISON OF IMPACTS 2019-2021

Alabama Port Authority 2021 Economic Impact Study Report

Exhibit III-3 presents the changes in job impacts by commodity between 2021 and 2019. The largest job increases were recorded for containerized cargo, lumber/plywood, and steel products.

Exhibit III-3 | Change in Direct Jobs by Commodity, 2021-2019

COMMODITY	2021 HARBORWIDE DIRECT JOBS	2019 HARBORWIDE DIRECT JOBS	TOTAL CHANGE DIRECT JOBS
CONTAINERS	3,425	1,008	2,417
REEFER BREAK BULK	161	109	52
STEEL SLAB	2,755	2,785	-30
LUMBER/PLYWOOD	821	158	663
PULP	881	673	208
ALUMINUM	6	11	-5
STEEL PRODUCTS	3,617	3,160	456
COAL	2,092	2,521	-429
PAPER	61	43	18
GRAIN	109	66	43
OTHER DRY BULK	440	438	2
PIG IRON	74	83	-9
LIQUID BULK	1,183	1,098	85
OTHER BREAK BULK	445	301	144
NON-ALLOCATED	4,950	6,726	-1,776
TOTAL	21,020	19,181	1,839

III. COMPARISON OF IMPACTS 2019-2021

Alabama Port Authority 2021 Economic Impact Study Report

The change in direct jobs by type of job is shown in Exhibit III-4. As shown in this exhibit, non-allocated jobs declined with local shipyard and marine construction sectors at Mobile. This is attributed to a reduction of operations at some shipyards and changes in ownership such as Alabama Shipyard. Some terminals are also under new ownership such as Vertex Energy, Zenith Energy, and W&T Offshore.*

Exhibit III-4 | Change in Direct Jobs by Category

IMPACT CATEGORY	2019 HARBORWIDE	2021 HARBORWIDE	TOTAL CHANGE
SURFACE TRANSPORTATION			
RAIL	1,106	339	768
TRUCK	3,099	1,279	1,820
SUBTOTAL	**4,205**	**1,618**	**2,587**
MARITIME SERVICES			
TERMINALS	1,224	1,482	-258
ILA*	727	461	266
TOWING	54	46	8
PILOTS	32	26	6
AGENTS	255	116	139
SURVEYORS/CHANDLERS/MARITIME SERVICES	672	434	238
FORWARDERS	482	283	199
WAREHOUSE&CONTAINER REPAIR	799	423	376
GOVERNMENT	158	136	22
SHIPYARD/ MARINE CONSTRUCTION	3,684	5,598	-1,914
BARGE	298	417	-119
SUBTOTAL	**8,384**	**9,421**	**-1,037**
ALABAMA STATE PORT AUTHORITY	**504**	**500**	**4**
DEPENDENT SHIPPERS/CONSIGNEES	**7,927**	**7,642**	**285**
TOTAL	**21,020**	**19,181**	**1,839**

*includes line handling

Findings:
In order to continue to grow the economic contribution of the Port of Mobile, it is critical that the Port continues to invest in facility and infrastructure development and aggressively market the logistical cost advantage of the Port's marine terminals, navigation channels, and surface transportation access to serve the Southeastern region of the United States.

*Such structural activity changes in non-cargo-dependent jobs were not evaluated as part of the 2019 interim impact update.

ALABAMA PORT AUTHORITY
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October 2022

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ALABAMA STATE PORT AUTHORITY

AN ENTERPRISE FUND OF THE STATE OF ALABAMA

ANNUAL COMPREHENSIVE FINANCIAL REPORT

For the Fiscal Years Ended September 30, 2022 & 2021

EXHIBIT
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B

FACILITIES LEGEND

Upper Harbor

- Blakeley Island Terminal

Main Docks/General Cargo

- AutoMobile International RO/RO Terminal
- CG Railway
- Alabama Steel Terminal (AST)
- Cemex Terminal
- Grain Elevator
- Pig Iron Dock
- Seaboard Refrigerated Services

Lower Harbor

- Pinto Steel Terminal
- Container Terminal
- McDuffie Coal Terminal
- Lineage Logistics
- Lineage Logistics Option Property
- Logistics Park
- Intermodal Container Transfer Facility (ICTF)

OCEAN CARRIERS

Main Docks/General Cargo

- BBC Chartering
- Clipper Americas
- Dar Gulf Shipping
- G2 Ocean
- Gleves Americas
- Hoegh Autoliners
- Intermarine
- LD Seaplane
- Oslo Caribbean
- Carrier Saga Welco
- Wallenius Wilhelmsen

Mobile Container Terminal

- CMA-CGM
- Cosco
- Evergreen
- Hapag-Lloyd
- Hyundai Merchant
- Marine Maersk
- MSC
- Ocean Network Express
- OOCL
- Sealand
- Yang Ming
- ZIM

Barge Line Operators

American Commercial Barge Line
Cooper Marine & Timberlands
Kirby Offshore Marine
Marquette Transportation
Parker Towing Company
Waterway Towing

RAIL CARRIERS

- BNSF*/AGR
- Alabama Export Railroad
- CG Railway
- CN*
- CSX*
- Kansas City Southern*
- Norfolk Southern*
- TASD

*Class I Railroad
ALE and KCS have access to the Port of Mobile via CN tracks

PILOT ASSOCIATIONS

Mobile Bar Pilots
Mobile Harbor Pilots

LEGEND

- RTG Cranes
- STS Cranes
- Mobile Harbor Cranes
- Ship Loaders
- Ship Unloaders
- Ship Loader/Unloader
- Rail

250 N. Water Street
Mobile, AL 36602

**Map not shown to scale

ALABAMA STATE PORT AUTHORITY

An Enterprise Fund of the State of Alabama

Mobile, AL

ANNUAL COMPREHENSIVE FINANCIAL REPORT

FOR THE FISCAL YEARS ENDED SEPTEMBER 30, 2022 & 2021

PREPARED BY THE FINANCIAL SERVICES DEPARTMENT

GLOBAL BRAVE

ALABAMA STATE PORT AUTHORITY
An Enterprise Fund of the State of Alabama
Mobile, AL

ANNUAL COMPREHENSIVE FINANCIAL REPORT

TABLE OF CONTENTS

FOR THE FISCAL YEARS ENDED SEPTEMBER 30,2022 AND 2021

INTRODUCTORY SECTION

	PAGE
Directory of Officials	7
Director's and Chief Financial Officer's Letter of Transmittal	9
Certif icate of Achievement for Excellence in Financial Reporting	24
Organization Chart	25

FINANCIAL SECTION

Report of Independent Auditors	29
Management's Discussion and Analysis (unaudited)	32
Financial Statements for the Years Ended September 30, 2022 and 2021	
Statements of Net Position	44
Statements of Revenues, Expenses, and Changes in Net Position	46
Statements of Cash Flows	47
Notes to Financial Statements	49
Supplementary Information – Required Supplementary Information (unaudited)	96

STATISTICAL SECTION (UNAUDITED)

Contents of Statistical Section	
Financial Trend Information	
Exhibit 1 – Statements of Net Position for the Last Ten Fiscal Years Ended September 30	110
Exhibit 2 – Statements of Revenues, Expenses, and Changes in Net Position for the Last Ten Fiscal Years Ended September 30	112
Exhibit 3 – Chart of Operating Revenues by Division for the Last Three Fiscal Years Ended September 30	114
Exhibit 4 – Chart of Operating Expenses by Division for the Last Three Fiscal Years Ended September 30	115
Revenue Capacity Information	
Exhibit 5 – Operating Revenue by Principal Source for the Last Ten Fiscal Years Ended September 30	116
Exhibit 6 – Principal Customers per Largest Revenue Sources for the Fiscal Years Ended September 30, 2022 and 2013	117
Exhibit 7 – Top Revenue Rates for the Last Ten Fiscal Years Ended September 30	118
Debt Capacity Information	
Exhibit 8 – Outstanding Revenue Bonds for the Last Ten Fiscal Years Ended September 30	120
Exhibit 9 – Annual Debt Service Requirements of Revenue Bonds for the Last Ten Fiscal Years Ended September 30	121
Exhibit 10 – Long-Term Revenue Bond Coverage for the Last Ten Fiscal Years Ended September 30	122
Exhibit 11 – Chart of Revenue Bond Coverage for the Last Ten Fiscal Years Ended September 30	123

STATISTICAL SECTION (UNAUDITED) (CONTINUED)

Demographic and Economic Information

Exhibit 12 – Demographic and Economic Statistics for a Period of Ten Years for the State of Alabama and Mobile MSA 124

Exhibit 13 – Principal Employers in the Mobile Area for Years 2022 and 2013 125

Operating Information

Exhibit 14 – Employees by Organization and Type for the Last Ten Fiscal Years Ended September 30 126

Exhibit 15 – Freight Traffic Statistics for the Last Ten Years Ended December 31 128

Exhibit 16 – Detail of Port Freight Traffic Statistics for the Last Ten Years Ended December 31 129

Exhibit 17 – Ratios of Capital Assets for the Last Ten Fiscal Years Ended September 30 131

Exhibit 18 – Capital Assets Statistics as of September 30, 2022 132

Miscellaneous Statistical Information

Exhibit 19 – Alabama's Total Value of Trade by Region for the Last Ten Years Ended December 31 133

Exhibit 20 – Chart of Alabama's Total Value of Trade by Region for the Last Ten Years Ended December 31 135

INTRODUCTORY SECTION

MAERSK
HAMBURG SÜD

ALABAMA STATE PORT AUTHORITY

An Enterprise Fund of the State of Alabama
Mobile, AL

COMPREHENSIVE ANNUAL FINANCIAL REPORT

DIRECTORY OF OFFICIALS

FOR THE FISCAL YEARS ENDED SEPTEMBER 30, 2022 AND 2021

GOVERNOR OF ALABAMA

Kay Ivey

BOARD OF DIRECTORS

T. Bestor Ward, III, Chairman At Large	Alvin K. Hope, II, 1st Vice Chair Southern Region	Ben C. Stimpson, Jr., 2nd Vice Chair Southern Region
Tony R. Cochran Northern Region	Daryl H. Dewberry At Large	Horace H. Horn, Jr. Central Region
Carl T. Jamison Central Region	Dr. Patricia G. Sims Northern Region	Mayor Sandy Stimpson, Ex-Officio* Mayor of Mobile County

PORT OFFICIALS

John C. Driscoll
Director,
Chief Executive Officer

Rick Clark
Deputy Director,
Chief Operating Officer

Linda K. Paaymans Secretary-Treasurer, Chief Financial Officer	Beth Branch Chief Commercial Officer	Patrick Seals Chief Information Officer	Maria W. Williams Comptroller

* The Mayor of the City of Mobile and the President of the Mobile County Commission rotate as members of the board of directors for a one year tenure beginning every August 1st.

March 30, 2023

To The Directors of The Alabama State Port Authority Board:

We are pleased to present the Annual Comprehensive Financial Report of the Alabama State Port Authority ("the Authority"), an agency of the State of Alabama established in accordance with the laws of the State of Alabama, for the years ended September 30, 2022 and 2021. The purpose of the report is to provide the Board of Directors, the Comptroller, and the Chief Examiner of the State of Alabama, the public, and other interested parties with reliable information concerning the financial condition and results of the operations of the Authority.

Responsibility for both the accuracy of the data and the completeness and fairness of the presentation, including all disclosures, rests with the Authority and its management. The Financial Services Department of the Authority prepared this report according to the guidelines recommended by the Government Finance Officers Association of the United States and Canada (GFOA).

To the best of our knowledge and belief, the enclosed data is accurate in all material respects and reported in a manner designed to present fairly the financial position, changes in financial position, cash flows, and results of operations of the Authority in accordance with accounting principles generally accepted in the United States of America (GAAP). All disclosures necessary to enable the reader to gain an understanding of the Authority's financial activities have been included.

Governmental accounting and auditing principles require that management provide a narrative to accompany the basic financial statements. This narrative, entitled Management's Discussion and Analysis, follows the independent auditors' report in the Financial Section of this report. Read this letter of transmittal in conjunction with Management's Discussion and Analysis, as they are complementary documents.

Certain statistical and demographic information included in this report do not come from accounting records of the Authority, rather presented as reader information.

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PROFILE OF THE AUTHORITY

General

The Alabama State Port Authority, an agency of the State of Alabama created in 2000 pursuant to the provisions of Title 33 of the Code of Alabama 1975, as amended, owns, and manages certain operations at the Port of Mobile, Alabama's seaport. Prior to August 2000, the Alabama State Docks Department owned and managed these same facilities with an appointed Director, serving at the pleasure of the Governor as a member of their Cabinet. Effective August 1, 2000, the name of the Alabama State Docks Department changed to the Alabama State Port Authority, and the Authority became a separate agency of the State governed by a nine-member board of directors.

The Legislature created the Authority to promote, develop, construct, maintain, and operate all harbors and seaports within the State or its jurisdiction, including the inland waterways program of the State. The Authority is a self-supporting entity whose finances are accounted separately and apart from those of the State, with the Authority functioning much in the manner of an enterprise operation. The Authority retains its revenues, its net earnings are not paid into the State Treasury, and the Authority has generally received no appropriations from the General Fund of the State of Alabama other than for some capital improvements. A recent economic impact report from calendar year 2021 showed that the Port of Mobile is responsible for $85 billion in annual economic impact and generates 312,896 jobs across the State of Alabama.

The Authority serves all 67 counties in the State of Alabama and oversees the deep-water public port facilities at the Port of Mobile. The Authority conducts most of its activities in Mobile, the Authority's extensive facilities in and around Mobile being an integral part of the Port of Mobile hereinafter discussed. The Port of Mobile is strategically located in the northern Gulf of Mexico with access to an international airport and two interstate systems, I-65 running north/south and I-10 running east/west. In addition to interstates, air, and rail, the Authority's container, general cargo, and bulk facilities have immediate access to nearly 15,000 miles of inland waterways. Once the currently underway channel deepening and widening project is completed in 2025, the Port of Mobile will offer the deepest container terminal in the Gulf of Mexico.

The Authority also owns eight inland ports on the rivers of Alabama. During the fiscal year, the Authority purchased a 272-acre parcel in Montgomery, Alabama on which to build and operate an inland container transfer facility (ICTF). This facility is expected to begin operation in 2025 and will be served by CSX, providing new advantages and opportunities for shippers. This facility, and a similar one envisioned in North Alabama, are funded through federal budget appropriations and grants advocated by retired Senator Richard Shelby. As will be discussed more fully below, the

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Authority operates certain business segments directly while outsourcing other business segments to third parties through leases or license arrangements.

All the Authority's wharves are public facilities. The main complex lies in the upper channel, north of the Mobile River tunnels, and consists of the General Cargo facilities containing 30 berths and almost 5 million square feet of covered and open storage, the Grain Elevator, roll-on/roll-off terminals, rail switching yards, a cold storage facility, and various diversified operations. Federal funding sources are also providing for a modernization program for the general cargo piers.

The McDuffie Terminal is located approximately two miles south of the Mobile River tunnels. The 550-acre facility includes three berths with two ship loaders and two vessel discharge cranes, two barge unloaders, one barge loader, two rail car dumps, six stacker reclaimers, two double wing stackers, and a rail load out facility. The facility, surrounded by rail loop tracks, includes a series of connecting conveyors providing tremendous flexibility. The terminal has the advantage of water depths of up to 45 feet.

The Authority owns and operates its own switching railroad, which services the Authority's facilities and other local industries near the port. The railroad owns and provides services on approximately 75 miles of railroad track.

The Authority also has operations farther south in the Theodore industrial complex, which includes Middle Bay Port, with a 600-foot two-sided pier and the Marine Liquid Bulk Terminal. The Marine Liquid Bulk Terminal contains a 1,100-foot pier, equipped for efficient discharge of bulk liquid products, with nearby industrial land available for development. The Liquid Bulk Terminal enjoys water depths of up to 40 feet and is equipped with fire suppression equipment.

APM Terminals Mobile provides containerized cargo shippers with access to global networks covering a multitude of trade routes to and from the Port of Mobile. APM Terminals, an independent division within the A.P. Moller-Maersk Group, operates and manages APM Terminals Mobile. The Alabama State Port Authority and APM Terminals jointly invested an initial $350 million to construct APM Terminals Mobile, the Port of Mobile's state-of-the-art container terminal. APM Terminals Mobile opened in 2008 served by 2,000 feet of berth with up to 45 feet of water depth, and two post-Panamax and two super post-Panamax ship-to-shore gantry cranes. During fiscal year 2020, the Authority completed a nearly $47 million expansion that elongated the berth to 2,400 feet to simultaneously accommodate two post-Panamax vessels, as well as increased the size of the operating yard to an annual throughput capacity of 650,000 Twenty-foot Equivalent Units (TEU). Since 2018, the Port of Mobile has been the fastest-growing container terminal in the United States with a growth rate of 61.2% over the five-year period. As such, the

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Authority and APM Terminals agreed to further enlargement of the facility, to be delivered in phases at an additional investment by the parties of $104 million and includes land improvements and two new ship-to-shore super post-panamax cranes. The expansion is currently under construction and will bring annual throughput capacity to over one million TEU by the third quarter of 2026, and over 1.8 million TEU when the fifth expansion is undertaken.

The Authority invested $50 million in an intermodal container transfer facility that opened in 2016, also operated by APM Terminals Mobile. The Canadian National Railroad is currently providing service to Jackson, MS, Memphis, TN, Chicago, IL, and Canada from this near dock, container rail facility. In fiscal 2022, CSX initiated an intermodal service from Mobile to Chicago and the greater Midwest. From the ICTF in Mobile, containers can reach Chicago in three days. A critical project, funded through federal budget appropriations and grants, includes constructing, by 2025, a fly-over bridge between the container terminal and the ICTF, making the ICTF an on-dock facility, and enabling the development of an adjacent logistics facility. This facility provides access to five Class I and four short-line railroads.

The Pinto Island Terminal is the Alabama State Port Authority's deep-water import steel slab terminal that began operations in February 2010. This facility is capable of handling in excess of five million tons of semi-finished steel slabs per year. The 12.5-acre terminal consists of 1,050 feet of deep-water dock dredged to a depth of up to 45 feet, as well as a semi-automated barge loading system positioned between the ship berth and the shoreline. The terminal is equipped with three wide-span gantry cranes, each having an outreach of 150 feet, and back reach of 165 feet. The cranes can unload steel from ships to barges, or to the terminal storage yard consisting of 150,000 metric tons of storage capacity. The cranes and the terminal's heavy lift machines utilize electro-permanent magnetic lifting beams to move steel slabs weighing up to 40 metric tons each. The steel slabs arrive by vessel, destined for the AM/NS Calvert steel facility located upriver from the Authority in North Mobile County, Alabama. Beginning in fiscal year 2019, the Pinto Island Terminal unloaded steel slabs from ships to a nearby free-trade zone, and in fiscal year 2020, loaded its first vessel of steel slabs, demonstrating its ability to load steel slabs for export. In fiscal 2022, the Authority ordered two gantry buckets for the Pinto Island cranes to build redundancy and capacity. This is in response to the expected reduction in demand for import slabs by AM/NS Calvert beginning in fiscal year 2023 due to the commissioning of an electric arc furnace at its facility.

Governance

The Governor of the State of Alabama appoints eight members to the Board of Directors of the Authority, subject to confirmation by the Senate of the State of Alabama, for staggered five-year

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terms. Per statute, the Governor must appoint two board members from each of three regions, including the Central Region, Northern Region, and Southern Region, plus two At-Large (anywhere in the state) members. In addition, one ex-officio member, either the Mayor of the City of Mobile or the President of the Mobile County Commission, on a one-year rotating basis, serves as the ninth member of the Board. The Board of Directors appoints the Director of the Authority. The Director serves as the chief executive officer of the Authority and as such is responsible for managing the affairs of the Authority.

As an agency of the State, the Authority is not a component unit of any county or city within the State of Alabama since none of these exercise oversight responsibilities over the Authority. Such oversight responsibility means the existence of financial interdependency, the significant ability to influence operations and the accountability for fiscal years. This structure allows the Authority to take a much-needed long-term business outlook for investments, planning, and strategic direction setting.

LOCAL ECONOMY AND OUTLOOK

Mobile County, the location of the principal operations of the Authority, has a diversified economic base including manufacturing, retail and service segments. The current top ten manufacturers by number of employees are Austal, AM/NS Calvert, Airbus U.S. Manufacturing Facility, VT MAE, Outokumpu Stainless, Evonik Corporation, SSAB Americas, Kimberly-Clark Corporation, Continental Aerospace Technologies, and UOP Honeywell, LLC.

The Mobile area has experienced significant economic growth and diversification over the past several years, and there were several exciting announcements during the year.

• **Evonik** announced plans to build a new plant on its current site to produce methyl mercaptan, which is used to manufacture its MetAmino (DL-methionine) product, used in livestock farming to feed animals in a healthy and sustainable manner. The site currently receives raw materials from third-party suppliers to produce methionine. Scheduled to come online in the second half of 2024, the new plant will strengthen the Mobile site and set it apart as a global, best-in-class hub for reliable and cost-optimized supply of methionine to markets in the Americas.

• **The Authority** exercised its option on 272 acres in Montgomery, Alabama on which to build and operate an inland ICTF. The project will extend intermodal rail service from the Authority's ICTF in Mobile in support of Alabama regional growth in manufacturing, retail, distribution, and agribusiness sectors, providing shippers cost-competitive transportation services to and from one

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• **Airbus Americas** announced expansion plans at their current facility at the Mobile Aeroplex at Brookley, adding a third Final Assembly Line to support increased production of Airbus' A320 family of single-aisle passenger aircraft. An estimated 1,000 new jobs will be created with this expansion.

• **Canfor Southern Pine** announced plans to develop a new state-of-the-art sawmill for manufacturing and processing wood products in Axis. The new sawmill will be replacing the company's existing facility in Mobile. The new facility is expected to produce 250-million board feet per year, resulting in approximately $85 million annually brought into the community through local expenditures.

• **Great Southern Wood** is expanding the existing Great Southern Wood Treatment facility in Mobile County. The project is estimated to cost approximately $13.7 million and create at least 12 new jobs paying a weighted, average wage of $23.94 per hour.

Overall unemployment for Mobile County ended the 2022 calendar year at 2.7%. The State of Alabama ended the 2021 calendar year at 2.6%, while the national unemployment rate ended the year at 3.5%.

The Authority is also critical to the economic growth of the region's economy. The Authority's capital improvement and diversification policies have resulted in significant capacity increases, which place the Authority in a position to accommodate additional cargo volumes. Increased volumes through the Authority affect the region's economy in a positive manner.

FINANCIAL POLICIES AND LONG-TERM FINANCIAL PLANNING

Accounting Policies

The accounting policies of the Authority and this report conform to accounting principles generally accepted in the United States of America for local governmental units as prescribed by the Governmental Accounting Standards Board (GASB), including the reporting model referred to as GASB Statement No. 34. Note 1 to the financial statements includes a summary of significant accounting policies.

Financial Statement Responsibility

The integrity and objectivity of the data in these financial statements and supplemental schedules, including estimates and judgments relating to matters not concluded by year-end, and the Annual Comprehensive Financial Report are the responsibility of the Chief Financial Officer. Therefore,

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the Chief Financial Officer maintains, at reasonable cost, a system of internal accounting controls, to give reasonable assurance that the Authority's assets remain protected and financial transactions documented properly.

The Financial Services Division, under the direction of the Comptroller, maintains the general accounting records of the Authority. The planning and conducting of the financial operations of the Authority are in a responsible and progressive manner. The Department of Examiners of Public Accounts of the State of Alabama periodically audits these records. The independent accounting firm of Warren Averett, LLC, performs independent audits of the Authority's annual financial statements. As necessary, Warren Averett, LLC audits the Authority's compliance with the requirements described in the Uniform Guidance (Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards) that are applicable to each of the Authority's major federal programs.

Independent Accountants

The financial statements as of September 30, 2022 and 2021, and for the years then ended have been audited by Warren Averett, LLC, independent accountants, as stated in their report appearing herein.

Internal Accounting Control

In developing and evaluating the Authority's accounting system, and affecting the adequacy of internal accounting controls, are the Authority's Board, management, and other personnel, and are designed to provide reasonable assurance regarding the achievement of objectives in the following categories: (a) reliability of financial reporting; (b) effectiveness and efficiency of operations; and (c) compliance with applicable laws and regulations.

The Authority's internal control structure consists of five interrelated components, which are:

1. Control environment: Management philosophy, style, and values set the tone of the Authority as a well-controlled organization, influencing the control consciousness of our people. It is the foundation for all other components of internal control providing discipline and structure.

2. Risk assessment: The Authority identifies and analyzes relevant risks to achieve its objectives, forming a basis for determining how to manage the risk.

3. Control activities: These are comprised of the Authority's policies and procedures that help ensure execution of management directives. These activities include approvals/authorization, verification, reconciliations and segregation of duties.

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4. Information and communication: This component is the identification, capture, and exchange of management information reports and analysis of external information.

5. Monitoring: This is the process of assessing the quality of internal control performance over time, and includes supervisor/managerial reviews, internal/external audits, and Board oversight.

Internal control, no matter how well designed and operated, can provide only reasonable assurance to management and the Board regarding achievement of the Authority's control objectives. Limitations inherent to internal control affect the likelihood of achievement of these control objectives. These include the realities that human judgement in decision-making can be faulty and that breakdowns in internal control can occur because of such human failures as simple error or mistake. Additionally, the collusion of two or more people, or management override of internal control, can circumvent controls. The cost of the Authority's internal control can be another limiting factor, as it should not exceed the expected benefits derived.

We believe the Authority's internal accounting controls, with independent internal audit functions performed by the State of Alabama Department of Examiners of Public Accounts, adequately safeguard the Authority's assets, and provide reasonable assurance of the proper recording of financial transactions.

Budgets

The Authority staff prepares an annual operating budget based upon projected revenues and expenses for the subsequent fiscal year. Based upon projected cash flows from the operating budget and other expected funding sources, the staff also prepares a capital budget. Management submits the budgets to the Board of Directors for approval.

Following the adoption of the budgets by the Board of Directors, management monitors the budgets on a monthly, quarterly, and annual basis. Budget variances are included in the monthly financial reports to the Board of Directors.

Management submits major new projects not included in the adopted budgets to the Board of Directors for approval. New minor projects do not require Board of Director approval provided the overall capital plan remains within budget.

Capital Planning

The Authority has maintained an aggressive capital improvement program, initially consolidated into a master development plan in 2001, and updated at appropriate intervals. Planning includes phased program expenditures, as necessary, to accommodate business growth and

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requirements. Private sector participation, grant funding, state participation, and federal appropriations comprise critical elements of the capital plan. The capital plan currently includes projects totaling more than $1 billion over the next six years should funding be secured.

The Alabama State Port Authority and the U.S. Army Corps of Engineers executed the Mobile Harbor Preconstruction, Engineering, and Design Agreement during fiscal year 2020, as well as entered into the Project Partnership Agreement. Construction on the modifications began in fiscal year 2021. The Project Partnership Agreement allowed the project to move into the contracting and construction phases. The State of Alabama is financing the local share of the project and utilizing fuel tax revenue, generated as part of the Rebuild Alabama Infrastructure Plan, to pay for revenue bonds issued through a special transportation financing authority. The Federal Government allocated $274.3 million in the Fiscal Year 2020 Work Plan, providing the resources for the full federal share of the approximately $365.7 million project cost.

On March 2, 2022, the U.S. Department of Transportation awarded $100 million to the Alabama State Port Authority (ASPA) and the Mobile Airport Authority (MAA) through the USDOT Demonstration Program Grant to facilitate capital infrastructure at the Port of Mobile and the Mobile Downtown Airport (BFM). The intention of the competitive grant, authorized under the Consolidated Appropriations Act, is to increase the efficiency of freight movements by air, rail, highway, and water. The Authority will receive $38 million to leverage freight movement efficiencies. The Authority will invest in an inter-terminal connector bridge at the container intermodal complex to connect the marine terminal with the ICTF terminals and adjacent logistics park. The Authority will also invest in site development and civil infrastructure in preparation for the construction of a distribution center.

Later that month, as part of the fiscal 2022 spending bills, the Authority was awarded $200 million in federal appropriations. $132.7 million has been designated for improvements at the Port of Mobile, including for the design and construction of docks, wharves, and piers, as well as for land acquisition and site development. $67.3 million of funding was granted for freight and intermodal rail infrastructure improvements at the Port of Mobile and the Montgomery ICTF in an initiative to connect inland Alabama industry as far north as Birmingham to container service from Mobile.

In December 2022, the Authority was once again the recipient of forward-looking Federal investment with another $200 million in directed spending grants. These fiscal 2023 funds will be used to provide rail infrastructure improvements, construct an inland ICTF in north Alabama, and to provide resources for the fifth phase of expansion at the Choctaw Point Container Terminal.

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resulted in additional 20-acres of container storage area with a 400-foot extension of the dock itself.

During fiscal 2022, APM Terminals and the Authority agreed to add 30.3 acres to the existing 134-acre facility in a phased project that will bring the facility's annual throughput capacity to one million TEU. These improvements mark the fourth time the Authority and APMT have expanded the container terminal since its opening in October 2008. The new $104 million Phase IV expansion program adds a new sheet pile wall on the north side of the terminal to facilitate the filling of approximately 13 acres of man-made water-bottoms, creating new land. The project will also develop another 17.3 acres adjacent to the water-bottoms providing a combined yard of 30.3 acres. The first 17.3 acres are expected to be completed in the third quarter of 2024, and the remaining 13 acres are expected to be completed in the third quarter of 2026. The Authority and APM Terminals will partner in the delivery of the project with APM Terminals committed to install two new ship-to-shore super post-panamax cranes with investment totaling $30 million. Currently, the container terminal is equipped to simultaneously dock two 14,000 TEU vessels, serviced by four gantry cranes, two super post-panamax and two post-panamax. The Authority will undertake $74 million in land improvements. Densification of the entire facilities or Phase V will take place in subsequent years.

The ICTF is the second element of the facility, with funding provided by multiple sources including the Authority, the U.S. Department of Transportation, and private sector sources. During 2012, the Authority received a $12 million U.S. Department of Transportation grant through their Transportation Investment Generating Economic Recovery (TIGER) grant program to construct Phase I of the intermodal rail facility. The Authority funded the non-federal portion to complete this phase, put into operation in June 2016. As container volumes continue to climb, the Port Authority is moving forward on infrastructure investments to add capacity and efficiencies for shippers utilizing the gateway. In March 2022, the U.S. Department of Transportation granted the Authority and the Mobile Airport Authority a combined $100 million to enhance the Port of Mobile's multimodal transportation hub to better serve commerce. Specifically, Authority's $38 million portion of the award will construct two projects aimed at increasing capacity for intermodal rail and multimodal freight movements at the Port of Mobile. Planned investment includes a new inter-terminal bridge connecting the marine terminal with the intermodal rail facility and the adjacent logistics park. Funds will also provide for site development work at the adjacent logistics park.

Construction of the logistics park, the third element, began during fiscal 2020 when MTC Logistics, a company headquartered in Baltimore, began erecting steel for their estimated $61 million refrigerated cargo facility and International Distribution Center, which opened in October 2021. A

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private entity has been competitively selected for negotiating the development of the remaining 100 acres of the logistics park.

McDuffie Coal Terminal Improvements

The Authority is undertaking a series of projects to optimize the McDuffie Coal Terminal as a coal export facility. The terminal is the third largest coal terminal in the United States, primarily serving metallurgical coal. Alabama's metallurgical coal is a high-grade, low-sulfur coal recognized worldwide for its specific chemical makeup and is essential for steel production supporting the automotive industry. Constructed in the 1970s, McDuffie was built to import thermal coal for energy production. At present, these operating systems have exceeded their lifespan by 20-25 years and require constant maintenance to adapt and serve export coal requirements. Frequent malfunctions and breakdowns create severely reduced performance rates and major inefficiencies, causing disruption to supply chains that are critical not only to automotive manufacturing but also to heavy industrial and infrastructure construction.

As thermal coal continues to be replaced with environmentally friendly natural gas for energy production, McDuffie has adapted to an import/export facility. Import coal will phase out completely by the end of 2023, at which point McDuffie will need to transition to an export-only facility. Once this happens, the Port expects an additional 8-9 million tons of metallurgical coal to be moved through the terminal annually. The terminal's current coal handling system needs multiple upgrades to permanently switch from an import/export terminal to export-only. In addition to the age of the equipment and directional change, thermal and metallurgical coal consistencies are very different. While thermal coal is a rocky product, metallurgical coal is a fine, powdery material. McDuffie's conveyors and transfer towers must be upgraded to reduce product loss and allow for more efficient handling of metallurgical coal.

During fiscal year 2022, the Authority completed the replacement of the of a rotary railcar dump system at the McDuffie Coal Terminal, and completed the engineering and design, and began construction of a new central parts and equipment warehouse for the terminal. To meet the requirements to permanently become an export-only facility, and to increase the throughput, the Authority plans to spend upward of $100 million on upgrading conveyor systems and transfer towers, increasing conveyor belt speeds, and purchasing new equipment to replace aged equipment which includes three new stacker reclaimers, a barge haul system, and a barge unloader.

Terminal Railway Improvements

In order to provide for the growth of the intermodal and export coal businesses, the Authority has defined certain Terminal Railway projects as critical to success. These center on additional

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interchange yard space, track expansion, improvements to existing tracks and facilities, as well as upgrades to information systems. In fiscal year 2022, the Authority purchased heavy equipment for the maintenance of way team that improved productivity and minimized manual operations, improving the safety of the crew as well. This equipment included a rail-mounted tie crane, rail-mounted tie inserter, hi-rail dump truck, and hi-rail welder truck, as well as a grapple truck and a spike puller. The efficiencies gained by the maintenance of way team will allow them to do more of the work to raise the rail beds, as well as other work that had previously been assigned to contracted crews. Also, during the fiscal year, work began to rebuild the diesel shop, and a new locomotive was ordered for delivery in fiscal year 2023.

Automobile Terminal

The Authority signed an agreement with AutoMOBILE International Terminal to operate a new automobile logistics facility on the site of the former Bulk Materials Handling Plant. The 60-acre, $60 million dollar investment of the roll-on/roll-off AutoMOBILE Terminal concluded in June 2021. Handover of the property to the operator of the terminal occurred at that time. The Authority applied and received support for this initiative through the RESTORE Act, established in connection with the Deepwater Horizon oil spill, and the U.S. Department of Transportation TIGER grant programs. The concessionaire, AutoMOBILE International Terminal, made a sizeable investment in the automobile-related facilities, while the Authority was responsible for infrastructure improvements. The first vehicles were delivered to the facility in December 2022.

Channel Improvement

During fiscal year 2020, the Authority secured both state and federal funding for the project to widen and deepen the Mobile Harbor ship channel. The Alabama State Port Authority and the U.S. Army Corps of Engineers executed the Mobile Harbor Preconstruction, Engineering, and Design Agreement as well as entered into the Project Partnership Agreement. The channel widening and deepening project, which began in June 2021 with completion expected by the first quarter of 2025, continued to progress on time and on budget through fiscal year 2022.

Legislative initiatives

The Authority maintains a very active presence in both the state and federal legislative arenas. A significant part of the legislative initiative is to identify and pursue funding that will benefit the Authority, the port community, and the State of Alabama. The Authority continues to work with congressional and other partners on realizing industry support for the full use of the Harbor Maintenance Tax proceeds.

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CERTIFICATE OF ACHIEVEMENT

The Government Finance Officers Association of the United States and Canada (GFOA) issues its Certificate of Achievement for Excellence in Financial Reporting to those governmental entities that publish an easily readable and efficiently organized Comprehensive Annual Financial Report whose contents conform to program standards. Such report must satisfy both generally accepted accounting principles and applicable legal requirements.

We believe our current report conforms to the Certificate of Achievement Program requirement; therefore, we are submitting it to the GFOA to determine its eligibility for certification.

ACKNOWLEDGEMENTS

The preparation of this report would be impossible without the tireless efforts of the members of the Financial Services Division staff. We would like to thank the officials and staff members from the other divisions of the Authority who also contributed to this effort.

John C. Driscoll

Director & CEO

Linda K. Paaymans

Secretary-Treasurer,
Chief Financial Officer

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Government Finance Officers Association

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Presented to

Alabama State Port Authority

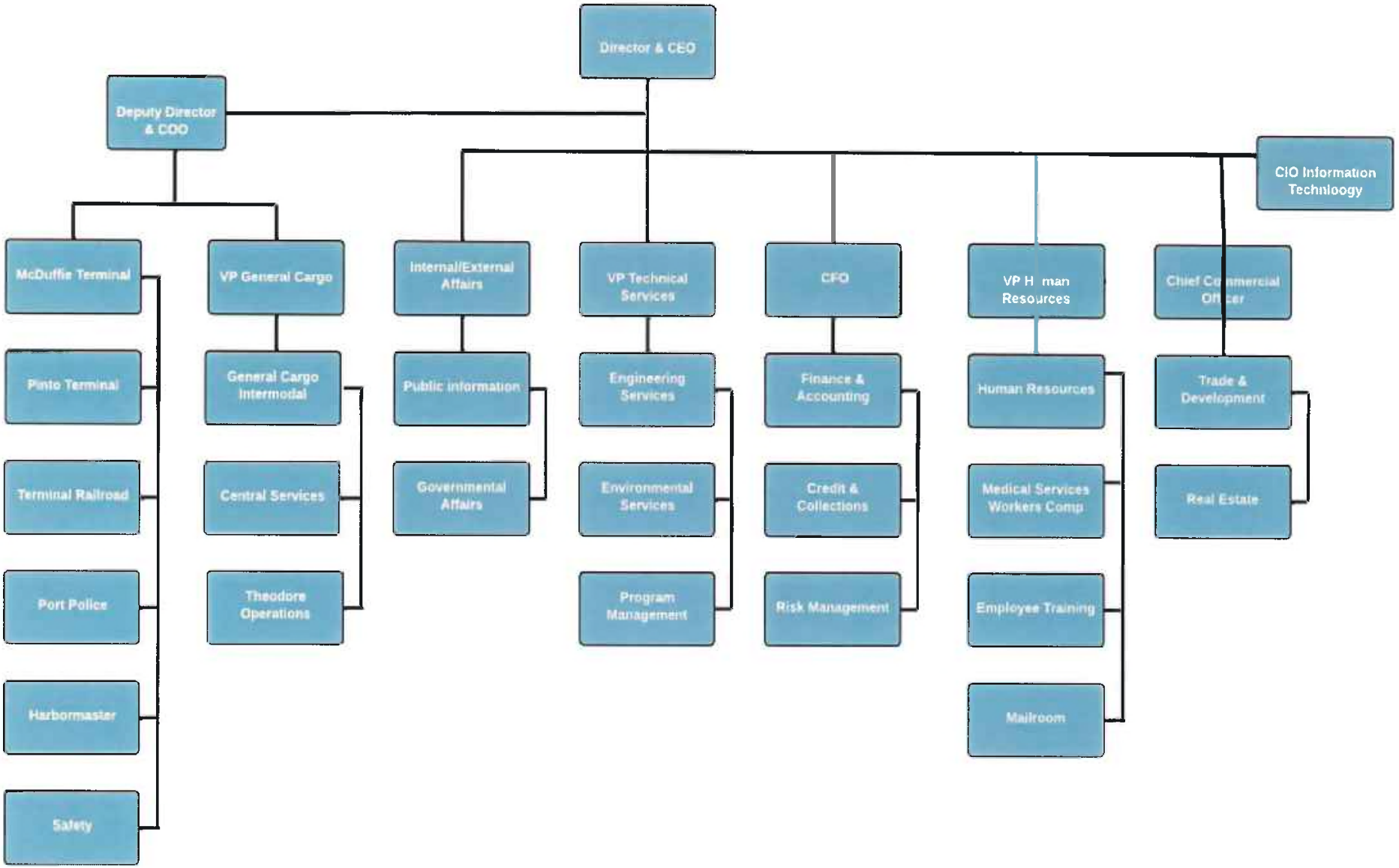
For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

September 30, 2021

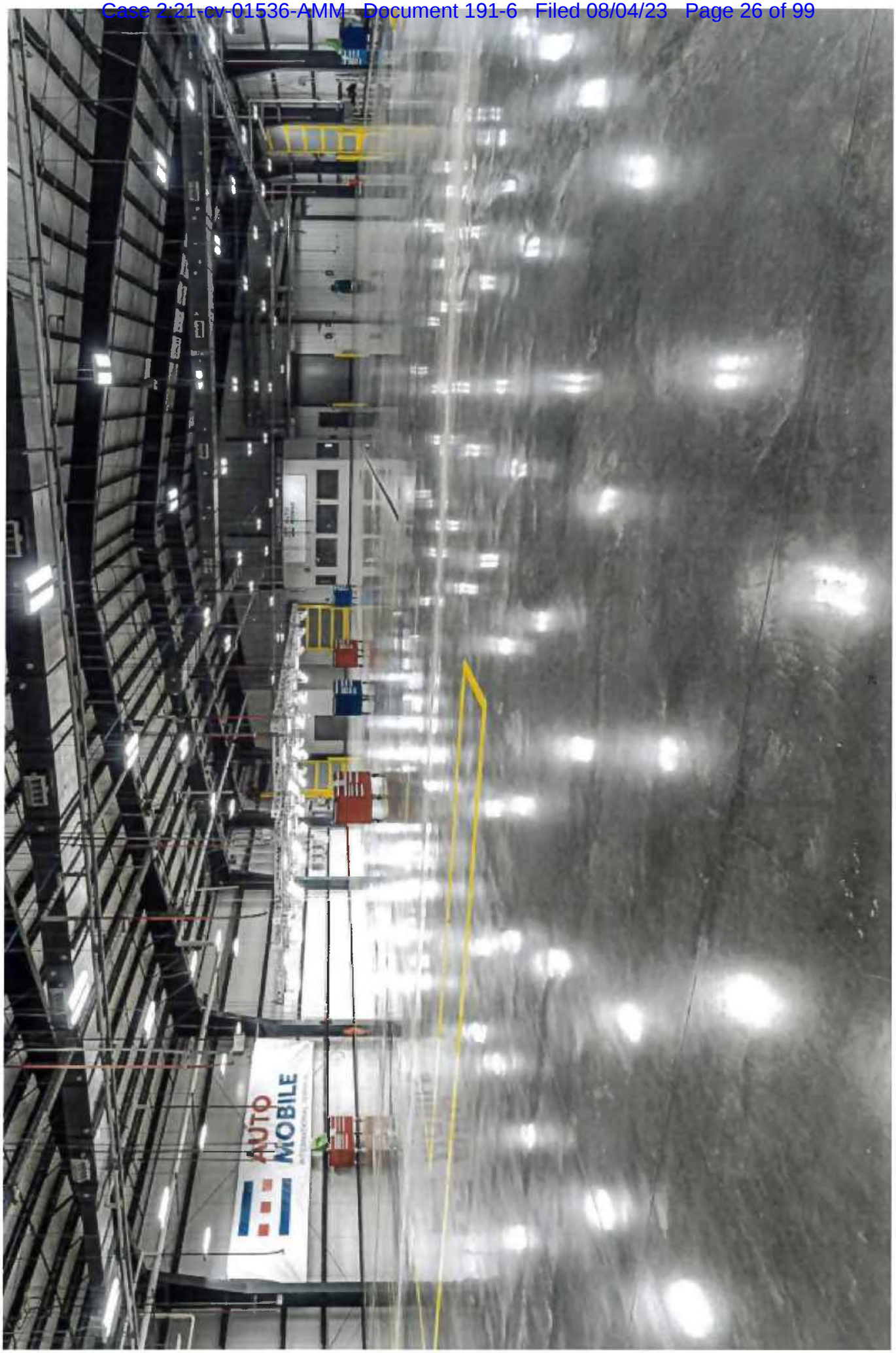
Christopher P. Morrill

Executive Director/CEO

ALABAMA STATE PORT AUTHORITY
ORGANIZATIONAL CHART
As of September 30, 2022



Case 2:21-cv-01536-AMM Document 191-6 Filed 08/04/23 Page 25 of 99


AUTO
MOBILE

FINANCIAL SECTION

INDEPENDENT AUDITORS' REPORT

To the Board of Directors of the
Alabama State Port Authority

Opinion
We have audited the accompanying financial statements of the Alabama State Port Authority, an agency of the State of Alabama, as of and for the years ended September 30, 2022 and 2021, and the related notes to the financial statements, which collectively comprise the Alabama State Port Authority's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Alabama State Port Authority (Authority) as of September 30, 2022 and 2021, and the changes in its financial position and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion
We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditors' Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Alabama State Port Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Management's Responsibility for the Financial Statements
Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for 12 months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditors' Responsibilities for the Audit of the Financial Statements
Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditors' report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is

higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audits.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, pension, and OPEB information on pages 4 – 15 and 68–77, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated March 23, 2023, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Warren Averett, LLC

Mobile, Alabama
March 23, 2023

During fiscal 2022, the Authority and APMT agreed to add container capacity at the Port of Mobile. Under the agreement, the Authority and APMT will add 30.3 acres to the existing 134-acre facility bringing the facility's annual throughput capacity to one million TEUs. These improvements mark the fourth time the Authority and APMT have expanded the container terminal since its opening in October 2008. The new $104 million Phase 4 expansion program adds a new sheet pile wall on the north side of the terminal to facilitate the filling of approximately 13 acres of man-made water-bottoms, creating new land. The project will also develop another 17.3 acres adjacent to the water-bottoms providing a combined yard of 30.3 acres. The first 17.3 acres are expected to be completed in the third quarter of 2024, and the remaining 13 acres are expected to be completed in the third quarter of 2026. The Authority and APMT, will partner in the delivery of the project with APMT committed to install two new ship-to-shore super post-panamax cranes with investment totaling $30 million. Currently, the container terminal is equipped to simultaneously dock two 14,000 TEU vessels, serviced by four gantry cranes, two super post-panamax and two post-panamax. The Authority will undertake $74 million in land improvements.

The Authority and the Mobile Airport Authority were jointly awarded $100 million from the U.S. Department of Transportation multimodal demonstration program. Funds from this program are intended to increase efficiency of freight movements by air, rail, highway, and water. The Authority will utilize the $38 million it was awarded under this grant to construct an interterminal connector between the marine terminal and the nearby ICTF and logistics park. This project will be completed by early 2025. Funding will also be invested in site improvements at the adjacent logistics park. This will help expand and optimize the growing container terminal and help the Authority provide cost effective, reliable, and efficient freight and intermodal cargo service.

As part of the FY2022 Omnibus Appropriations Act, the Authority was awarded $200 million, of which $132.7 million will be utilized for improvements that include the design and construction of docks, wharves, and piers, as well as for land acquisition and site development. The remaining $67.3 million will fund the construction of an inland intermodal container transfer facility (ICTF) in Montgomery, Alabama by the Port Authority and CSX Transportation (CSXT). This project provides regional intermodal shippers rapid transit to and from the Port of Mobile and is expected to take 28-36 months to complete. The project also funds certain rail improvements at the Port of Mobile for intermodal and freight rail infrastructure improvements. The facility will serve the region's manufacturing, distribution centers and other businesses utilizing containerized cargo. When completed, the ICTF will be serviced by CSXT Intermodal and reestablishes regularly scheduled rail service at the Port of Mobile and provides a foundation to expand intermodal services further inland. Intermodal rail investment is important to the port's growth, but it will also add much needed capacity and fluidity to the transportation network relieving overly congested east and west coast gateways. The Authority will also contribute capital toward the project, with CSXT taking advantage of the Growing Alabama Tax Credit Program. When completed the project will generate more than 2,600 direct and indirect jobs, $340 million in business revenues and over $14.2 million in state and local taxes.

The Authority unveiled its new website and a harmonious family of new brandmarks aimed at highlighting the capabilities and connectivity at one of the nation's largest deep-water seaports. The new website – www.ALPorts.com – utilizes imagery reflective of the port's infrastructure investment and provides in a streamlined format information important to the port's customers, service providers, stakeholders, and the public at large. The brandmark's streamlined "M" design illustrates the modernization of the port. The family of brand colors are representative of what the Authority provides to employees, customers, and stakeholders. Blue represents trust and responsibility, red represents energy and passion, and green represents reliability and sustainability.

The unveiled family of brand iconography reflects the Authority's dual mission. Nationally, and around the world, the Authority at the Port of Mobile is recognized for its cargo diversity, efficiency, business-friendly service, and connectivity. The full-service public seaport terminals support import and export containerized, breakbulk, bulk, RO/RO, and over-dimensional cargo movements across major global trade lanes. Additionally, the Authority has statutory authority over Alabama's navigable waterways, river, and deep-water ports. In this context, the Authority's mission is to develop transportation solutions to support first, Alabama's, and then the nation's, shippers to foster economic development and generate jobs.

Results of the 2021 Economic Impact Study were published during fiscal 2022 and showed that the Authority provided $85 billion in value to the State of Alabama over calendar year 2021. The study was conducted by Martin Associates, a leading economic research and consulting firm specializing in economic studies for ports worldwide. Martin Associates analyzed the direct, indirect, and induced economic impacts of the Authority's operations and the related private-sector port businesses for the 2021 calendar year. The report showed increased growth compared to 2019 in nearly every business line. The highest growth was in the container cargo, lumber, and liquid bulk sectors. Compared to the last study completed in 2019, there was a 217% increase in overall economic impact, 94% increase in jobs and 225% increase in tax revenues to the State and local governments. The Authority is the fastest-growing container terminal in the United States over the past five years, with 54.9% volume growth since 2017.

During fiscal 2022, several administrative changes and additions were made to help support the Authority's growth. Patrick Seals was hired as the Chief Information Officer and brings extensive knowledge on building IT roadmaps, implementing core ERP systems, leading change through high-impact technology initiatives, and creating top-tier IT cultures. Also, with the recent retirement of Judith Adams, Vice President (VP) of Internal and External Affairs, the external affairs team was expanded with three critical hires: Maggie Oliver, VP of Communications and Federal Affairs, serving as the primary spokesperson while leading communications strategy and federal affairs; Catherine Reaves, VP of Policy and State Affairs leading state affairs and driving development of public policy to support the Authority's commercial goals; Molly Tillman, Director of Public Affairs, managing external engagement to support government relations, communications, and commercial activities. These changes help foster the Authority's commitment to provide efficient and competitive options for customers. Building strength as part of organizational realignment, Melissa Jordan joined the Authority as VP of Finance, providing support to the Chief Financial Officer at a time of tremendous growth and continuity for the future.

Financial Highlights

- The Authority's revenues increased to $164,513,160 in fiscal 2022 as compared to $155,915,487 in fiscal 2021, and increased from $139,822,169 in fiscal 2020.
- The Authority's assets plus deferred outflows of resources exceeded its liabilities plus deferred inflows of resources (net position) at September 30, 2022, 2021, and 2020, by $391,075,200, $376,439,475, and $337,888,078, respectively.
- The Authority's total net position increased $14,635,725 in fiscal 2022 as compared to an increase of $38,551,397 in fiscal 2021, and an increase of $24,653,238 in fiscal 2020.
- Total bonded debt of the Authority decreased to $297,189,229 as of September 30, 2022, as compared to $312,126,000 and $325,186,000 as of September 30, 2021 and 2020, respectively.

Overview of the Financial Statements

Governmental entities adhere to accounting and financial reporting rules and regulations promulgated by the Governmental Accounting Standards Board (GASB). The Authority established a reporting model mandated by GASB Statement No. 34, *Basic Financial Statements and Management's Discussion and Analysis for State and Local Governments*. The Authority follows enterprise fund accounting and reporting requirements, including the accrual basis of accounting and applications of GASB pronouncements, thus the basic financial statements of the Authority include the following financial elements:

The **statements of net position** provide the reader with information about the assets of the Authority as well as outstanding liabilities. The difference between assets, deferred outflows, liabilities, and deferred inflows is reported as net position. The presentation of net position provides additional details, which may assist the reader in understanding the unrestricted resources of the Authority as compared to those that are restricted. Changes over time in net position may indicate an improving or deteriorating financial condition.

The **statements of revenues, expenses, and changes in net position** reflect the revenues and expenses, both operating and nonoperating, of the current and previous fiscal years. The net of revenues less expenses, when combined with other nonoperating items such as investment income, interest expense, and capital grants and contributions, represents the net increase or decrease in the Authority's net position for the fiscal year. A review of these statements provides an indication of the financial health of the Authority.

The **statements of cash flows** present those items that affect the Authority's cash and cash equivalents during the fiscal year. A reconciliation of the cash provided by operating activities to the Authority's operating income, as reflected on the statements of revenues, expenses, and changes in net position, is also included.

The notes to the financial statements provide additional information that may not be readily apparent from the financial statements.

Analysis of Financial Statements

This discussion of the Authority's financial statements highlights major changes in the Authority's assets, deferred outflows, liabilities, and deferred inflows for fiscal 2022 and fiscal 2021, as well as changes in revenues and expenses as reflected in the accompanying financial statements.

	2022	2021*	2020
Assets			
Current and other assets	$ 374,257,362	$ 377,306,295	$ 137,304,900
Capital assets, net	641,931,318	632,766,175	621,425,390
Total assets	1,016,188,680	1,010,072,470	758,730,290
Deferred outflows of resources	28,709,199	24,811,503	28,923,740
Liabilities			
Long-term debt outstanding, net	294,205,714	308,849,451	324,616,527
Net pension liability	21,345,801	21,451,914	20,099,684
Net OPEB liability	13,243,637	13,623,335	29,406,243
Other liabilities	56,540,215	49,858,363	46,861,263
Total liabilities	385,335,367	393,783,063	420,983,717
Deferred inflows of resources	268,487,312	264,661,435	28,782,235
Net position			
Net investment in capital assets	344,088,343	319,951,453	295,756,279
Restricted expendable:			
Debt service	27,059,875	31,198,328	29,165,784
Capital projects	-	682,096	681,924
Unrestricted	19,926,982	24,607,598	12,284,091
Total net position	$ 391,075,200	$ 376,439,475	$ 337,888,078

*As revised. See Note 1 to the financial statements.

The Authority's Net Position

Changes in net position over time is one measurement of the Authority's financial condition. The Authority's increase in net position for fiscal 2022 was $14,635,725. This represents a reduction of $23,915,672 from fiscal 2021 results. Despite lower volumes of metallurgical coal (5%), operating revenues increased from fiscal 2021 due to a change in the customer mix with newer contracts with higher handling rates taking the place of legacy contracts, increased shipments of pulp, paper, and forest products (25%) offsetting decreased tonnages of iron and steel products (16%), and dramatic increases in intermodal traffic and improved rail ferry service at the Terminal Railway. The Authority continued to receive funding, as it has since 2016, as a designated energy port under the Water Resources Reform and Development Act (WRRDA Act). These funds are used, as designated approved activities under the WRRDA Act, for maintenance dredging, dredged materials management, and environmental remediation related to dredging berths and Federal navigation channels. In fiscal 2022, the Authority received and recognized $4,950,000 of revenue, offsetting costs incurred associated with approved dredging activities.

The Authority's increase in net position for fiscal 2021 was $38,551,397. This represents an improvement of $13,898,159 from fiscal 2020 results. Operating revenues increased from fiscal 2020 due to a change in the customer mix with newer contracts with higher handling rates taking the place of legacy contracts, despite slightly lower volumes of metallurgical coal (2%), strength in general cargo, and improved utilization of commercial real estate. Total tonnages of iron and steel products increased (14%), and forest products increased (4%). The Authority continued to receive funding as a designated energy port. In fiscal 2021, $4,950,000 of revenue from this funding source was recognized, which offset costs incurred associated with approved dredging activities.

Of the Authority's $391,075,200 in net position as of September 30, 2022, $344,088,343 represents its investment in capital assets (including intangible assets), less any outstanding debt used to acquire or construct these assets. In addition, $27,059,875 of the Authority's net position represents resources subject to external bond restrictions related to the use of these funds for debt service. The remaining $19,926,982 consists of items not considered to be investment in capital assets, net or restricted net position.

Statements of Revenues, Expenses, and Changes in Net Position

The following table presents a condensed comparative summary of the Authority's revenues, expenses, and changes in net position for the fiscal years ended September 30, 2022, 2021, and 2020:

	2022	2021*	2020
Operating revenues	$ 164,513,160	$ 155,915,487	$ 139,822,169
Operating expenses	142,635,896	121,657,614	130,910,647
Operating income	21,877,264	34,257,873	8,911,522
Net nonoperating expenses	(14,403,156)	(13,632,233)	(8,160,720)
Income before capital grants and contributions	7,474,108	20,625,640	750,802
Capital grants and contributions	7,161,617	17,925,757	23,902,436
Increase in net position	14,635,725	38,551,397	24,653,238
Net position, beginning of year	376,439,475	337,888,078	313,234,840
Net position, end of year	$ 391,075,200	$ 376,439,475	$ 337,888,078

*As revised. See Note 1 to the financial statements.

Fiscal 2022 operating revenues increased 6% as compared to 2021, from $155.9 million to $164.5 million, resulting largely from a change in the customer mix with newer contracts with higher handling rates taking the place of legacy contracts, increased demand for pulp, paper, and forest products, new rail ferries that brought continuity of service, record container traffic, and greater utilization of the ICTF. Revenue at the McDuffie Coal Terminal increased by $4.6 million (7%), due to a more favorable customer mix. The Terminal Railway revenues were $2.6 million (12%) more than fiscal 2021, a result of increases in intermodal switching, general switching, storage, rail ferry usage, and railcar repairs, which were partially offset by decreased metallurgical coal volume and charges for handling hazardous materials. General Cargo/Intermodal revenues increased by $1.0 million (3%) due to increased shipments of pulp, paper, and forest products somewhat offset by decreased tonnages of iron and steel products. The Marine Liquid Bulk Terminal increased by $0.5 million (13%) related to the increase of customer shipments through the facility. The Real Estate division decreased by $1.3 million (6%) due largely to no allocation of energy port funds, which decreased revenues by $1.4 million in fiscal 2022. The Other operating revenue category increased by $1.2 million (19%) due to fees associated with third-party usage of the Authority's dredge-material management areas, increased vessel and harbormaster activity, improved terminal utilization at Mobile Middle Bay Port, and a slight increase in steel-related revenue at the Axis Inland Dock.

The Authority received approximately $7.2 million in grant revenue to partially fund the Upper Mobile Bay Beneficial Use Wetland Creation Site Project, to repair roofs, cameras, and bulkheads after Hurricanes Sally and Zeta, and to repower a locomotive with diesel emissions reduction technology.

General and administrative expenses increased by $2.7 million during fiscal 2022, driven by $0.8 million in personnel expenses due to normal increases, labor market pressures, and the addition of positions for succession planning. The remaining $1.5 million is split among efforts related to rebranding, commercial development, litigation before the Surface Transportation Board, safety and environmental activities, facilities maintenance, information technology improvements, and the resumption of travel post-COVID.

Fiscal 2021 operating expenses decreased as compared to fiscal 2020, from $130.9 million to $121.7 million. Expenses associated with the operation and maintenance of facilities decreased by approximately $9.1 million, with the majority ($9.3 million) associated with the McDuffie Coal Terminal. A reduction in coal volume at the McDuffie Coal Terminal (4%) drove reductions in variable costs ($3.5 million) and maintenance costs ($5.4 million). The expected discontinuation of importation of thermal coal also allowed for reduced customary maintenance on specific equipment. Additional reductions include lower allocations for other postemployment benefits (OPEB) ($2.1 million), and lower maintenance at the Inland Docks division ($0.5 million), where allision repairs were incurred during fiscal 2020. Partially offsetting these cost reductions were higher dredging costs ($1.7 million), a result of higher siltation rates, as well as higher transportation costs for hauling dredge material to management sites.

Operating expenses were higher at the General Cargo/Intermodal division ($1.1 million) largely due to increases for dredging ($2.0 million) and damages caused by Hurricanes Sally and Zeta ($0.8 million) that fall outside of insurance limits, which were partially offset by decreases in maintenance expense ($1.1 million), and allocated OPEB charges ($0.6 million). As a result of increased overall volume (1%), the Terminal Railway incurred higher expenses during fiscal 2021 as compared with fiscal 2020 ($0.8 million). Railcar switching activity increased noticeably in grain cars (133%) and at the ICTF (241%), while coal switching (5%) and general switching (7%) decreased slightly. The majority of the expense increase was in maintenance, with a small increase in personnel. Expense at the Real Estate division was higher ($0.2 million) due to increased dredging expense ($1.0 million) and higher contract engineering and outside services ($0.2 million), that was partially offset by reductions in the fiscal year adjustment of the environmental reserve ($1.0 million).

General and administrative expenses decreased by $2.5 million during fiscal 2021, driven by a large decrease in allocated OPEB charges ($1.4 million); constrained personnel expenses due to the tight labor market causing difficulties in filling open positions from normal attrition ($0.5 million); continued travel prohibition due to surges in the coronavirus limiting customer, employee, and board of director activities ($0.3 million); and a onetime expense in fiscal 2020 to furnish a film about the Port of Mobile to be shown at the National Maritime Museum of the Gulf of Mexico ($0.1 million).

	2022	2021*	2020
Operating expenses			
Operation and maintenance of facilities	$ 89,416,660	$ 70,186,443	$ 79,276,076
Depreciation and amortization	35,717,419	36,693,973	32,931,355
General and administrative	17,501,817	14,777,198	17,284,309
Impairment loss on capital assets	-	-	1,418,907
Total operating expenses	$ 142,635,896	$ 121,657,614	$ 130,910,647

*As revised. See Note 1 to the financial statements.

	2022	2021*	2020
Nonoperating income (expenses)			
Investment income	$ 171,171	$ 52,402	$ 543,848
Change in fair value of interest rate swap	251,940	171,445	590,117
Interest expense	(13,216,074)	(13,961,367)	(14,504,951)
Interest rate swap expense	368	(423,113)	(738,460)
Non-capital port development contributions	15,550,000	16,500,000	6,600,000
Non-capital port development expenses	(15,550,000)	(16,500,000)	(6,600,000)
Gain (loss) on disposal of capital assets	(2,936,592)	693,370	6,530,936
Insurance recoveries	603,722	1,393,625	-
Other, net	722,309	(1,558,595)	(582,210)
Net nonoperating expenses	$ (14,403,156)	$ (13,632,233)	$ (8,160,720)

*As revised. See Note 1 to the financial statements.

Net nonoperating expenses increased to $14.4 million in fiscal 2022 compared to $13.6 million in fiscal 2021. Investment income increased $0.1 million in fiscal 2022 as compared to fiscal 2021 due to rising interest rates and higher cash balances. Interest expense decreased by $0.7 million due to the maturation of the Docks Facilities Revenue Refunding Bond Series 2008A and lower interest on the Docks Facilities Revenue Refunding Bond Series 2017. The interest rate swap expired with the maturation of the Series 2008A bond. Non-capital port development contributions and expenses represent payments made on behalf of the Authority by the State to the USACE for the Non-Federal Share of the seaport modernization program. The funding for the Non-Federal Share of the construction costs of the Project, as well as related dredging of berths for the McDuffie Coal Terminal and the Mobile Container Terminal to match the channel depth, is provided by the State out of proceeds of bonds issued by the State Highway Finance Corporation and secured by revenues from certain taxes levied by the State. Loss on disposal of assets of $2.9 million includes a $3.5 million loss associated with the replacement of a railcar dump with a more efficient and reliable model, and a $0.6 million gain associated with the accretion of a Hurricane Katrina-related contra-asset that will reach finality in fiscal 2023. The Authority also received $0.6 million of insurance reimbursements for damages from Hurricane Sally.

Net nonoperating expenses increased to $13.6 million in fiscal 2021 compared to $8.2 million in fiscal 2020. Investment income decreased $0.5 million in fiscal 2021 as compared to fiscal 2020 due to the historically low interest rates affecting earnings on debt service funds and investments. Interest expense decreased by $0.5 million due to lower balance of debt and continued downward-trending LIBOR rates to which the Docks Facilities Revenue Refunding Bond Series 2008A is indexed. Also affecting interest expense was refunding the Short-Term Facilities Refunding Bond Series 2018 (Series 2018 Bonds) in late fiscal 2020, reducing the interest rate of 2.38% to 1.91% with Docks Facilities Revenue Bond Series 2020. Gain on disposal of assets of $0.7 million includes a $0.6 million gain associated with the accretion of a Hurricane Katrina-related contra-asset that will reach finality in fiscal 2023, and a $0.1 million gain on the sale of miscellaneous items including an option on a piece of property adjacent to some previously sold property for industrial development. The Authority also received $1.4 million of insurance reimbursements for damages to roofs and security cameras from Hurricane Sally. During fiscal 2021, the Authority incurred an expense of $1.8 million related to the seaport modernization project that is reflected in Other, net. This expense was partially offset by the sale of a railroad maintenance tax credit to a short-line railroad and sales of scrap materials ($0.2 million).

Statements of Cash Flows

The following is a summary of the major sources and uses of cash and cash equivalents for the past three years. Cash equivalents are considered liquid investments generally with an original maturity of three months or less:

	2022	2021*	2020
Cash flows provided by operating activities	$ 35,399,614	$ 43,272,104	$ 28,694,892
Cash flows used in noncapital financing activities	-	-	-
Cash flows used in capital and related financing activities	(1,478,031)	(33,494,668)	(56,468,753)
Cash flows provided by (used in) investing activities	12,601,719	(1,980,313)	16,491,422
Net increase (decrease) in cash and cash equivalents	46,523,302	7,797,123	(11,282,439)
Cash and cash equivalents			
Beginning of year	65,581,341	57,784,218	69,066,657
End of year	$ 112,104,643	$ 65,581,341	$ 57,784,218

*As revised. See Note 1 to the financial statements.

During fiscal 2022, the Authority expended approximately $43.7 million on capital projects and assets. The Authority completed several capital projects during fiscal 2022, including replacement of a rotary railcar dump system at the McDuffie Coal Terminal, repairs/renovations of reception areas at the Authority's headquarters, and trolley rail upgrades for cranes at Pinto Island. Projects to replace roofs and a bulkhead on the main docks were also completed. The Authority also purchased property in Montgomery, Alabama, for the inland container ICTF and property adjacent to other land held by the Authority in Mobile. Assets purchased included computer equipment, vehicles, maintenance, and shop equipment.

Progress made on projects during the year included the locomotive repowering project utilizing eco-friendly technology, initial steps for implementing Geographic Information system technology for the Authority, and commencement of Phase 4 of the Choctaw Point container terminal.

During fiscal 2021, the Authority expended approximately $43.2 million on capital projects and assets. The Authority completed a number of capital projects during fiscal 2021, including the automobile roll-on/roll-off facility, refitting a barge unloader at the McDuffie Coal Terminal, and additional expansion of the dredge-material containment sites. The Terminal Railway purchased equipment, including a number of rail switches, required by maintenance-of-way personnel to continue to keep the rails in good operating order, and had another locomotive repowered with diesel emission-reducing technology.

The Authority has constructed significant projects in the past three years with completed projects totaling approximately $151.3 million. The Authority currently has several active projects with estimated costs to complete of approximately $45.2 million. For detailed information on capital asset activity, see Note 5 to the financial statements.

Long-Term Debt Activities

During fiscal 2020, the Authority issued the $46,986,000 Docks Facilities Revenue Bond Series 2020 (Series 2020), at a fixed rate of 1.91% per annum, with interest payable on the first day of each month, commencing October 1, 2020. Annual principal payments are due beginning October 1, 2021, through maturity on October 1, 2040. The Authority used proceeds from Series 2020 to refund part of the Short-Term Docks Facilities Revenue Bond Series 2018 (Series 2018) and used $3,014,000 of investment funds remaining from Series 2018 proceeds to provide long-term funding to expand the container handling capacity of its operations at the Choctaw Point Container Terminal, including approximately 400' by 200' dock extension, and paving, drainage, and lighting for an addition of approximately 20 acres to the container storage area.

During fiscal 2017, the Authority issued the Docks Facilities Revenue Refunding Bonds Series 2017 for the purpose of refunding the outstanding Docks Facilities Revenue Bonds Series 2006A, Series 2006B, Series 2006D, and Series 2010. Additionally, the new bonds funded the cost of a surety bond in lieu of the required deposit to the debt service reserve fund, paid the premium for a policy of municipal bond insurance with respect to the insured Series 2017 Bonds, and provided for the issuance costs for the Series 2017 Bonds.

With respect to the Docks Facilities Revenue Refunding Bonds Series 2017, approximately $11.8 million and $9.1 million of principal related to this series is scheduled to be due in fiscal 2023 and 2024, respectively. Principal payments of approximately $2.0 million are scheduled to be due in both fiscal 2023 and 2024 for Docks Facilities Revenue Bond Series 2020. Of these scheduled payments, the Authority expects to pay these amounts from cash generated by operations, with the debt service reserve funds and surety bonds providing additional security. While not pledged to secure payment of the bonds, the Authority has first call on certain severance tax revenues of the State related to coal, oil, and gas.

For further discussion of the Authority's long-term debt, see Note 7 to the financial statements.

Cautionary Note Regarding Forward-Looking Statements

Certain information provided by the Authority, including written or oral statements made by its representatives, may contain forward-looking statements as defined in the Private Securities Litigation Reform Act of 1995. All statements, other than the statements of historical fact, which address future activities, events, or developments that the Authority expects or anticipates will or may occur, contain forward-looking information.

In reviewing such information, it should be kept in mind that actual results may differ materially from those projected or suggested in such forward-looking information. This forward-looking information is based upon various factors and is derived using various assumptions. The Authority does not update forward-looking information contained in this report or elsewhere to reflect actual results, changes in assumptions, or changes in other factors.

Requests for Information

This financial report is designed and intended to provide a general overview of the Authority's financial position and results of operations. Questions concerning any of the information provided in this report, or requests for additional financial information, may be addressed to the Chief Financial Officer, Alabama State Port Authority, P.O. Box 1588, Mobile, Alabama 36633.

ALABAMA STATE PORT AUTHORITY
STATEMENTS OF NET POSITION
SEPTEMBER 30, 2022 AND 2021

ASSETS

	2022	2021*
CURRENT ASSETS		
Cash and cash equivalents	$ 112,104,643	$ 65,581,341
Short-term investments, restricted	19,780,175	21,184,441
Trade accounts receivable, net of allowance for doubtful accounts of $298,752 and $823,912 as of September 30, 2022 and 2021, respectively	19,176,196	13,432,582
Capital grants receivable	2,066,654	6,127,437
Accrued interest receivable	926,945	858,887
Current portion of lease receivable	6,678,985	8,346,878
Inventories	3,830,532	3,597,725
Prepaid expenses and other assets	2,801,759	13,472,344
Total current assets	167,365,889	132,601,635
NONCURRENT ASSETS		
Lease receivable, net of current portion	194,305,919	225,335,264
Investments, restricted	7,279,700	10,695,982
Right-to-use lease assets, net	144,914	384,001
Capital assets, net	641,931,318	632,766,175
Net pension asset	-	1,279,874
Other assets, net	5,160,940	7,009,539
Total noncurrent assets	848,822,791	877,470,835
TOTAL ASSETS	$1,016,188,680	$1,010,072,470
DEFERRED OUTFLOWS OF RESOURCES		
Pension	$ 7,429,681	$ 3,319,777
Other postemployment benefits	10,230,228	9,180,716
Unamortized debt refunding	11,049,290	12,311,010
Total deferred outflows of resources	$ 28,709,199	$ 24,811,503

*As revised. See Note 1 to the financial statements.

ALABAMA STATE PORT AUTHORITY
STATEMENTS OF NET POSITION – CONTINUED
SEPTEMBER 30, 2022 AND 2021

LIABILITIES AND NET POSITION

	2022	2021*
CURRENT LIABILITIES		
Accounts and contracts payable	$ 12,779,570	$ 12,704,060
Accrued liabilities:		
Salaries and wages	2,917,298	2,962,826
Vacation and sick leave	2,963,847	2,786,434
Environmental liability	159,520	167,693
Current maturities of long-term debt	13,813,431	14,936,771
Accrued interest payable	5,967,046	6,247,776
Derivative liability	-	251,940
Current portion of lease liabilities	62,765	323,204
Other	1,452,333	1,279,024
Total current liabilities	40,115,810	41,659,728
NONCURRENT LIABILITIES		
Vacation and sick leave	1,975,898	1,857,622
Unearned revenues	9,992,618	227,128
Environmental liability	3,507,706	4,457,503
Unpaid claims	869,753	1,602,873
Net pension liability	21,345,801	21,451,914
Net other postemployment benefits liability	13,243,637	13,623,335
Lease liabilities, net of current portion	78,430	53,509
Long-term debt, net of premiums (net) and current maturities	294,205,714	308,849,451
Total noncurrent liabilities	345,219,557	352,123,335
TOTAL LIABILITIES	$ 385,335,367	$ 393,783,063
DEFERRED INFLOWS OF RESOURCES		
Pension	$ 3,655,569	$ 637,499
Leases	236,490,944	230,281,413
Other postemployment benefits	28,340,799	33,742,523
Total deferred inflows of resources	$ 268,487,312	$ 264,661,435
NET POSITION		
Net investment in capital assets	$ 344,088,343	$ 319,951,453
Restricted expendable:		
Debt service	27,059,875	31,198,328
Capital projects	-	682,096
Unrestricted	19,926,982	24,607,598
Total net position	$ 391,075,200	$ 376,439,475

*As revised. See Note 1 to the financial statements.

ALABAMA STATE PORT AUTHORITY
STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
FOR THE YEARS ENDED SEPTEMBER 30, 2022 AND 2021

	2022	2021*
OPERATING REVENUES		
McDuffie Coal Terminal	$ 70,081,202	$ 65,486,584
General Cargo/Intermodal	39,288,129	38,275,968
Terminal Railway	25,110,927	22,514,468
Real Estate	18,531,517	19,802,856
Marine Liquid Bulk Terminal	4,265,861	3,761,245
Other	7,235,524	6,074,366
Total operating revenues	164,513,160	155,915,487
OPERATING EXPENSES AND LOSSES		
Operation and maintenance of facilities	89,416,660	70,186,443
Depreciation and amortization	35,717,419	36,693,973
General and administrative	17,501,817	14,777,198
Total operating expenses and losses	142,635,896	121,657,614
OPERATING INCOME	21,877,264	34,257,873
NONOPERATING INCOME (EXPENSES)		
Investment income	171,171	52,402
Change in fair value of interest rate swap	251,940	171,445
Interest expense	(13,216,074)	(13,961,367)
Interest rate swap income (expense)	368	(423,113)
Non-capital port development contributions	15,550,000	16,500,000
Non-capital port development expense	(15,550,000)	(16,500,000)
(Loss) Gain on disposal of capital assets	(2,936,592)	693,370
Insurance recoveries	603,722	1,393,625
Other, net	722,309	(1,558,595)
Total nonoperating expenses	(14,403,156)	(13,632,233)
Income before capital grants and contributions	7,474,108	20,625,640
Capital grants and contributions	7,161,617	17,925,757
Increase in net position	14,635,725	38,551,397
NET POSITION		
Beginning of year, as restated	376,439,475	337,888,078
End of year	$ 391,075,200	$ 376,439,475

*As revised. See Note 1 to the financial statements.

ALABAMA STATE PORT AUTHORITY
STATEMENTS OF CASH FLOWS
FOR THE YEARS ENDED SEPTEMBER 30, 2022 AND 2021

	2022	2021*
CASH FLOWS FROM OPERATING ACTIVITIES		
Cash received from customers	$ 149,446,212	$ 139,407,075
Cash payments to suppliers for goods and services	(68,338,724)	(52,945,201)
Cash payments to employees for services	(45,707,874)	(43,189,770)
Net cash provided by operating activities	35,399,614	43,272,104
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Acquisition and construction of capital assets	(43,741,818)	(43,235,875)
Principal receipts on leases	51,871,065	8,640,875
Interest receipts on leases	6,056,470	5,544,896
Principal paid on bonds	(14,936,771)	(13,060,000)
Interest paid on bonds and swap	(12,942,859)	(13,670,366)
Principal paid on leases	(332,549)	(238,464)
Proceeds from capital grants	11,222,400	20,889,236
Other proceeds	722,309	241,405
Insurance proceeds	603,722	1,393,625
Net cash used in capital and related financing activities	(1,478,031)	(33,494,668)
CASH FLOWS FROM INVESTING ACTIVITIES		
Purchases of investments	(6,488,396)	(2,034,022)
Sale of investments	11,360,693	-
Interest received on investments	119,422	53,709
Return of collateral from interest rate swap	7,610,000	-
Net cash provided by (used in) investing activities	12,601,719	(1,980,313)
NET INCREASE IN CASH AND CASH EQUIVALENTS	46,523,302	7,797,123
CASH AND CASH EQUIVALENTS		
Beginning of year	65,581,341	57,784,218
End of year	$ 112,104,643	$ 65,581,341

*As revised. See Note 1 to the financial statements.

ALABAMA STATE PORT AUTHORITY
STATEMENTS OF CASH FLOWS – CONTINUED
FOR THE YEARS ENDED SEPTEMBER 30, 2022 AND 2021

	2022	2021*
RECONCILIATION OF OPERATING INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES		
Operating income	$ 21,877,264	$ 34,257,873
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation and amortization	35,717,419	36,693,973
Bad debt expense	97,085	220,001
Leasing activity:		
Lease income	(19,088,825)	(18,696,476)
Lease payments	332,549	238,464
Changes in assets and liabilities:		
Trade accounts receivable	(5,840,699)	2,082,773
Inventories	(232,807)	179,745
Prepaid expenses and other assets	3,052,085	3,564,126
Other assets, net	(3,113,193)	(11,082,272)
Net pension asset and deferred outflows	(2,830,030)	(2,157,583)
Net pension liability and deferred inflows	2,911,957	788,762
Other postemployment benefits liability and deferred inflows and outflows	(6,830,934)	(6,202,369)
Accounts and contracts payable	841,373	5,175,770
Accrued liabilities, unearned revenues, and other liabilities	8,506,370	(1,790,683)
Net cash provided by operating activities	$ 35,399,614	$ 43,272,104

*As revised. See Note 1 to the financial statements.

Noncash Items

Construction in progress additions of $2,578,555 and $3,342,418 were included in accounts and contracts payable as of September 30, 2022 and 2021, respectively.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Reporting Entity

The Alabama State Port Authority (Authority) is an agency of the State of Alabama (State) created to engage in promoting, developing, constructing, maintaining, and operating harbors, seaports, and riverports within the State.

The Authority operates a coal handling and storage facility, general cargo/intermodal facilities which include the Pinto Island Steel Terminal, a switching railway, and a liquid bulk terminal, primarily in Mobile, Alabama. The primary commodities handled and stored are wood, paper products, liquid chemicals, steel and other metals, and coal. The Authority also owns land and facilities that it leases to others.

The Governor of the State appoints eight members of the Board of Directors of the Authority (Board), subject to confirmation by the Alabama Senate. The Governor designates one of the confirmed members of the Board as the Board's Chairperson. In addition, one ex-officio member serves as the ninth member of the Board. The ex-officio member annually rotates between the Mayor of the City of Mobile and the President of the Mobile County Commission. The Board appoints the Director of the Authority. The Director is the chief executive officer responsible for managing the affairs of the Authority. The Alabama State Legislature has the authority to create and enact laws and statutes that govern the affairs of the Authority.

The Authority is not a legally separate entity from the State and, for financial reporting purposes, is considered to be part of the State. Additionally, the Authority is largely independent of the control of the State Comptroller, State Auditor, and State Treasurer, but lacks the corporate powers to make them legally separate and is, therefore, part of the primary government. The Authority is considered an agency of the primary government of the State and is presented as a business-type activity in the basic financial statements of the State. The financial statements of the Authority include all operations and activities of the Authority.

Cumulative Effect of Recently Implemented Pronouncement

The Governmental Accounting Standards Board (GASB) issued Statement No. 87, *Leases* (GASB 87), which is effective for reporting periods beginning after December 15, 2019 (subsequently extended 18 months by GASB No. 95). The Authority adopted this guidance during fiscal 2022 and retrospectively applied it to the financial statements and disclosures for fiscal 2021. GASB 87 requires recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of each contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under GASB 87, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources, thereby enhancing the relevance and consistency of information about governments' leasing activities. GASB 87 also expands lease disclosures related to the timing, significance, and purpose of a government's leasing arrangements.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES – CONTINUED

The effects of the changes from the implementation of GASB 87 on the Authority's financial statements as of September 30, 2021, and for the year then ended are as follows:

	Originally Stated	Adjustments	Revised
Condensed Statement of Net Position			
Current assets	$ 123,387,369	$ 9,214,266	$ 132,601,635
Noncurrent assets	651,751,571	225,719,264	877,470,835
Total assets	775,138,940	234,933,530	1,010,072,470
Deferred outflows of resources	24,811,503	-	24,811,503
Current liabilities	41,336,418	323,310	41,659,728
Noncurrent liabilities	352,069,826	53,509	352,123,335
Total liabilities	393,406,244	376,819	393,783,063
Deferred inflows of resources	34,380,022	230,281,413	264,661,435
Net position			
Net investment in capital assets	319,944,165	7,288	319,951,453
Restricted expendable	31,880,424	-	31,880,424
Unrestricted	20,339,588	4,268,010	24,607,598
Total net position	$ 372,164,177	$ 4,275,298	$ 376,439,475
Condensed Statement of Revenues, Expenses, and Changes in Net Position			
Operating revenues	$ 151,655,871	$ 4,259,616	$ 155,915,487
Operating expenses	121,677,526	(19,912)	121,657,614
Operating income	29,978,345	4,279,528	34,257,873
Net nonoperating expenses	(13,628,003)	(4,230)	(13,632,233)
Income before capital grants and contributions	16,350,342	4,275,298	20,625,640
Capital grants and contributions	17,925,757	-	17,925,757
Increase in net position	34,276,099	4,275,298	38,551,397
Net position, beginning of year	337,888,078	-	337,888,078
Net position, end of year	$ 372,164,177	$ 4,275,298	$ 376,439,475

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES – CONTINUED

Implementation of Accounting Standards

In October 2021, the GASB issued Statement No. 98, *Annual Comprehensive Financial Report*, which established the term Annual Comprehensive Financial Report and its acronym, ACFR, to be used in reporting for state and local governments. The Authority adopted this guidance during fiscal 2022. There was no impact to the Authority's financial position or results of operations as a result of the implementation.

Basis of Accounting

The financial statements of the Authority have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to government units. The GASB is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. For financial reporting purposes, the Authority is considered a special-purpose government engaged only in business-type activities as defined by GASB Statement No. 34, *Basic Financial Statements – and Management's Discussion and Analysis – for State and Local Governments*. Business-type activities are those that are financed in whole or in part by fees charged to external parties for goods or services. Accordingly, the financial statements of the Authority have been prepared in accordance with GAAP using the economic measurement focus and the accrual basis of accounting. Under the accrual basis, revenues are recognized when earned, and expenses are recorded when an obligation has been incurred.

Net Position

The Authority presents net position in the following three categories according to external restrictions or availability of assets for satisfaction of Authority obligations:

- **Net investment in capital assets:** Capital assets and right-to-use lease assets, net of accumulated depreciation and amortization and reduced by outstanding principal balances of debt attributable to the acquisition, construction, or improvement of those assets, and retainage payable on construction contracts. Deferred outflows of resources and deferred inflows of resources that are attributable to the acquisition, construction, or improvement of those assets, or the related debt are included in this component of net position.
- **Restricted:** The Authority classifies net position resulting from transactions with purpose restrictions as restricted net position until the specific resources are used for the required purpose or for as long as the provider requires the resources to remain intact.
  - **Nonexpendable** – Net position subject to externally imposed stipulations that they be maintained permanently by the Authority. There is no such net position as of September 30, 2022 or 2021.
  - **Expendable** – Net position whose use by the Authority is subject to externally imposed stipulations that can be fulfilled by actions of the Authority pursuant to those stipulations or that expire by the passage of time.
- **Unrestricted:** Net amount of assets, deferred outflows of resources, liabilities, and deferred inflows of resources that are not included in the determination of net investment in capital assets or the restricted component of net position. Unrestricted net position may be designated for specific purposes by action of management or the Board.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES – CONTINUED

Fair Value Application and Measurement

Fair value is applied to assets and liabilities that the Authority holds primarily for the purpose of income or profit and that have a present service capacity based solely on their ability to generate cash or to be sold to generate cash. The Authority categorizes its fair value measurements within the value hierarchy established by GAAP. The hierarchy is based upon valuation inputs used to measure the fair value of the respective asset or liability. Level 1 inputs include quoted prices in active markets for identical assets; Level 2 inputs include observable inputs other than quoted prices included in Level 1 inputs; Level 3 inputs include unobservable inputs.

Cash and Cash Equivalents

The Authority considers all liquid debt instruments (including restricted assets), with a maturity of three months or less when purchased, to be cash equivalents.

Investments

Investments are recorded at their fair value except for investments in debt securities with maturities of less than one year at the date of purchase, which are recorded at cost. Investment income, including unrealized and realized gains and losses on investments, is presented as nonoperating income (expenses) in the accompanying statements of revenues, expenses, and changes in net position. The Authority has a policy in place that outlines permitted investments that meet the requirements of the Authority. The primary objective of the investment program is to maximize the return on investments while minimizing potential risks associated with the investment. The investment terms are intended to be established in conjunction with funding requirements based upon cash flow projections.

Accounts Receivable

Accounts receivable arise in the ordinary course of business. The Authority recognizes an allowance for doubtful accounts based on historical experience, coupled with a review of the current status of existing receivables. This allowance is deducted from the accounts receivable balance to properly reflect the net realizable value. The Authority writes off accounts receivable when deemed uncollectible. Recoveries of receivables previously written off are recorded when received. Bad debt expense was $97,085 and $220,001 for the years ended September 30, 2022 and 2021, respectively, and is included in operating revenues.

Inventories

Inventories consist of maintenance materials and operating supplies and are stated at the lower of cost or market, determined on an average cost method.

Revenues and Expenses

Operating activities, as reported on the statements of revenues, expenses, and changes in net position, are defined as activities that generally result from exchange transactions, such as payments received for providing services and payments made for services or goods received. Nearly all of the Authority's revenues and expenses are from exchange transactions. Total operating revenues are reported net of discounts and allowances, including those related to uncollectible accounts. Grants for capital activities are not considered operating or nonoperating activities but are presented after nonoperating activities on the accompanying statements of revenues, expenses, and changes in net position.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES – CONTINUED

Revenues and Expenses – Continued
In fiscal 2022 and 2021, the Authority, designated as an Energy Port under the Water Resources Reform and Development Act of 2014, received funds totaling $4,950,000 in each year from the U.S. Army Corps of Engineers (USACE) for use in dredging and other approved activities. Amounts earned during the year are included in operating revenues on the statements of revenues, expenses, and changes in net position, and are not considered as federal expenditures for purposes of the Uniform Guidance. These resources are received from the Harbor Maintenance Tax Fund, which is funded through charges applied to the value of cargo being loaded or unloaded from a vessel, exclusive of export cargo, and is assessed on imported cargo, domestic cargo, and the transport of passengers moving through U.S. ports. The owner of the cargo is responsible for paying the tax.

Leases
As lessor, the Authority records a lease receivable at the commencement of the lease, which is measured at the present value of the minimum lease payments expected to be received during the remaining lease term. Payments are discounted using the interest rate implicit in the lease or, when the lease does not have an implicit rate, using the Authority's Incremental Borrowing Rate (IBR), which is estimated based on current borrowing rates for entities with bond ratings comparable to the Authority's bond rating. Minimum payments used for measuring the lease include fixed payments and variable payments that are fixed in substance, such as volume-based payments when the lease contains minimum volume commitments. Variable payments that depend on an index or a rate (such as the Consumer Price Index) are initially measured using the index or rate as of the commencement of the lease term. Variable payments based on future performance of the lessee or usage of the underlying asset (such as payments based on throughput in excess of minimum volume commitments or in the absence of minimum volume commitments) are recognized as inflows in the period to which those payments relate. Renewal options are included in measurement of the lease when it is reasonably certain that the options will be exercised. The Authority also records deferred inflows of resources at the commencement of the lease, which is recognized as lease revenue on a straight-line basis over the lease term.

As lessee, the Authority records a lease liability and a right-to-use lease asset at the commencement of the lease term. The lease liability is measured at the present value of the lease payments expected to be made during the lease term. The right-to-use lease asset is an intangible asset that represents the Authority's right to use the leased property during the lease term and is recorded at the initial measurement of the lease liability, adjusted for any lease payments made to the lessor, and any lease incentives received from the lessor, at or before commencement of the lease, and initial direct costs that are ancillary charges necessary to place the leased asset into service.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES – CONTINUED

Capital Assets

Capital assets constructed or acquired by purchase, and general infrastructure assets are stated at historical cost. The cost of additions includes direct labor and materials, and allocable general and administrative expenses. Certain assets have been financed under lease contracts and the amortization of such assets is charged to operations. Donated capital assets are stated at their acquisition value on the date donated. The Authority's capitalization threshold is a minimum of $500 and one-year life.

Ordinary maintenance, repairs, and minor renewals and betterments are expensed as incurred. Major renewals and betterments are treated as capital additions. Upon retirement of capital assets, the cost and related accumulated depreciation are eliminated from the accounts and any gain or loss is included in nonoperating income (expenses) in the accompanying statements of revenues, expenses, and changes in net position.

Depreciation is computed using the straight-line method over the estimated useful lives of assets, ranging from 5–40 years for wharves, piers, and containerized yards; 25–40 years for railroad tracks and crossings; 5–40 years for buildings and structures, and improvements other than buildings; 4–40 years for machinery and equipment; and 5–20 years for furniture and fixtures. Depreciation expense related to equipment originally acquired under capital leases is computed on a straight-line basis over the shorter of the useful life of the equipment or the lease term, as appropriate.

Costs incurred to acquire the perpetual right to use certain railroad tracks not owned by the Authority are amortized on a straight-line basis over a forty-year period.

Impairment of Long-Lived Assets

The recoverability of assets is reviewed when events or changes in circumstances occur that indicate that the carrying value of the asset may not be recoverable. The assessment of possible impairment is based on the ability to recover the carrying value of the asset from the future cash flows of the related asset. If the cash flows are less than the carrying value of such asset, an impairment loss is recognized for the difference between the estimated fair value and the carrying value. No such losses were incurred for the years ended September 30, 2022 and 2021.

Costs of Engineering Services and Dredging

Costs of engineering services incurred for the purpose of determining the feasibility of contemplated projects are recorded within construction work in progress. If a project is constructed, the costs are capitalized as part of the cost of the facility. If the plans for a project are abandoned, such costs are expensed in the period of abandonment. Costs associated with periodic dredging of waterways are recorded in construction work in progress, transferred to unamortized dredging costs at the time of completion, and amortized on a straight-line basis over periods of six months to ten years based on historical siltation rates. Such costs are included in other assets, net on the accompanying statements of net position. Dredging costs that are deemed annual maintenance costs with a future benefit period of less than one year are expensed in the period incurred.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES – CONTINUED

Deferred Outflows of Resources
Deferred outflows of resources include unamortized debt refunding, which is amortized as a component of interest expense over the shorter of the remaining life of the old debt or the life of the new debt; and deferred outflows related to pension and other postemployment benefits (OPEB), which are amortized as a component of pension and OPEB expense in future years. Deferred outflows related to pension and OPEB represent:

- Differences between expected and actual experience
- Changes in the proportionate share of the multiple-employer plans
- Differences between projected and actual earnings on pension and OPEB investments
- Changes in assumptions
- Amounts resulting from timing differences of contributions made subsequent to the measurement dates, but as of the date of the basic financial statements

Deferred Inflows of Resources
Deferred inflows related to pension and OPEB represent differences between expected and actual experience, changes in the proportionate share of the multiple-employer plans, differences between projected and actual earnings on pension and OPEB investments, and changes in assumptions. Deferred inflows related to leases represent amounts that will be recognized as lease revenue on a straight-line basis over the remaining term of the lease.

Discounts/Premiums on Long-Term Debt
Discounts/premiums on long-term debt are amortized as a component of interest expense over the term of the related debt obligations using the straight-line method, which approximates the effective interest method.

Vacation and Sick Leave
Employees earn vacation at rates of five to thirty-one days per year, depending on their length of employment, and may accumulate up to a maximum of 60 days, depending on their employee classification. Upon termination, employees are paid for any unused accumulated vacation. Employees earn sick leave at a rate of up to 13 days per year, depending on employee classification. Employees accumulate up to a maximum of 150 days of sick leave depending upon the employee classification. One-half of unused accumulated sick leave is paid to certain employees upon retirement. The vacation and sick leave liability, with terminal cash benefits payable, is accrued at its accumulated value. The liability for compensated absences increased in fiscal 2022 by approximately $296,000 and decreased in fiscal 2021 by approximately $812,000.

	Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year
Accrued sick leave	$ 839,335	$ 94,001	$ 86,755	$ 846,581	$ 507,949
Accrued vacation leave	3,804,721	830,420	541,977	4,093,164	2,455,898
	$ 4,644,056	$ 924,421	$ 628,732	$4,939,745	$2,963,847

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES – CONTINUED

Unearned Revenues
Unearned revenues represent payments received in advance for services or non-exchange contributions, with revenues recognized as earned over the term of the related agreement.

Risk Management
The Authority is exposed to various risks of loss relating to tort litigation; theft of, damage to, and destruction of property; errors and omissions; and natural disasters. The Authority carries either commercial insurance, or coverage provided through The State Insurance Fund of Alabama (a self-insurance fund coupled with excess commercial coverage). The State Insurance Fund of Alabama has a coverage deductible of $5,000. The commercial inland marine coverage for equipment has a deductible ranging from $500,000 to $1,750,000 for any one occurrence and depends upon the classification of the asset and the type of risk coverage applicable.

The Authority is also exposed to the risk of loss resulting from general, professional, fiduciary, law enforcement, and cyber liability for which it carries commercial insurance having deductibles ranging from $- to $250,000. The Authority is self-insured to the extent of the amounts deductible from loss coverage amounts. The Authority also provides for losses in excess of its primary coverages for general liability, general employer liability, maritime employer liability, and auto liability by carrying excess/umbrella liability insurance coverage up to $100 million.

The Authority is partially self-insured with respect to workers' compensation claims. Each claim for a loss in excess of the established self-insured retention of $750,000 or $1,000,000, depending on the classification code of the affected employee, is covered up to the $25 million policy limit. An accrual for uninsured claims due within one year is included in other accrued liabilities, and the long-term portion is shown as unpaid claims in the accompanying statements of net position. Claims that have been incurred but have not been reported, as well as a case development factor for known claims, have been accrued as unpaid claims. During fiscal 2022, fiscal 2021, and fiscal 2020, the Authority had no settlements that exceeded insurance coverage limits.

The Authority enters into contractual obligations in the ordinary course of business, including management agreements, purchase agreements, and leases for premises and equipment. Management does not anticipate that the ultimate liability arising, if any, related to these obligations will have a material adverse effect on the Authority's financial statements.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES – CONTINUED

Concentration of Credit Risk
The Authority provides services and facilities usage for companies located throughout the world. The Authority periodically performs credit evaluations of its customers, and generally operates under international laws, which may provide for a maritime lien on vessels in the event of default on credit terms, along with domestic laws which allow warehousemen's liens on cargo in these situations. The Authority maintains reserves for potential credit losses.

Revenues from the Authority's top ten customers for the years ended September 30, 2022 and 2021, were approximately 61% and 66% of total operating revenues, respectively.

Use of Estimates
In preparing financial statements in conformity with accounting principles generally accepted in the United States of America, management is required to make estimates and assumptions that affect the reported amounts of assets, deferred outflows, liabilities, deferred inflows, and the disclosure of contingencies at the date of the financial statements, and revenues and expenses during the reporting period. Actual results could differ from those estimates.

The estimates susceptible to significant changes include those used in determining the allowance for doubtful accounts, reserves for workers' compensation claims and litigation claims, pension and OPEB obligations, and the liability for environmental remediation. Although some variability is inherent in these estimates, management believes that the amounts provided are adequate and reasonable.

2. CASH, CASH EQUIVALENTS, AND INVESTMENTS

The Authority maintains sweep accounts with financial institutions in which the account balances are held in short-term investments/repurchase agreements on a nightly basis and returned to the accounts the following business day. Repurchase agreements of approximately $891,000 and $895,000 are included in cash and cash equivalents as of September 30, 2022 and 2021, respectively.

The Board approves, by resolution, all banks or other financial institutions utilized as depositories for Authority funds. Prior to approval, each proposed depository must provide evidence of its designation by the Alabama State Treasurer as a qualified public depository (QPD) under the Security of Alabama Funds Enhancement Act (SAFE). From time to time, the Board may request that the depository provide evidence of its continuing designation as a QPD. Under the mandatory SAFE program, each QPD is required to hold collateral for all of its public depositories on a pooled basis in a custody account established for the State Treasurer as SAFE administrator. In the unlikely event a public entity should suffer a deposit loss due to QPD insolvency or default, a claim form would be filed with the State Treasurer who would use the SAFE pool collateral or other means to reimburse the loss. Given the nature of the State requirement, deposits held in QPD institutions are not subject to categorization by use.

2. CASH, CASH EQUIVALENTS, AND INVESTMENTS – CONTINUED

As of September 30, 2022 and 2021, $111,213,345 and $64,686,578, respectively, of cash and cash equivalents represents deposits qualified under the SAFE program. All remaining cash and cash equivalents are amounts that are insured or registered, or securities held by the Authority or its agent in the Authority's name.

Deposits can be exposed to various risk factors including custodial credit risk and foreign currency risk. Deposits can be exposed to custodial credit risk if they are not covered by depository insurance and the deposits are: a) uncollateralized, b) collateralized with securities held by the pledging financial institution or c) collateralized with securities held by the pledging financial institution's trust department but not in the depositor-government's name. Given that a majority of the Authority's cash deposits qualify under the SAFE program, the Authority's exposure to custodial credit risk is minimal. Since the Authority does not have any deposits impacted by foreign currencies, there is no associated foreign currency risk.

Investments
The Authority's investment policy permits investments in:

- U.S. Government and Agency securities
- Certificates of deposit
- Money market accounts
- Mutual funds
- Repurchase agreements

The value of the Authority's investments can be exposed to credit risk, interest rate risk, foreign currency risk, and custodial credit risk. The Authority has taken the following steps to mitigate these risks:

- Custodial risk is mitigated as investments are insured and held by the Authority or the Authority's agent in the Authority's name.
- Concentration risk is mitigated as the Authority's investments are in money market funds.
- Interest rate risk is mitigated since the Authority has no fixed income securities other than repurchase agreements collateralized in the Authority's name.
- Foreign currency risk is nonexistent as no investments are held in foreign currencies.

As of September 30, 2022 and 2021, investments of $27,059,875 and $31,880,423, respectively, were held in money market funds with no maturity dates. As the investments are held in money market funds, there are no unrealized gains or losses associated with these investments.

Investments are restricted as to use for debt service obligations and for use in capital projects. Investments restricted for debt service were $27,059,875 and $31,198,328 as of September 30, 2022 and 2021, respectively. Investments restricted for capital projects were $- and $682,096 as of September 30, 2022 and 2021, respectively.

3. FAIR VALUE MEASUREMENTS

The Authority follows the guidance in GASB Statement No. 72, *Fair Value Measurement and Application*, as it relates to fair value measurements and disclosures. This guidance provides a framework for measuring fair value and a hierarchy that prioritizes the inputs to valuation techniques used to measure fair value. The hierarchy gives the highest priority to unadjusted quoted prices in active markets for identical assets or liabilities (Level 1 measurements) and the lowest priority to unobservable inputs (Level 3 measurements). The three levels of the fair value hierarchy are described below:

Level 1: Inputs to the valuation methodology are unadjusted quoted prices for identical assets or liabilities in active markets that the Authority has the ability to access.

Level 2: Inputs to the valuation methodology include directly or indirectly observable inputs other than Level 1 prices, such as quoted prices for similar assets or liabilities in active markets; quoted prices for identical or similar assets or liabilities in markets that are not active; inputs other than quoted prices that are observable for the asset or liability (for example, interest rates and yield curves observable at commonly quoted intervals, volatilities, loss severities, credit risks, and default rates); or inputs that are derived principally from or corroborated by observable market data by correlation or other means.

Level 3: Inputs to the valuation methodology are unobservable, supported by little or no market activity, and are significant to the fair value of the assets or liabilities.

The fair value measurement level within the fair value hierarchy is based on the lowest level of any input that is significant to the fair value measurement. Valuation techniques used need to maximize the use of observable inputs and minimize the use of unobservable inputs.

3. FAIR VALUE MEASUREMENTS – CONTINUED

Items Measured at Fair Value on a Recurring Basis
As of September 30, 2022 and 2021, the Authority had the following assets and liabilities measured at fair value on a recurring basis:

	As of September 30, 2022		
	Fair Value	Level 1	Level 2
Assets:			
Investments	$ 27,059,875	$ 27,059,875	$ -
	As of September 30, 2021		
	Fair Value	Level 1	Level 2
Assets:			
Investments	$ 31,880,423	$ 31,880,423	$ -
Liabilities:			
Derivative liability	$ 251,940	$ -	$ 251,940

Items Measured at Fair Value on a Nonrecurring Basis
Certain assets are measured at fair value on a nonrecurring basis. These adjustments to fair value usually result from write-downs of individual assets due to impairment. There were no assets measured at fair value on a nonrecurring basis as of September 30, 2022 and 2021.

4. LEASES

The Authority has entered into various leasing agreements as the lessor for the use of land and buildings for initial terms ranging from one to thirty years. The agreements generally contain options for the lessee to extend the term for additional periods ranging from one to ten years, which are included in the measurement of the lease receivable when it is reasonably certain that the options will be exercised. Payment terms in the agreements include fixed revenue components, variable revenue based on the Consumer Price Index (CPI), and/or revenues dependent on the lessee's throughput volumes. Variable lease revenue not included in the measurement of the lease receivable totaled $7,619,137 and $6,450,584 for fiscal 2022 and fiscal 2021, respectively. Some agreements contain minimum volume commitments that are considered fixed in substance and are therefore included in the measurement of the lease receivable.

The majority of the lease receivable is comprised of concessionaire agreements that are protected by confidentiality agreements. Under the concessionaire agreements, lessees operate facilities on the Authority's property for lease terms longer than those of other lease arrangements, and payment terms include clauses related to the lessee's annual throughput volumes. The other lease arrangements represent relatively shorter lease terms with fixed or variable revenue components.

4. LEASES – CONTINUED

Lease receivables and related revenues are summarized as follows for fiscal 2022:

	Lease Receivable	Lease Revenue	Lease Interest Revenue
Concessionaire agreements	$ 185,346,171	$ 19,950,261	$ 5,713,577
Other lease agreements	15,638,733	2,733,497	410,952
	$ 200,984,904	$ 22,683,758	$ 6,124,529

Lease receivables and related revenues are summarized as follows for fiscal 2021 (as revised):

	Lease Receivable	Lease Revenue	Lease Interest Revenue
Concessionaire agreements	$ 217,969,411	$ 18,893,656	$ 5,983,143
Other lease agreements	15,712,731	1,742,700	420,640
	$ 233,682,142	$ 20,636,356	$ 6,403,783

Minimum future lease receipts are as follows:

	Principal Receipts	Interest Receipts	Total Receipts
2023	$ 6,678,985	$ 6,384,526	$ 13,063,511
2024	5,715,462	5,980,712	11,696,174
2025	5,527,051	5,751,335	11,278,386
2026	5,716,676	5,611,549	11,328,225
2027	6,098,185	5,479,765	11,577,950
2028-2032	29,109,360	24,832,201	53,941,561
2033-2037	24,291,837	20,930,170	45,222,007
2038-2042	28,540,620	16,779,741	45,320,361
2043-2047	24,570,328	12,363,144	36,933,472
2048-2052	28,686,019	8,131,878	36,817,897
2053-2057	28,181,904	3,535,726	31,717,630
2058-2059	7,868,477	164,284	8,032,761
	$ 200,984,904	$ 115,945,031	$ 316,929,935

4. LEASES – CONTINUED

The Authority is a lessee for noncancellable leases of warehouse space and equipment with lease terms ranging from one to five years. As of September 30, 2022 and 2021, the Authority recognized a lease liability of $141,196 and $376,713 respectively. For fiscal 2022, the Authority reported lease expense of $411,366 and interest expense of $3,080 related to lease payments made. For fiscal 2021, Authority reported lease expense of $320,987 and interest expense of $4,230 related to lease payments made.

Right-to-use lease assets and related activity for the year ended September 30, 2022, is as follows:

	Beginning Balance	Additions	Disposals	Ending Balance
Leased building and equipment	$ 615,178	$ 97,030	$ (432,153)	$ 280,055
Less accumulated amortization	(231,177)	(336,117)	432,153	(135,141)
Right-to-use assets, net	$ 384,001	$ (239,087)	$ -	$ 144,914

Right-to-use lease assets and related activity for the year ended September 30, 2021, is as follows:

	Beginning Balance	Additions	Disposals	Ending Balance
Leased building and equipment	$ 432,154	$ 183,024	$ -	$ 615,178
Less accumulated amortization	-	(231,177)	-	(231,177)
Right-to-use assets, net	$ 432,154	$ (48,153)	$ -	$ 384,001

Minimum future lease expenditures are as follows:

	Principal Payments	Interest Payments	Total Payments
2023	$ 62,765	$ 2,135	$ 64,900
2024	28,484	1,561	30,045
2025	19,600	1,040	20,640
2026	20,103	537	20,640
2027	10,244	76	10,320
	$ 141,196	$ 5,349	$ 146,545

5. CAPITAL ASSETS

The following table is a summary of the activity of various components of capital assets for the year ended September 30, 2022:

	Beginning Balance	Additions	Retirements/ Transfers	Ending Balance
Capital assets not being depreciated:				
Land in use	$ 35,098,032	$ 3,354,546	$ -	$ 38,452,578
Land for future development	41,675,314	-	-	41,675,314
Intangible asset, easement	10,000	-	-	10,000
Construction work in progress *	24,378,591	66,752,415	(65,198,400)	25,932,606
Total capital assets not being depreciated	**101,161,937**	**70,106,961**	**(65,198,400)**	**106,070,498**
Capital assets being depreciated:				
Wharves, piers, and containerized yards	291,049,006	7,221,100	-	298,270,106
Railroad tracks and crossings	64,268,352	579,809	-	64,848,161
Railroad track usage rights	3,266,015	-	-	3,266,015
Buildings and structures	116,236,658	5,262,918	184,483	121,684,059
Improvements other than buildings	291,819,847	657,670	-	292,477,517
Machinery and equipment	373,323,431	23,351,185	(8,509,909)	388,164,707
Furniture and fixtures	29,270,873	831,701	(48,927)	30,053,647
Total capital assets being depreciated	**1,169,234,182**	**37,904,383**	**(8,374,353)**	**1,198,764,212**
Less accumulated depreciation:				
Wharves, piers, and containerized yards	136,226,495	6,845,871	-	143,072,366
Railroad tracks and crossings	35,639,554	1,871,318	-	37,510,872
Railroad track usage rights	3,260,565	370	-	3,260,935
Buildings and structures	83,390,848	2,155,837	-	85,546,685
Improvements other than buildings	126,426,537	9,238,695	-	135,665,232
Machinery and equipment	230,622,013	9,477,243	(5,350,144)	234,749,112
Furniture and fixtures	22,063,932	1,083,185	(48,927)	23,098,190
Total accumulated depreciation	**637,629,944**	**30,672,519**	**(5,399,071)**	**662,903,392**
Total capital assets being depreciated, net	**531,604,238**	**7,231,864**	**(2,975,282)**	**535,860,820**
Capital assets, net	**$ 632,766,175**	**$ 77,338,825**	**$ (68,173,682)**	**$ 641,931,318**

*For fiscal 2022, retirements/transfers of $65,198,400 from construction work in progress includes $37,904,383 of assets capitalized and placed in service, with the remaining amounts transferred to unamortized dredging costs or expensed.

5. CAPITAL ASSETS – CONTINUED

The following table is a summary of the activity of various components of capital assets for the year ended September 30, 2021:

	Beginning Balance	Additions	Retirements/ Transfers	Ending Balance
Capital assets not being depreciated:				
Land in use	$ 35,098,032	$ -	$ -	$ 35,098,032
Land for future development	41,675,314	-	-	41,675,314
Intangible asset, easement	10,000	-	-	10,000
Construction work in progress *	39,807,992	63,117,033	(78,546,434)	24,378,591
Total capital assets not being depreciated	**116,591,338**	**63,117,033**	**(78,546,434)**	**101,161,937**
Capital assets being depreciated:				
Wharves, piers, and containerized yards	284,414,661	6,634,345	-	291,049,006
Railroad tracks and crossings	61,677,957	2,590,395	-	64,268,352
Railroad track usage rights	3,266,015	-	-	3,266,015
Buildings and structures	116,018,384	33,791	184,483	116,236,658
Improvements other than buildings	252,364,550	39,455,297	-	291,819,847
Machinery and equipment	365,864,808	7,265,810	192,813	373,323,431
Furniture and fixtures	28,912,754	678,704	(320,585)	29,270,873
Total capital assets being depreciated	**1,112,519,129**	**56,658,342**	**56,711**	**1,169,234,182**
Less accumulated depreciation:				
Wharves, piers, and containerized yards	129,123,157	7,103,338	-	136,226,495
Railroad tracks and crossings	33,823,694	1,815,860	-	35,639,554
Railroad track usage rights	3,260,195	370	-	3,260,565
Buildings and structures	81,245,351	2,150,823	(5,326)	83,390,848
Improvements other than buildings	118,462,516	7,964,021	-	126,426,537
Machinery and equipment	220,968,410	9,816,251	(162,648)	230,622,013
Furniture and fixtures	20,801,754	1,611,183	(349,005)	22,063,932
Total accumulated depreciation	**607,685,077**	**30,461,846**	**(516,979)**	**637,629,944**
Total capital assets being depreciated, net	**504,834,052**	**26,196,496**	**573,690**	**531,604,238**
Capital assets, net	**$ 621,425,390**	**$ 89,313,529**	**$ (77,972,744)**	**$ 632,766,175**

*For fiscal 2021, retirements/transfers of $78,546,434 from construction work in progress, includes $56,658,342 of assets that were capitalized and placed in service, with the remaining amounts transferred to unamortized dredging costs or expensed.

5. CAPITAL ASSETS – CONTINUED

Construction work in progress comprises construction and development costs during the construction period and is valued at cost. Depreciation is not recorded until construction is substantially complete and the assets are ready for productive use. Transfers out of construction work in progress that are not capitalized are reclassified to unamortized dredging costs or to expense accounts, allowing for retirements and transfers from this category to be incrementally greater than additions to capital assets.

As of September 30, 2022, construction work in progress includes:

- $5.1 million for transport and installation of a stacker reclaimer at the McDuffie Coal Terminal
- $5.1 million for projects jointly undertaken with the USACE at Gaillard Island, within and surrounding Mobile Harbor
- $2.6 million associated with the Phase 4 Expansion at the Choctaw Point Container Terminal
- $2.6 million for upgrading existing equipment at the terminals
- $2.0 million related to upgrades to piers, wharves, and bulkheads
- $1.8 million related to dredging projects
- $1.6 million related to upgrading existing Terminal Railway equipment
- $1.3 million related to drainage upgrades at the McDuffie Coal Terminal
- $1.2 million associated with various building upgrades
- $0.7 million related to the construction of the Montgomery, Alabama, Inland Intermodal Container Transfer Facility
- $0.7 million related to expenditures associated with land development
- $0.7 million associated with environmental activities
- $0.5 million related to information technology upgrades

Estimated future commitments for capital expenditures related to construction work in progress for active projects as of September 30, 2022, is approximately $59.1 million. Funds from cash, operating revenues, grants, and partnerships will satisfy these commitments.

Depreciation expense for the years ended September 30, 2022 and 2021, was approximately $30,877,000 and $30,462,000, respectively. An intangible asset, railroad track usage rights, net is also included in capital assets and is fully amortized as of September 30, 2022 and 2021.

6. OTHER ASSETS, NET

The following is a summary of other assets, net as of September 30, 2022 and 2021:

	2022	2021
Unamortized dredging costs	$ 3,292,839	$ 5,019,190
Prepaid bond insurance	1,868,101	1,990,349
Other assets, net	$ 5,160,940	$ 7,009,539

6. OTHER ASSETS, NET – CONTINUED

Amortization expense related to dredging costs for the years ended September 30, 2022 and 2021, was approximately $4,840,000 and $6,001,000, respectively. Amortization expense related to bond insurance premiums was approximately $122,000 for both years ended September 30, 2022 and 2021, and is included in interest expense on the statements of revenues, expenses, and changes in net position.

7. LONG-TERM DEBT

The following table provides a summary of the long-term debt for the year ended September 30, 2022:

	Beginning Balance	Issuances	Payments/ Refundings	Ending Balance	Due Within One Year
Bonds payable from direct borrowings:					
Docks Facilities Revenue Refunding Bond Series 2008A, originally issued for $61,300,000, variable rate (indexed to LIBOR)	$ 8,040,000	$ -	$ 8,040,000	$ -	$ -
Docks Facilities Revenue Bond Series 2020, originally issued for $46,986,000, 1.91% due annually through fiscal 2041	46,986,000	-	1,951,771	45,034,229	1,988,431
Bonds payable:					
Docks Facilities Revenue Refunding Bonds Series 2017A, originally issued for $123,770,000, 5.00% due periodically through fiscal 2036	121,995,000	-	-	121,995,000	-
Docks Facilities Revenue Refunding Bonds Series 2017C, originally issued for $6,130,000, 5.00% due October 1, 2036	6,130,000	-	-	6,130,000	-
Docks Facilities Revenue Refunding Bonds Series 2017D, originally issued for $132,990,000, 1.35% to 4.72% due annually through fiscal 2041	128,975,000	-	4,945,000	124,030,000	11,825,000
	312,126,000	$ -	$ 14,936,771	297,189,229	$ 13,813,431
Plus: Unamortized premium, net	11,660,222			10,829,916	
Less: Current maturities	(14,936,771)			(13,813,431)	
Long-term debt, net	$ 308,849,451			$ 294,205,714	

7. LONG-TERM DEBT – CONTINUED

The following table provides a summary of the long-term debt for the year ended September 30, 2021:

	Beginning Balance	Issuances	Payments/ Refundings	Ending Balance	Due Within One Year
Bonds payable from direct borrowings:					
Docks Facilities Revenue Refunding Bond Series 2008A, originally issued for $61,300,000, variable rate (indexed to LIBOR) due annually through fiscal 2022	$ 15,700,000	$ -	$ 7,660,000	$ 8,040,000	$ 8,040,000
Docks Facilities Revenue Bond Series 2020, originially issued for $46,986,000, 1.91% due annually through fiscal 2041	46,986,000	-	-	46,986,000	1,951,771
Bonds payable:					
Docks Facilities Revenue Refunding Bonds Series 2017A, originally issued for $123,770,000, 5.00% due periodically through fiscal 2036	121,995,000	-	-	121,995,000	-
Docks Facilities Revenue Refunding Bonds Series 2017B, originally issued for $12,100,000, 5.00% due annually October 1, 2018, through fiscal 2021	4,280,000	-	4,280,000	-	-
Docks Facilities Revenue Refunding Bonds Series 2017C, originally issued for $6,130,000, 5.00% due October 1, 2036	6,130,000	-	-	6,130,000	-
Docks Facilities Revenue Refunding Bonds Series 2017D, originally issued for $132,990,000, 1.35% to 4.72% due annually through fiscal 2041	130,095,000	-	1,120,000	128,975,000	4,945,000
	325,186,000	$ -	$ 13,060,000	312,126,000	$ 14,936,771
Plus: Unamortized premium, net	12,490,527			11,660,222	
Less: Current maturities	(13,060,000)			(14,936,771)	
Long-term debt, net	$ 324,616,527			$ 308,849,451	

7. LONG-TERM DEBT – CONTINUED

All gross revenues of the Authority collateralize the outstanding balances of the Docks Facilities Revenue Refunding Bonds Series 2008A (Series 2008A), Docks Facilities Revenue Refunding Bonds Series 2017 A-D (Series 2017), and the Docks Facilities Revenue Bond Series 2020 (Series 2020). Gross revenues are generated from services provided, including all special handling and processing charges, tariffs, surcharges, and for the use of docks facilities, and other fees and payments made under any lease. Docks facilities are defined as docks and all types of related facilities, including elevators, compressors, conveyors, warehouses, water and rail terminals, coal handling and storage facilities, steel handling facilities, grain elevator facilities, wharves, piles, quays, loading and unloading facilities, and other related structures, facilities, equipment, property, and property improvements owned or under the management of the Authority.

On August 26, 2020, the Authority issued a $46,986,000 Docks Facilities Revenue Bond Series 2020 (Series 2020), at a fixed rate of 1.91% per annum, with interest payable on the first day of each month. Annual principal payments are due through maturity on October 1, 2040. Proceeds from Series 2020 were used to provide long term funding to expand the container handling capacity of its operations at the Choctaw Point Container Terminal, including an approximately 400' by 200' dock extension, and paving, drainage, and lighting for an addition of approximately 20 acres to the container storage area. Series 2020 was issued as a fully amortized, 20-year tenor bond with level annual debt service of $2,848,585.

The Docks Facilities Revenue Refunding Bond Series 2017 and Series 2020 require the Authority to adhere to several general and restrictive financial covenants. The financial covenants in the agreements require the Authority to meet minimum debt service coverage ratios with the most restrictive being a ratio of 100% coverage of revenues and investment income to operating expenses and annual debt service (as defined). The Authority is in compliance with all debt covenants as of September 30, 2022.

Amortization of deferred outflows of resources resulting from debt refunding and unamortized premiums on long-term debt was $431,414 and $931,239 for the years ended September 30, 2022 and 2021, respectively, and is included in interest expense in the statements of revenue, expense, and changes in net position.

7. LONG-TERM DEBT – CONTINUED

The Series 2020 Bond results from a direct borrowing. Future minimum maturities on the bond payable from a direct borrowing as of September 30, 2022, are as follows:

	Principal	Interest	Total
2023	$ 1,988,431	$ 825,296	$ 2,813,727
2024	2,026,410	787,367	2,813,777
2025	2,064,575	746,590	2,811,165
2026	2,105,061	707,135	2,812,196
2027	2,144,755	666,232	2,810,987
2028-2032	11,354,082	2,690,212	14,044,294
2033-2037	12,480,439	1,543,153	14,023,592
2038-2041	10,870,477	333,446	11,203,923
	$ 45,034,230	$ 8,299,431	$ 53,333,661

Future minimum maturities on bonds payable as of September 30, 2022, are as follows:

	Principal	Interest	Total
2023	$ 11,825,000	$ 11,622,581	$ 23,447,581
2024	9,140,000	11,246,188	20,386,188
2025	9,565,000	10,820,329	20,385,329
2026	10,015,000	10,369,699	20,384,699
2027	10,495,000	9,892,759	20,387,759
2028-2032	56,955,000	41,722,623	98,677,623
2033-2037	69,130,000	25,849,987	94,979,987
2038-2041	75,030,000	6,884,440	81,914,440
	$ 252,155,000	$ 128,408,606	$ 380,563,606

8. RESTRICTED EXPENDABLE NET POSITION

Restricted expendable net position, which represents cash and investments held by trustees under various bond and interest rate swap agreements, consists of the following as of September 30, 2022 and 2021:

	2022	2021
Debt service:		
Docks Facilities Renewal and Replacement Fund	$ 7,241,364	$ 6,692,984
Docks Facilities Revenue Bonds, Series 2017A Debt Service Fund	3,054,907	3,049,931
Docks Facilities Revenue Bonds, Series 2017C Debt Service Fund	153,276	153,253
Docks Facilities Revenue Bonds, Series 2017D Debt Service Fund	14,543,466	7,701,540
Interest Rate Swap, Debt Service Fund	-	214,393
Docks Facilities Revenue Refunding Bond, Series 2008A Debt Service Fund	-	8,047,086
Docks Facilities Revenue Refunding Bond, Series 2008A Reserve Fund	-	3,313,607
Docks Facilities Revenue Bond, Series 2020 Debt Service Fund	2,066,862	2,025,534
Capital projects:		
Short-Term Docks Facilities Revenue Bond, Series 2018 Construction Fund	-	682,096
Total restricted expendable	$ 27,059,875	$ 31,880,424

9. RETIREMENT PLANS

The Authority contributes to five retirement plans, four of which cover substantially all its employees:

Alabama State Port Authority Hourly Paid Workers Defined Contribution Plan (Hourly DC Plan), Employees' Retirement System of Alabama (ERS), Hourly Paid Alabama State Port Authority Workers Retirement Plan (Hourly DB Plan), and Terminal Railway Alabama State Port Authority Workers Supplemental Retirement Plan (Railway Plan). The plans had the following balances as of and for the years ended September 30:

2022	ERS	Hourly DB Plan	Railway Plan	Total
Pension assets	$ 37,013,935	$ 19,124,065	$ 1,208,704	**$ 57,346,704**
Pension liabilities	54,942,624	21,944,917	1,804,964	**78,692,505**
Net pension liability	**$ 17,928,689**	**$ 2,820,852**	**$ 596,260**	**$ 21,345,801**
Deferred outflows	$ 3,507,594	$ 3,578,049	$ 344,038	**$ 7,429,681**
Deferred inflows	$ 3,513,948	$ -	$ 141,621	**$ 3,655,569**
Pension (benefit) expense	$ 1,227,018	$ 1,909,549	$ 90,267	**$ 3,226,834**

2021	ERS	Hourly DB Plan	Railway Plan	Total
Pension assets	$ 33,795,980	$ 21,723,794	$ 1,373,015	**$ 56,892,789**
Pension liabilities	54,841,510	20,443,920	1,779,399	**77,064,829**
Net pension liability	**$ 21,045,530**	**$ -**	**$ 406,384**	**$ 21,451,914**
Net pension asset	**$ -**	**$ (1,279,874)**	**$ -**	**$ (1,279,874)**
Deferred outflows	$ 3,157,735	$ 83,231	$ 78,811	**$ 3,319,777**
Deferred inflows	$ 285,826	$ 242,070	$ 109,603	**$ 637,499**
Pension expense	$ 1,375,218	$ 278,208	$ 44,635	**$ 1,698,061**

Alabama State Port Authority Hourly Paid Workers Defined Contribution Plan (Hourly DC Plan)

Plan Description

Hourly paid workers of the Authority participate in a defined contribution plan that requires all hourly employees, other than employees of the Terminal Railway, to contribute a minimum of 2% of wages toward their retirement. Vesting in the employer's portion of the defined contribution plan is five years. Employees enrolled solely in the defined contribution plan, and those that have frozen their participation in the Hourly DB Plan, receive a basic employer contribution of 6% of wages, and a 50% match on the first 6% of employee contributions. Employees that remain in the Hourly DB Plan as their primary retirement vehicle do not receive a basic employer contribution to the Hourly DC Plan, however they do receive a match of 25% on the first 6% of employee contributions and continue to accrue the benefits of the Hourly DB Plan. Newly hired employees are automatically enrolled in the Hourly DC Plan as their sole Authority-provided retirement plan. The Authority's contributions to the Hourly DC Plan for the years ended September 30, 2022 and 2021, were approximately $1,144,000 and $1,041,000, respectively.

9. RETIREMENT PLANS – CONTINUED

Employees' Retirement System of Alabama (ERS)

Plan Description
Salaried employees of the Authority subject to the classified system of the State participate in the Employees' Retirement System of Alabama (ERS), a tiered, agent multiple-employer, public employee defined benefit retirement plan. The ERS was established as of October 1, 1945, under the provisions of Act 515 of the State Legislature of 1945. The Authority's participation in the ERS is a cost-sharing arrangement with no separate actuarial information available for the Authority alone. The ERS is a component unit of the State for financial reporting purposes. Detailed information about the pension plan's fiduciary net position is available in the separately issued ERS financial report available at www.rsa-al.gov.

Summary of Significant Accounting Policies
For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, pension expense, information about the fiduciary net position of the ERS, and additions to/deductions from ERS's fiduciary net position have been determined on the same basis as they are reported by ERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the terms of the plan. Investments are reported at fair value.

Benefits Provided
The ERS provides retirement allowances and other specified benefits for state employees, state police, and employees of cities, counties, towns, and quasi-public organizations on an elective basis. The Board of Control is responsible for the general administration and operation of the ERS. The ERS provides retirement benefits as well as death and disability benefits as established by State Law. The retirement benefit provisions are established by Title 36, Chapter 27 of Alabama State Law and must be amended by statute. Benefits for ERS members vest after ten years of credited service.

Effective October 1, 2012, the Alabama Legislature changed the structure to a tiered plan. State employees hired before January 1, 2013, are classified as ERS Tier 1 members. These employees are eligible to retire after 25 years of creditable service regardless of age, or at age 60 with 10 years of creditable service. State employees hired after January 1, 2013, who do not have prior service are classified as ERS Tier 2 members. These employees may retire at age 62 with at least 10 years of creditable service. State employees who retire are entitled to an annual retirement benefit, payable monthly for life. ERS provides one year of additional retirement service credit for each five (5) years of employment to those eligible as a full-time firefighter, correctional officer, or law enforcement officer, provided that the member remits to the ERS an additional 1% of his or her current annual earnable compensation or the previous year's annual earnable compensation, whichever is higher.

9. RETIREMENT PLANS – CONTINUED

Employees' Retirement System of Alabama (ERS) – Continued

Benefits Provided – Continued
This allows for these employees to retire after 20 years of service. Service and disability retirement benefits are based on a guaranteed minimum or a formula method, with the member receiving payment under the method that yields the highest monthly benefit. Under the formula method, Tier 1 members of ERS are allowed 2.0125% of their average final compensation (highest 3 of the last 10 years) for each year of service. Tier 2 members of ERS are allowed 1.65% of their average final compensation (highest 5 of the last 10 years) for each year of service.

A pre-retirement death benefit is offered in which the account is credited with ERS employer contributions and investment income on such funds. The pre-retirement death benefit (in the form of group term life insurance) is paid in addition to the return of member contributions upon the death of an active ERS member who has completed at least one year of active membership in the system and whose date of death was within ninety days of such member's last date of actual service. However, a surviving spouse beneficiary may elect a survivor allowance in lieu of this benefit. The pre-retirement death benefit is equal to the annual earnable compensation of the member as reported to the ERS for the preceding year ending September 30.

When a member withdraws from service through resignation, the member's accumulated contributions and a portion of accumulated interest credited to the account may be returned to the member.

Contributions
Title 36, Chapter 27 of the Alabama State Law established the contribution requirements and may only be amended by State statute. The law provides that the Board of Control engage an actuary to prepare an annual valuation of the assets and liabilities of the various reserves.

The actuary has computed, as of the date of the latest available actuarial valuation, the estimated present value of benefits payable to retired members, beneficiaries, and active members. The actuarial valuations are prepared using the entry age normal method. The present value of the expected benefits payable on account of the active members is added to the present value of the expected future payments to retired members and beneficiaries to obtain the present value of all expected benefits payable from ERS on account of the present group of members and beneficiaries.

ERS funding policies provide for employer contributions at actuarially determined rates that, expressed as percentages of annual covered payroll, are sufficient to accumulate assets to pay benefits when due. The employer contributions required to support the benefits are determined following a level funding approach, and consist of a normal contribution, an accrued liability contribution, and a portion to finance administrative costs.

9. RETIREMENT PLANS – CONTINUED

Employees' Retirement System of Alabama (ERS) – Continued

Contributions – Continued
The accrued liability contribution is expected to liquidate the accrued liability within the ERS funding period of 30 years.

The employee required contribution rate to ERS for Tier 1 covered members, with the exception of law enforcement officers, is 7.50% of earnable compensation. The employee required contribution rate to ERS for Tier 1 certified law enforcement officers is 8.50% of earnable compensation. The employer required contribution rate to ERS for all employees in Tier 1 was 14.83% for fiscal 2022 and 14.64% for fiscal 2021. Tier 2 covered members, with the exception of law enforcement officers, contribute 6.00% of earnable compensation. The employee required contribution rate to ERS for Tier 2 certified law enforcement officers is 7.00% of earnable compensation. The employer required contribution rate to ERS for all employees in Tier 2 was 14.44% in 2022 and 14.24% in 2021. The Authority's total contribution requirement and contributions made for fiscal 2022 and 2021 were approximately $2,178,000 and $2,129,000, respectively, which consisted of approximately $1,465,000 and $1,420,000 from the Authority and $713,000 and $709,000 from employees, respectively.

Pension Liability, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to ERS
As of September 30, 2022, the Authority reported a liability of $17,928,689 for its proportionate share of the net ERS liability. The net ERS liability was measured as of September 30, 2021, and the total ERS liability used to calculate the net ERS liability was determined by an actuarial valuation as of September 30, 2020. The Authority's proportion of the net ERS liability was based on a projection of the Authority's long-term share of contributions to the ERS plan relative to the projected contributions of all participating entities, actuarially determined. At the September 30, 2021 measurement date, the Authority's proportion was 0.641% which was a decrease from 0.677%, its proportion measured as of the September 30, 2020 measurement date.

9. RETIREMENT PLANS – CONTINUED

Employees' Retirement System of Alabama (ERS) – Continued

Pension Liability, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to ERS – Continued

Due to the one year difference in measurement date and fiscal year end, the Authority recognized ERS expense of $1,420,151 and $1,550,045, for the years ended September 30, 2022 and 2021, respectively. As of September 30, 2022, the Authority reported deferred outflows of resources and deferred inflows of resources related to ERS from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 729,319	$ -
Changes in assumptions	1,312,679	-
Net difference between projected and actual earnings on pension plan investments	-	2,672,188
Changes in proportion and differences between Authority contributions and proportionate share of contributions	-	841,760
Authority contributions subsequent to the measurement date	1,465,596	-
	$ 3,507,594	$ 3,513,948

Deferred outflows of resources of $1,465,596, which will be recognized as a reduction of the net pension liability during the year ending September 30, 2023, result from Authority contributions made subsequent to the measurement date of September 30, 2021. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to ERS will be recognized in pension expense as follows:

Year ended September 30:	
2023	$ (19,484)
2024	12,938
2025	(564,152)
2026	(901,252)
	$ (1,471,950)

9. RETIREMENT PLANS – CONTINUED

Employees' Retirement System of Alabama (ERS) – Continued

Sensitivity of the Authority's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

Utilizing the discount rate of 7.45%, the following presents the Authority's proportionate share of the net pension liability. The information presented also shows the Authority's proportionate share of the net pension liability calculated using a discount rate that is one percentage point lower and one percentage point higher than the current rate as of the September 30, 2021, measurement date:

	1% Decrease (6.45%)	Current Discount Rate (7.45%)	1% Increase (8.45%)
Authority's proportionate share of the net pension liability	$ 23,678,444	$ 17,928,689	$ 13,044,307

Hourly Paid Alabama State Port Authority Workers Retirement Plan (Hourly DB Plan)

Plan Description

All of the Authority's hourly employees, other than employees of the Terminal Railway, that were employed prior to January 1, 2011, who were at least 21 years of age and had completed one year of service, were eligible to participate in the Hourly DB Plan, a single employer, noncontributory defined benefit pension plan. This benefit is based solely on years of service and does not have a wage component. The Authority was authorized to establish and fund this Hourly DB Plan by action of the State Legislature. The assets of the plan are administered by the Retirement Systems of Alabama while the Authority administers the payment of benefits. The Hourly DB Plan issues stand-alone financial statements, a copy of which may be obtained by submitting a written request to the Chief Financial Officer of the Authority. The plan was closed to new participants in fiscal 2011 in favor of the Hourly DC Plan previously described. Employees had the choice of continuing to participate in the Hourly DB Plan and receiving a reduced match of their mandated and eligible elective contributions to the Hourly DC Plan or freezing their participation in the Hourly DB Plan and receiving the enhanced matching of their contributions in the Hourly DC Plan. Those employees who were not vested as of January 1, 2011, had the additional option of transferring the fair value of their accumulated benefit in the Hourly DB Plan into the Hourly DC Plan, such sums not being subject to employer matching. These plan selections were irrevocable.

Summary of Significant Accounting Policies

For purposes of measuring the net pension asset, deferred outflows of resources and deferred inflows of resources related to pensions, pension expense, information about the fiduciary net position of the Hourly DB Plan, and additions to/deductions from the Hourly DB Plan's fiduciary net position have been determined on the same basis as they are reported by the Hourly DB Plan. For this purpose, benefit payments are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

9. RETIREMENT PLANS – CONTINUED

Hourly Paid Alabama State Port Authority Workers Retirement Plan (Hourly DB Plan) – Continued

Benefits Provided

Participants of the Hourly DB Plan becoming eligible for Social Security and having completed at least 10 years of service are currently entitled to benefits of $306 to $1,558 a month, up to 35 years of service, as well as those of any age with thirty consecutive years of service. Participants receive an additional $42 per month for each year of service in excess of 36 years. For active participants, the plan benefits are indexed according to the CPI-U, capped at 3.00% in any year. Active participants who become disabled after completion of 5 years of service, and who are eligible for Social Security benefits, receive disability benefits which are calculated under the same methods used for normal service retirement benefits. If a participant with at least 10 years of service leaves before his/her normal retirement date, he/she will be entitled to a monthly benefit deferred to the date at which he/she becomes eligible for Social Security, determined in accordance with the normal service retirement benefits.

Employees Covered by Benefit Terms

The following employees were covered by the benefit terms as of September 30, 2022 and 2021:

	2022	2021
Inactive employees or beneficiaries currently receiving benefits	165	164
Inactive employees entitled to but not receiving benefits	31	29
Active employees	49	59
	245	252

Contributions

The Authority's funding policy is to contribute an actuarially determined amount equivalent to the "Normal Cost," utilizing the level percent of inflation (2.50%) amortization method, plus an amortization factor that is designed to remove the beginning unfunded liability over a 40-year period and other actuarial gains and losses over a 15-year period from the year of the gain or loss. Plan amendments are amortized over a 30-year period.

9. RETIREMENT PLANS – CONTINUED

Hourly Paid Alabama State Port Authority Workers Retirement Plan (Hourly DB Plan) – Continued

Contributions – Continued
The annual required contribution for the current year was determined as part of the January 1, 2022, actuarial valuation using the entry age normal percent of pay method. The actuarial assumptions include a 4.75% investment rate of return, with a 2.50% inflation rate inherent in this assumption and with administrative expenses paid outside of the plan. The assumptions do not include post-retirement benefit increases. The plan does not include projected salary increases as the benefit is based solely on years of service. As of the January 1, 2021, measurement date, the plan had obtained fully funded status, resulting in a reset of all previous amortization bases to $0 with the overfunded amount amortized over 30 years; however, as of the January 1, 2022, measurement date, the funded status was less than 100% and a layered amortization approach for actuarial gains and losses was once again established. The actuarial value of assets was determined using techniques that normalize the effects of short-term volatility in the fair value of investments with actuarial gains or losses being amortized over 15 years from the year of gain or loss on a closed basis.

Contributions were $1,545,711 and $1,502,523, equaling 10.40% and 10.95% of payroll of covered participants for the years ended September 30, 2022 and 2021, respectively.

Net Pension Liability (Asset)
The Authority's net pension liability (asset) was measured as of September 30, 2022 and 2021, and the total pension liability (asset) used to calculate the net pension asset was determined by an actuarial valuation as of January 1, 2022 and 2021, rolled forward to September 30 using generally accepted actuarial principles.

The total pension liability in the September 30, 2022 and 2021, actuarial valuations was determined using the following actuarial assumptions, applied to all periods included in the measurement:

	Rates	
	2022	2021
Inflation	2.50%	2.75%
Discount rate	4.75%	5.25%
Investment rate of return	4.75%	5.25%

Healthy mortality rates for the year ended September 30, 2022, for the Hourly Plan were based on the PUB-2010 General Healthy Retiree – Below Median Income Mortality Table (sex distinct) with a 2-year set forward adjustment. Disabled mortality rates were based on the PUB-2010 General Disabled Retiree – Below Median Income Mortality Table (sex distinct) with a 7-year set forward adjustment for males and a 3-year set forward adjustment for females.

9. RETIREMENT PLANS – CONTINUED

Hourly Paid Alabama State Port Authority Workers Retirement Plan (Hourly DB Plan) – Continued

Net Pension Liability (Asset) – Continued
The following illustrates the target allocation and best estimates of arithmetic real rates of return for each major asset class for the year ended September 30, 2022:

	Target Allocation	Long-Term Expected Real Rate of Return
Investment Type:		
Short-Term Securities (cash equivalents)	7.50%	-0.45%
U.S. Government / Agency (cash equivalents)	27.50%	-0.45%
Corporate Bonds	34.00%	1.01%
Large-, Mid-, and Small-Cap Equities	17.00%	4.33%
Mortgage-Backed Securities	14.00%	3.54%
	100.00%	

As of September 30, 2022 and 2021, the only investments in the Hourly DB Plan's fiduciary net position that represented a concentration of 5.00% or more in any organization, were those in U.S. Government and Agency securities.

The long-term expected rate of return on the Hourly DB Plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of investment expenses and inflation) was developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

The discount rate used to measure the total pension liability was the long-term rate of return of 4.75% and 5.25% and a municipal bond rate (based on the 20-year Bond Buyer GO Index) of 4.02% and 2.26% as of September 30, 2022 and 2021, respectively. The projection of cash flows used to determine the discount rate assumed that contributions will be made at the current contribution rate, and the contributions will be made based on the current funding policy for future years. Based on those assumptions, the plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

9. RETIREMENT PLANS – CONTINUED

Hourly Paid Alabama State Port Authority Workers Retirement Plan (Hourly DB Plan) – Continued

	Total Pension Liability (A)	Pension Fiduciary Net Position (B)	Net Pension (Asset) Liability (A) - (B)
Balances as of October 1, 2021	$ 20,443,920	$ 21,723,794	$ (1,279,874)
Service cost	107,417	-	107,417
Interest cost	1,038,889	-	1,038,889
Changes for experience	7,187	-	7,187
Changes in assumptions	1,893,215	-	1,893,215
Contributions – employer	-	1,545,711	(1,545,711)
Benefit payments	(1,545,711)	(1,545,711)	-
Net investment income	-	(2,599,729)	2,599,729
Net changes	1,500,997	(2,599,729)	4,100,726
Balances as of September 30, 2022	$ 21,944,917	$ 19,124,065	$ 2,820,852

	Total Pension Liability (A)	Pension Fiduciary Net Position (B)	Net Pension Asset (A) - (B)
Balances as of October 1, 2020	$ 20,615,767	$ 20,806,649	$ (190,882)
Service cost	132,274	-	132,274
Interest cost	1,050,335	-	1,050,335
Changes for experience	148,067	-	148,067
Changes in assumptions	-	-	-
Contributions – employer	-	1,502,523	(1,502,523)
Benefit payments	(1,502,523)	(1,502,523)	-
Net investment income	-	917,145	(917,145)
Net changes	(171,847)	917,145	(1,088,992)
Balances as of September 30, 2021	$ 20,443,920	$ 21,723,794	$ (1,279,874)

The change in assumptions reflected in the change in net pension liability (asset) for the year ended September 30, 2022, was due to changes to the discount rate, inflation and benefit indexing assumptions, and the mortality assumption effective January 1, 2022.

9. RETIREMENT PLANS – CONTINUED

Hourly Paid Alabama State Port Authority Workers Retirement Plan (Hourly DB Plan) – Continued

Sensitivity of the Net Pension Liability to Changes in the Discount Rate
The following information presents the net pension liability calculated using the discount rate of 4.75% as well as net pension liability using a discount rate that is one percentage point lower or one percentage point higher than the current rate as of September 30, 2022:

	1% Decrease (3.75%)	Current Discount Rate (4.75%)	1% Increase (5.75%)
Net pension liability	$ 5,033,595	$ 2,820,852	$ 929,340

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Hourly DB Plan
For the years ended September 30, 2022 and 2021, the plan recognized pension expense of $1,909,549 and $278,208, respectively. As of September 30, 2022, the Authority reported deferred outflows of resources and deferred inflows of resources related to the plan from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Net difference between projected and actual earnings on pension plan investments	$ 2,795,531	$ -
Changes in assumptions	779,559	-
Differences between expected and actual experience	2,959	-
	$ 3,578,049	$ -

Amounts reported as deferred outflows of resources and deferred inflows of resources related to the Hourly DB Plan will be recognized in pension expense as follows:

Year ended September 30:	
2023	$ 1,367,375
2024	679,544
2025	783,086
2026	748,044
	$ 3,578,049

9. RETIREMENT PLANS – CONTINUED

Terminal Railway Alabama State Port Authority Workers Supplemental Retirement Plan (Railway Plan)

Plan Description
All of the Authority's Terminal Railway employees who work at least one day per month, for at least seven months, participate in the Railway Plan, a single employer, non-contributory defined benefit pension plan. The Authority was authorized to establish and fund this Railway Plan by action of the State Legislature. The assets of the plan are administered by the Retirement Systems of Alabama while the Authority administers the payment of benefits. The Railway Plan issues stand-alone financial statements, a copy of which may be obtained by submitting a written request to the Chief Financial Officer of the Authority.

Summary of Significant Accounting Policies
For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, pension expense, information about the fiduciary net position of the Railway Plan, and additions to/deductions from the Railway Plan's fiduciary net position have been determined on the same basis as they are reported by the Railway Plan. For this purpose, benefit payments are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Benefits Provided
Employees attaining the age of 62 and completion of 10 consecutive years of service or age 60 and completion of 30 consecutive years of service are entitled to benefits of $7 to $210 a month, depending upon length of service. Active employees who become disabled after completion of 10 years of service and are eligible for disability benefits under the Railroad Retirement Act receive disability benefits that are calculated under the same methods used for normal service retirement benefits. If an employee leaves before meeting one of the above retirement criteria, he/she is not entitled to benefits under this plan.

Employees Covered by Benefit Terms
As of September 30, 2022 and 2021, the following employees were covered by the benefit terms:

	2022	2021
Inactive employees or beneficiaries currently receiving benefits	67	76
Active employees	98	98
	165	174

9. RETIREMENT PLANS – CONTINUED

Terminal Railway Alabama State Port Authority Workers Supplemental Retirement Plan (Railway Plan) – Continued

Contributions

The Authority's funding policy is to contribute an actuarially determined amount equivalent to the "Normal Cost", utilizing the level percent of inflation (2.50%) amortization method, plus an amortization factor that is designed to remove the beginning unfunded liability over a 40-year period and other actuarial gains and losses over a 15-year period from the year of the gain or loss. Plan amendments are amortized over a 30-year period.

The annual required contribution for the current year was determined as part of the January 1, 2022 actuarial valuation using the entry age normal percent of pay method. The actuarial assumptions include a 4.75% investment rate of return, with a 2.50% inflation rate inherent in this assumption and with administrative expenses paid outside of the plan. The assumptions do not include post-retirement benefit increases. The plan does not include projected salary increases as the benefit is based solely on years of service. The original unfunded actuarial accrued liability is being amortized over a 40-year period on a closed basis with a remaining amortization period of 3 years. The actuarial value of assets was determined using techniques that normalize the effects of short-term volatility in the fair value of investments with actuarial gains or losses being amortized over 15 years from the year of gain or loss on a closed basis.

Contributions were $133,600 and $144,209, equaling 1.58% and 1.79% of payroll of covered participants for the years ended September 30, 2022 and 2021, respectively.

Net Pension Liability

The Authority's net pension liability was measured as of September 30, 2022 and 2021, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of January 1, 2022 and 2021, rolled forward to September 30 using generally accepted actuarial principles.

The total pension liability in the September 30, 2022 and 2021, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

	Rates	
	2022	2021
Inflation	2.50%	2.75%
Discount rate	4.75%	5.25%
Investment rate of return	4.75%	5.25%

Healthy mortality rates for the year ended September 30, 2022, for the Railway Plan were based on the PUB-2010 General Healthy Retiree – Below Median Income Mortality Table (sex distinct) with a 2-year set forward adjustment. Disabled mortality rates were based on the PUB-2010 General Disabled Retiree – Below Median Income Mortality Table (sex distinct) with a 7-year set forward adjustment for males and a 3-year set forward adjustment for females.

9. RETIREMENT PLANS – CONTINUED

Terminal Railway Alabama State Port Authority Workers Supplemental Retirement Plan (Railway Plan) – Continued

Net Pension Liability – Continued
The following illustrates the target allocation and best estimates of arithmetic real rates of return for each major asset class for the year ended September 30, 2022:

	Target Allocation	Long-Term Expected Real Rate of Return
Investment Type:		
Short-Term Securities (cash equivalents)	7.50%	-0.45%
U.S. Government / Agency (cash equivalents)	27.50%	-0.45%
Corporate Bonds	34.00%	1.01%
Large-, Mid-, and Small-Cap Equities	17.00%	4.33%
Mortgage-Backed Securities	14.00%	3.54%
	100.00%	

As of September 30, 2022 and 2021, the only investments in the Railway Plan's fiduciary net position that represented a concentration of 5.00% or more in any organization, were those in U.S. Government and Agency securities.

The long-term expected rate of return on the Railway Plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of investment expenses and inflation) was developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

The discount rate used to measure the total pension liability was the long-term rate of return of 4.75% and 5.25% and a municipal bond rate (based on the 20-year Bond Buyer GO Index) of 4.02% and 2.26% as of September 30, 2022 and 2021, respectively. The projection of cash flows used to determine the discount rate assumed that contributions will be made at the current contribution rate, and the contributions will be made based on the current funding policy for future years. Based on those assumptions, the plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

9. RETIREMENT PLANS – CONTINUED

Terminal Railway Alabama State Port Authority Workers Supplemental Retirement Plan (Railway Plan) – Continued

	Total Pension Liability (A)	Pension Fiduciary Net Position (B)	Net Pension Liability (A) - (B)
Balances as of October 1, 2021	$ 1,779,399	$ 1,373,015	$ 406,384
Service cost	22,943	-	22,943
Interest cost	91,161	-	91,161
Changes for experience	(93,489)	-	(93,489)
Changes in assumptions	138,550	-	138,550
Contributions – employer	-	133,600	(133,600)
Benefit payments	(133,600)	(133,600)	-
Net investment income	-	(164,311)	164,311
Net changes	25,565	(164,311)	189,876
Balances as of September 30, 2022	$ 1,804,964	$ 1,208,704	$ 596,260

	Total Pension Liability (A)	Pension Fiduciary Net Position (B)	Net Pension Liability (A) - (B)
Balances as of October 1, 2020	$ 1,823,412	$ 1,315,049	$ 508,363
Service cost	22,939	-	22,939
Interest cost	93,196	-	93,196
Changes for experience	(15,939)	-	(15,939)
Changes in assumptions	-	-	-
Contributions – employer	(144,209)	144,209	(288,418)
Benefit payments	-	(144,209)	144,209
Net investment income	-	57,966	(57,966)
Net changes	(44,013)	57,966	(101,979)
Balances as of September 30, 2021	$ 1,779,399	$ 1,373,015	$ 406,384

The change in assumptions reflected in the change in net pension (asset) liability for the year ended September 30, 2022, was due to changes to the discount rate, inflation and benefit indexing assumptions, and the mortality assumption effective January 1, 2022.

9. RETIREMENT PLANS – CONTINUED

Terminal Railway Alabama State Port Authority Workers Supplemental Retirement Plan (Railway Plan) – Continued

Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The following information presents the net pension liability calculated using the discount rate of 4.75% as well as net pension liability using a discount rate that is one percentage point lower or one percentage point higher than the current rate as of September 30, 2022:

	1% Decrease (3.75%)	Current Discount Rate (4.75%)	1% Increase (5.75%)
Net pension liability	$ 790,046	$ 596,260	$ 432,011

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Railway Plan

For the years ended September 30, 2022 and 2021, the plan recognized pension expense of $90,267 and $44,635, respectively. As of September 30, 2022, the Authority reported deferred outflows of resources and deferred inflows of resources related to the plan from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Net difference between projected and actual earnings on pension plan investments	$ 176,661	$ -
Changes in assumptions	144,546	36,154
Differences between expected and actual experience	22,831	105,467
	$ 344,038	$ 141,621

Amounts reported as deferred outflows of resources and deferred inflows of resources related to the Railway Plan will be recognized in pension expense as follows:

Year ended September 30:	
2023	$ 40,636
2024	51,366
2025	52,607
2026	53,712
2027	4,096
	$ 202,417

10. OTHER POSTEMPLOYMENT BENEFITS

Plan Description

The State Employees' Insurance Board (SEIB) is responsible for the establishment of the State of Alabama Employees' Health Insurance Plan (SEHIP) and its general administration and operation, including the determination of participant premiums. The SEIB is a body incorporated for the purpose of management of health insurance benefits and operates the SEHIP providing health care benefits to all participating State and State agency employees. For the purposes of reporting under GASB Statement No. 75, the SEHIP is assumed to be a cost-sharing-employer defined benefit other postemployment benefit (OPEB) plan. The contributions and benefit payments related to retirees are processed through the SEIB's plans along with activity related to active employees.

The State Employees' Insurance Fund (SEIF) was established in 1965 to provide health insurance benefits for employees and retired employees of the State and certain state agencies. Effective October 1, 1988, administration responsibility for SEIF was transferred from the Retirement Systems of Alabama to separate staff employed by the Board. All assets of the SEIF are held in trust for payment of health insurance benefits, and both active and retiree health benefits are paid through the SEIF. The contributions (both employer and plan member) and benefit payments related to retirees that are processed through the SEIF are segregated from the SEIF and reported as part of the Alabama Retired State Employees' Health Care Trust (SEIF – Retired Trust).

The financial statements of the SEIB provide reporting for SEIF and SEIF – Retired Trust, and the SEIB's audited financial statements are publicly available on the SEIB's website at www.alseib.org.

Summary of Significant Accounting Policies

For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, OPEB expense, fiduciary net position, and additions to/deductions from the fiduciary net position have been determined on the same basis as they are reported by the SEIB. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the terms of the plan. Investments are reported at fair value.

Benefits Provided

The SEIB serves as the Plan Administrator for the SEHIP and is primarily responsible for the control and supervision of the SEHIP. The SEIB is also responsible for designing benefits and setting premiums. Benefits include basic medical coverage for up to 365 days of care during each hospital confinement, outpatient care, physician's benefits, radiation therapy, and major medical benefits with no lifetime maximum. This coverage remains the primary insurer for medical coverage until the retiree is entitled to Medicare, at which time health and prescription benefits are modified. A group dental contract provides basic dental maintenance coverage with a maximum benefit amount of $1,500 during each year for each eligible participant who elects coverage. Limited vision and cancer policies are also available to eligible participants who elect coverage. Retiree medical eligibility is attained when an employee of the Authority, other than employees of the Terminal Railway, retires after reaching at least ten years of creditable service with SEHIP.

10. OTHER POSTEMPLOYMENT BENEFITS – CONTINUED

Contributions

Code of Alabama 1975, Section 36-29-19.7 provides that the SEIB shall set forth the employer contribution to the health insurance premium for each retiree class. For retirees who retired prior to October 1, 2005, the State pays 100% of the premium for a retiree who is over 65 and eligible for Medicare. The SEIB determines annually the required contributions from agencies and retirees to adequately fund retiree health costs.

Retiree contributions vary based on type of contract, dependent coverage, Medicare eligibility and election, wellness participation, spousal surcharge, and tobacco usage. A sliding scale premium is applied to all employees retiring after September 30, 2005, based on their years of service. The premium for retiree coverage is broken down into the employer share and the retiree share. Under the sliding scale, the retiree is still responsible for the retiree share, however, the employer share will increase or decrease based upon a retiree's years of service. For those employees retiring with 25 years of service, the employer would pay 100% of the employer share of the premium. For each year less than 25, the employer share is reduced by 2.00% and the retiree share is increased accordingly. For each year over 25, the employer share is increased by 2.00% and the retiree share reduced accordingly. For members retiring on or after January 1, 2012, the 2.00% reduction in the employer share of the premium for each year of service less than 25 was increased to 4.00%. In addition, a 1% reduction in the employer share of the premium is added for each year of age less than the Medicare entitlement age. This additional age premium component is removed upon attaining Medicare entitlement. Furthermore, monthly retiree contributions are subject to discounts for wellness, non-tobacco use and spousal surcharge waiver and are as follows: Wellness (pre-Medicare only), $25 retiree, $25 spouse; non-tobacco use, $60 retiree and spouse; spousal surcharge of $50 if a spouse is covered but is eligible for other insurance coverage.

The contribution requirements of the plan members and state agencies are established and may be amended by the SEIB. The required contribution is based on projected pay-as-you-go financing requirements, with an additional amount to prefund benefits as determined annually by the SEIB. For both plan years ended September 30, 2021 and 2020, state agencies were required to contribute to the SEIF a blended rate of $930 per month per active employee. These blended rates provide for the employer's portion of active and retired employee premiums. Additionally, the SEIB determined additional contributions totaling $1,200,000 per year would be allocated among employers beginning in 2021. For the years ended September 30, 2022 and 2021, the Authority contributed $885,705 and $917,111, respectively, to the SEIF.

Net OPEB Liability

The Authority's net OPEB liability was measured as of September 30, 2021, and the total OPEB liability was determined by an actuarial valuation as of September 30, 2020. The Authority's proportion of the net OPEB liability was based on the Authority's contributions made to the plan during the fiscal year ended September 30, 2021, relative to total contributions made by all participating entities. At the September 30, 2021, measurement date, the Authority's proportion was 1.55% which was an increase from 1.37%, its proportion measured as of the September 30, 2020, measurement date.

10. OTHER POSTEMPLOYMENT BENEFITS – CONTINUED

Net OPEB Liability – Continued
The components of the net OPEB liability as of and for the years ended September 30, 2022 and 2021, were as follows:

	2022	2021
Total OPEB liability	$ 17,101,304	$ 16,445,627
OPEB Fiduciary net position	3,857,667	2,822,292
Net OPEB liability	$ 13,243,637	$ 13,623,335
OPEB benefit	$ (5,945,229)	$ (5,285,258)

Actuarial Assumptions and Other Inputs
The following are the actuarial assumptions applied to all periods in the measurement, unless otherwise specified:

Inflation	2.50%
Salary increases	6.00%-3.25% for State Employees, including 2.75% wage inflation
Long-term investment rate of return	7.25% compounded annually, net of investment expense, including inflation
Municipal Bond Index Rate at Measurement date	2.29%
Municipal Bond Index Rate at Prior Measurement Date	2.25%
Year Fiduciary Net Position is projected to be depleted	N/A
Single Equivalent Interest Rate at Measurement Date	7.25%
Single Equivalent Interest Rate at Prior Measurement Date	7.50%
Healthcare cost trend rate	
Pre-Medicare Eligible	6.50%
Medicare Eligible	**
Ultimate trend rate	
Pre-Medicare Eligible	4.50% in 2028
Medicare Eligible	4.50% in 2025
Dental Trend Rate	4.50%

The rates of mortality are based on the Pub-2010 Public Mortality Plans Mortality Tables adjusted generationally based on scale MP-2020.

10. OTHER POSTEMPLOYMENT BENEFITS – CONTINUED

Actuarial Assumptions and Other Inputs – Continued

The long-term expected rate of return on the plan investments was determined using a log-normal distribution analysis in which best-estimate ranges of expected future real rates of return (expected return, net of investment expense and inflation) was developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and adding expected inflation. The following illustrates the target allocation and best estimates of geometric real rates of return for each major asset class for the measurement date of September 30, 2021:

	Target Allocation	Long-Term Expected Real Rate of Return
Investment Type:		
Fixed Income	28.20%	4.40%
U.S. Domestic Stocks	55.20%	8.70%
International Developed Market Stocks	10.80%	9.80%
Cash	5.80%	1.50%
	100.00%	

Determination of the Single Equivalent Interest Rate (SEIR), or discount rate, used to measure the total OPEB liability requires projection of the Fiduciary Net Position (FNP) into the future for as long as there are anticipated benefits payable under the plan's provisions applicable to the members and beneficiaries of the Plan at the Measurement Date. If the FNP is not projected to be depleted at any point in the future, the long term expected rate of return on plan investments may be used as the SEIR. If the FNP is projected to be depleted, the SEIR is determined as the single rate that will generate a present value of benefit payments equal to the sum of the present value determined by discounting all projected benefit payments through the date of depletion by the long-term expected rate of return (7.25% and 7.50% at the September 30, 2021 and 2020, measurement dates, respectively), and the present value determined by discounting those benefits after the date of depletion by the Municipal Bond Index Rate (2.29% and 2.25% at the September 30, 2021 and 2020, measurement dates, respectively). The Municipal Bond Index Rate, if necessary, is the average of the Bond Buyer General Obligation 20-year Municipal Bond Index, the Fidelity General Obligation AA 20-year Municipal Bond Index, and the S&P High Grade 20-year Municipal Bond Index.

At the September 30, 2021 and 2020, measurement dates, the FNP was not projected to be depleted at any point in the future; therefore, the long-term expected rate of return of 7.25% and 7.50%, respectively, was used as the SEIR.

10. OTHER POSTEMPLOYMENT BENEFITS – CONTINUED

Actuarial Assumptions and Other Inputs – Continued
In 2020, rates of withdrawal, retirement, disability, and mortality were adjusted to more closely reflect actual experience. In 2020, economic assumptions and the assumed rates of salary increase were adjusted to more closely reflect actual and anticipated experience. Effective January 1, 2017, Medicare eligible medical and prescription drug benefits are provided through a Medicare Advantage Plan (MAPD) that offers prescription drug coverage. In 2019, assumed rates of tobacco use, spouse participation and the payment of the spousal surcharge were adjusted to more closely reflect actual and anticipated experience. Beginning in plan year 2021, the MAPD plan premium rates exclude the Affordable Care Act (ACA) Health Insurer Fee which was repealed on December 20, 2019. There were no other plan changes or changes in actuarial assumptions made since the prior measurement date.

The decremental assumptions and methods used in the valuation were selected based on the actuarial experience study prepared as of September 30, 2020, submitted to and adopted by the SEIB on September 14, 2021. The remaining actuarial assumptions (e.g., initial per capita costs, health care cost trends, rate of plan participation, rates of plan election, etc.) used in the September 30, 2020, valuation were also based on this actuarial experience study.

Sensitivity of the Net OPEB Liability to Changes in the Discount Rate
The following information presents the net OPEB liability calculated using the discount rate of 7.25% as well as net OPEB liability using a discount rate that is one percentage point lower or one percentage point higher than the current rate as of the September 30, 2021, measurement date:

	1% Decrease (6.25%)	Current Discount Rate (7.25%)	1% Increase (8.25%)
Net OPEB liability	$ 15,401,255	$ 13,243,637	$ 11,440,183

Sensitivity of the Net OPEB Liability to Changes in the Healthcare Cost Trend Rates
The following information presents the net OPEB liability calculated using current healthcare cost trend rates, as well as net OPEB liability using healthcare cost trend rates that are one percentage point lower or one percentage point higher than the current rates as of the September 30, 2021 measurement date:

	1% Decrease (5.50% decreasing to 3.50% for pre-Medicare; Known decreasing to 3.50% for Medicare eligible)	Current Healthcare Cost Trend Rates (6.50% decreasing to 4.50% for pre-Medicare; Known decreasing to 4.50% for Medicare eligible)	1% Increase (7.50% decreasing to 5.50% for pre-Medicare; Known decreasing to 5.50% for Medicare eligible)
Net OPEB liability	$ 10,551,518	$ 13,243,637	$ 16,516,369

10. OTHER POSTEMPLOYMENT BENEFITS – CONTINUED

OPEB Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

As of September 30, 2022, the Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ -	$ 12,640,397
Changes in assumptions	1,076,463	8,712,754
Net difference between projected and actual earnings on OPEB plan investments	-	291,161
Changes in proportion and differences between Authority contributions and proportionate share of contributions	8,268,060	6,696,487
Authority contributions subsequent to the measurement date	885,705	-
	$ 10,230,228	$ 28,340,799

Deferred outflows of resources of $885,705 result from Authority contributions subsequent to the measurement date of September 30, 2021, and will be recognized as a reduction of the net OPEB liability in the year ended September 30, 2023. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

Year ended September 30:	
2023	$ (6,517,912)
2024	(6,647,495)
2025	(5,109,926)
2026	(1,025,202)
2027	304,259
	$ (18,996,276)

11. UNPAID CLAIMS LIABILITIES

The Authority is partially self-insured with respect to workers' compensation claims. An accrual for uninsured claims due within one year is included in other accrued liabilities in the statements of net position. The liability for estimated claims that have been incurred but have not been reported, as well as a cash development factor for known claims, has been accrued as unpaid claims in the statements of net position. The following represents changes in those aggregate liabilities for the Authority during the years ended September 30, 2022 and 2021:

	2022	2021
Reported claims payable and estimated claims incurred but not reported at beginning of year	$ 1,785,776	$ 1,998,159
Provisions for claims	(658,372)	10,575
Payments	(97,448)	(222,958)
Reported claims payable and estimated claims incurred but not reported at end of year	1,029,956	1,785,776
Less: current liabilities	160,203	182,903
Reported long-term claims payable at end of year	$ 869,753	$ 1,602,873

12. COMMITMENTS AND CONTINGENCIES

In December 1976, the Authority purchased a parcel of land on which there was, at the time of purchase, an operating creosoting facility. Creosoting operations had existed on the property since or about 1901 and continued until or about 1986.

In December 1985, the Authority entered into a Consent Agreement and Final Order with the U.S. Environmental Protection Agency (EPA), agreeing to submit to the EPA a closure plan for the property and then implement the closure plan and meet all requirements of the post-closure permit application. The Authority, under the guidance of the Alabama Department of Environmental Management (ADEM), developed a corrective measures plan, and remediation work was completed in 2006. The plan required soil coverage (to ensure no physical contact with the contaminated soil), drainage, ongoing monitoring, and other environmental site work, which is expected to continue until defined metrics are achieved.

The EPA retains jurisdiction to bring an enforcement action against the Authority should the EPA find that handling, storage, treatment, transportation, or disposal of hazardous or solid waste at the facility presents an imminent and substantial endangerment to human health or the environment. The EPA also retains jurisdiction to approve and monitor the clean-up procedures and closure at the site.

12. COMMITMENTS AND CONTINGENCIES – CONTINUED

The Authority is a defendant in various litigation and environmental disputes in the normal course of business. Management is of the opinion that the ultimate resolution of such claims will not materially affect the Authority's financial position or results of operations.

13. INTEREST RATE SWAP

In December 2002, the Authority entered into a swaption contract in order to monetize potential debt service savings on the Authority's callable Docks Facilities Revenue Bonds Series 1996. The swaption gave the counterparty the option to enter into a variable-to-fixed interest rate swap at a specified future date.

The counterparty exercised its option under the swaption agreement, and the interest rate swap commenced on October 1, 2006, and expired on October 1, 2021, with the Authority paying a fixed interest rate (5.38%) and the Authority receiving a variable interest rate (67% of the one-month LIBOR). Upon exercising of the option by the counterparty, the Authority issued variable-rate refunding bonds in an amount sufficient to refund the fixed rate Docks Facilities Revenue Bonds Series 1996. The swap agreement is based on an amortizing notional amount, which was $7,970,000 as of September 2021. As of September 30, 2021, the interest rate swap had a negative fair value of $251,940 and was recorded in the accompanying financial statements in accordance with GASB Statement No. 53 as an investment derivative instrument.

The Authority was required to post collateral deposits in fiscal 2009 and 2010 due to the negative position of the interest rate swap. The balance of the collateral was approximately $7.6 million as of September 30, 2021. The interest rate swap is valued using Level 2 inputs calculated using an industry accepted option-pricing model that uses market interest rates and a volatility assumption on the valuation date. The interest rate and volatility data are used to calculate the present value of the potential future cash flows of the interest rate swap. The swap agreement expired in October 2021, and the collateral balance of approximately $7.6 million was returned to the Authority.

14. RELATED PARTY TRANSACTIONS

During the years ended September 30, 2022 and 2021, the Authority had no revenues from customers having principals who are members of the Authority's Board of Directors.

15. RECLASSIFICATIONS

Certain reclassifications have been made to the previously reported financial statements and accompanying notes to make the prior year comparable to those of the current year. Such reclassifications had no effect on previously reported operations or net position.

ALABAMA STATE PORT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)
SCHEDULE OF CHANGES IN THE AUTHORITY'S NET PENSION LIABILITY (ASSET) AND RELATED RATIOS (HOURLY DB PLAN)
LAST NINE FISCAL YEARS ENDED SEPTEMBER 30

	2022	2021	2020	2019	2018	2017	2016	2015	2014
TOTAL PENSION LIABILITY									
Service cost	$ 107,417	$ 132,274	$ 133,730	$ 138,460	$ 143,789	$ 157,083	$ 174,718	$ 174,718	$ 183,862
Interest cost	1,038,889	1,050,335	1,104,298	1,128,442	1,237,387	1,258,862	1,281,263	1,259,169	1,244,139
Differences between expected and actual experience	7,187	148,067	(297,055)	(261,081)	(332,921)	34,124	(189,550)	(488,741)	-
Changes in assumptions	1,893,215	-	449,566	(36,917)	(684,685)	446,893	(309,826)	479,904	-
Benefit payments	(1,545,711)	(1,502,523)	(1,419,364)	(1,387,398)	(1,334,290)	(1,354,487)	(1,271,369)	(1,192,838)	(1,162,597)
Net change in total pension liability	1,500,997	(171,847)	(28,825)	(418,494)	(970,720)	542,475	(314,764)	232,212	265,404
Total pension liability – beginning	20,443,920	20,615,767	20,644,592	21,063,086	22,033,806	21,491,331	21,806,095	21,573,883	21,308,479
Total pension liability – ending (A)	21,944,917	20,443,920	20,615,767	20,644,592	21,063,086	22,033,806	21,491,331	21,806,095	21,573,883
PENSION FIDUCIARY NET POSITION									
Contributions – employer	1,545,711	1,502,523	1,419,364	1,387,398	1,334,290	1,354,487	1,271,369	1,192,838	1,174,083
Net investment (loss) income	(2,599,729)	917,145	1,575,424	1,451,331	369,013	601,428	1,094,074	396,515	420,789
Benefit payments	(1,545,711)	(1,502,523)	(1,419,364)	(1,387,398)	(1,334,290)	(1,354,487)	(1,271,369)	(1,192,838)	(1,162,597)
Net change in pension fiduciary net position	(2,599,729)	917,145	1,575,424	1,451,331	369,013	601,428	1,094,074	396,515	432,275
Pension fiduciary net position – beginning	21,723,794	20,806,649	19,231,225	17,779,894	17,410,881	16,809,453	15,715,379	15,318,864	14,886,589
Pension fiduciary net position – ending (B)	19,124,065	21,723,794	20,806,649	19,231,225	17,779,894	17,410,881	16,809,453	15,715,379	15,318,864
NET PENSION (ASSET) LIABILITY (A) - (B)	$ 2,820,852	$ (1,279,874)	$ (190,882)	$ 1,413,367	$ 3,283,192	$ 4,622,925	$ 4,681,878	$ 6,090,716	$ 6,255,019
FIDUCIARY NET POSITION AS A PERCENTAGE OF THE TOTAL PENSION LIABILITY	87.15%	106.26%	100.93%	93.15%	84.41%	79.02%	78.22%	72.07%	71.01%
COVERED PAYROLL	$ 14,866,931	$ 13,727,865	$ 15,790,208	$ 16,283,596	$ 14,669,586	$ 12,704,324	$ 12,136,336	$ 15,241,310	$ 15,588,432
NET PENSION (ASSET) LIABILITY AS A PERCENTAGE OF COVERED PAYROLL	18.97%	-9.32%	-1.21%	8.68%	22.38%	36.39%	38.58%	39.96%	40.13%

Case 2:21-cv-01536-AMM Document 191-6 Filed 08/04/23 Page 92 of 99

ALABAMA STATE PORT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)
SCHEDULE OF AUTHORITY CONTRIBUTIONS (HOURLY DB PLAN)
LAST NINE FISCAL YEARS ENDED SEPTEMBER 30

Notes to Schedule – Continued

For fiscal year 2022, healthy mortality rates were based on the PUB-2010 General Healthy Retiree – Below Median Income Mortality Table (sex distinct), set forward 2 years, with scaling adjustment of 90% for males below 65, 96% for males at or above 65, and 96% at all ages for females. Beneficiaries mortality rates are based on the PUB-2010 General Contingent Survivor – Below Median Income mortality tables (sex distinct), with a 2-year set forward adjustment. Disabled mortality rates are based on the PUB-2010 General Disabled Retiree Mortality Table (sex distinct), with a 7-year forward adjustment for males and a 3-year forward adjustment for females.

Mortality rates are generationally projected using Scale MP-2020, with an adjustment of 66.67% beginning in 2019.

For fiscal year 2021, healthy mortality rates were based on the RP-2000 Blue Collar Mortality Table (sex distinct) projected with Scale BB to 2020 with an adjustment of 125% at all ages for males and 120% for females at ages on and after 78. Disabled mortality rates were based on the RP-2000 Disabled Retiree Mortality Table (sex distinct) projected with Scale BB to 2020 with an adjustment for 130% at all ages for females.

ALABAMA STATE PORT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)
SCHEDULE OF AUTHORITY CONTRIBUTIONS (RAILWAY PLAN)
LAST NINE FISCAL YEARS ENDED SEPTEMBER 30

Fiscal Year	Actuarially Determined Contribution	Contributions from Authority	Contribution (Deficiency)/ Excess	Covered Payroll	Contribution as a % of Payroll
2014	$ 186,456	$ 168,843	$ (17,613)	$ 8,010,453	2.11%
2015	$ 184,871	$ 182,218	$ (2,653)	$ 8,324,817	2.19%
2016	$ 195,597	$ 191,724	$ (3,873)	$ 7,293,665	2.63%
2017	$ 175,392	$ 172,181	$ (3,211)	$ 7,331,607	2.35%
2018	$ 178,770	$ 177,135	$ (1,635)	$ 7,363,599	2.41%
2019	$ 155,069	$ 157,017	$ 1,948	$ 7,787,550	2.02%
2020	$ 152,267	$ 155,849	$ 3,582	$ 7,659,706	2.03%
2021	$ 149,410	$ 144,209	$ (5,201)	$ 8,059,913	1.79%
2022	$ 144,505	$ 133,600	$ (10,905)	$ 8,449,683	1.58%

Notes to Schedule:

Valuation date:
Actuarially determined contribution rates are determined as of January 1, the beginning of the plan year.

Methods and assumptions used to determine contribution rates:

Actuarial cost method	Entry age normal percent of pay
Discount rate	4.75%
Investment rate of return	4.75%
Inflation	2.50%
Salary increases	Not applicable to this plan
Retirement age	The retirement assumption is based on a 2015 study, for experience from 2011 to 2014.
Mortality	PUB-2010 General Healthy Retiree – Below Median Income Tables (sex distinct) projected, PUB-2010 General Contingent Survivor – Below Median Income Tables (sex distinct) projected, and PUB-2010 General Disabled Retiree Tables (sex distinct) projected

ALABAMA STATE PORT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)
SCHEDULE OF AUTHORITY CONTRIBUTIONS (RAILWAY PLAN)
LAST NINE FISCAL YEARS ENDED SEPTEMBER 30

Notes to Schedule – Continued

For fiscal year 2022, healthy mortality rates were based on the PUB-2010 General Healthy Retiree – Below Median Income Mortality Table (sex distinct), set forward 2 years, with scaling adjustment of 90% for males below 65, 96% for males at or above 65, and 96% at all ages for females. Beneficiaries mortality rates are based on the PUB-2010 General Contingent Survivor – Below Median Income Mortality Tables (sex distinct), with a 2-year set forward adjustment. Disabled mortality rates are based on the PUB-2010 General Disabled Retiree Mortality Table (sex distinct), with a 7-year forward adjustment for males and a 3-year forward adjustment for females.

Mortality rates are generationally projected using Scale MP-2020, with an adjustment of 66.67% beginning in 2019.

For fiscal year 2021, healthy mortality rates were based on the RP-2000 Blue Collar Mortality Table (sex distinct) projected with Scale BB to 2020 with an adjustment of 125% at all ages for males and 120% for females at ages on and after 78. Disabled mortality rates were based on the RP-2000 Disabled Retiree Mortality Table (sex distinct) projected with Scale BB to 2020 with an adjustment for 130% at all ages for females.

ALABAMA STATE PORT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)
SCHEDULE OF THE AUTHORITY'S PROPORTIONATE SHARE OF THE NET PENSION LIABILITY (ERS)
LAST EIGHT FISCAL YEARS ENDED SEPTEMBER 30

	2022	2021	2020	2019	2018	2017	2016	2015
Authority's proportion of the net pension liability	0.64%	0.68%	0.68%	0.69%	0.71%	0.73%	0.77%	0.80%
Authority's proportionate share of the net pension liability	$ 17,928,689	$ 21,045,530	$ 19,591,321	$ 18,123,158	$ 18,559,817	$ 21,030,957	$ 20,951,325	$ 19,617,214
Authority's covered payroll	$ 9,775,621	$ 10,234,664	$ 9,814,156	$ 9,340,048	$ 9,288,753	$ 9,732,434	$ 10,139,151	$ 9,932,776
Authority's proportionate share of the net pension liability as a percentage of its covered payroll	183.40%	205.63%	199.62%	194.04%	199.81%	216.09%	206.64%	197.50%
Plan fiduciary net position as a percentage of the total pension liability	67.37%	61.62%	63.38%	66.20%	65.44%	62.07%	62.35%	65.58%

Amounts and percentages related to the net pension liability for the fiscal year ended September 30, are based on the plan measurement date of the previous fiscal year ended September 30.

Case 2:21-cv-01536-AMM Document 191-6 Filed 08/04/23 Page 96 of 99

ALABAMA STATE PORT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)
SCHEDULE OF AUTHORITY CONTRIBUTIONS (ERS)
LAST EIGHT FISCAL YEARS ENDED SEPTEMBER 30

	2022	2021	2020	2019	2018	2017	2016	2015
Contractually required Authority contribution	$ 1,465,596	$ 1,420,151	$ 1,550,045	$ 1,416,656	$ 1,293,396	$ 1,300,676	$ 1,413,503	$ 1,362,605
Authority contributions in relation to the contractually required contribution	1,465,596	1,420,151	1,550,045	1,416,656	1,293,396	1,300,676	1,413,503	1,362,605
Authority contribution deficiency (excess)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Authority's covered payroll	$ 9,973,735	$ 9,775,621	$ 10,234,664	$ 9,814,156	$ 9,340,048	$ 9,288,753	$ 9,732,434	$ 10,139,151
Authority contributions as a percentage of covered payroll	14.69%	14.53%	15.15%	14.43%	13.85%	14.00%	14.52%	13.44%

Case 2:21-cv-01536-AMM Document 191-6 Filed 08/04/23 Page 97 of 99

ALABAMA STATE PORT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)
SCHEDULE OF THE AUTHORITY'S PROPORTIONATE SHARE OF THE NET OPEB LIABILITY
LAST SIX FISCAL YEARS ENDED SEPTEMBER 30

	2022	2021	2020	2019	2018	2017
Authority's proportion of the net OPEB liability	1.55%	1.37%	1.70%	1.63%	1.29%	1.34%
Authority's proportionate share of the net OPEB liability	$ 13,243,637	$ 13,623,335	$ 29,406,243	$ 47,368,513	$ 40,958,024	$ 45,831,470
Authority's covered employee payroll	$ 25,562,524	$ 28,139,898	$ 28,234,775	$ 25,876,155	$ 23,396,794	$ 23,396,794
Authority's proportionate share of the net OPEB liability as a percentage of its covered employee payroll	51.81%	48.41%	104.15%	183.06%	175.06%	195.89%
Plan fiduciary net position as a percentage of the total OPEB liability	22.56%	17.16%	9.94%	5.96%	5.05%	4.20%

Amounts and percentages related to the net OPEB liability for the fiscal year ended September 30, are based on the plan measurement date of the previous fiscal year ended September 30.

Changes in Actuarial Assumptions and Other Inputs

In fiscal 2022, rates of withdrawal, retirement and disability were adjusted to more closely reflect actual experience. Mortality rates were updated to Pub-2010 Public Mortality Plans Mortality Tables, and future mortality improvement was updated to mortality improvement scale MP-2020, with an adjustment of 66-2/3% to the table beginning in year 2019. In addition, economic assumptions and the assumed rates of salary increase were adjusted to more closely reflect actual and anticipated experience. Effective January 1, 2017, Medicare eligible medical and prescription drug benefits are provided through a Medicare Advantage Plan (MAPD) that offers prescription drug coverage. In 2019, assumed rates of tobacco use, spouse participation and the payment of the spousal surcharge were adjusted to more closely reflect actual and anticipated experience.

The decremental assumptions and methods used in the valuation were selected based on the actuarial experience study prepared as of September 30, 2020, submitted to and adopted by the SEIB on September 14, 2021. The remaining actuarial assumptions (e.g., initial per capita costs, health care cost trends, rate of plan participation, rates of plan election, etc.) used in the September 30, 2020, valuation were also based on this actuarial experience study.

Recent Plan Changes

Beginning in plan year 2021, the MAPD plan premium rates exclude the ACA Health Insurer Fee, which was repealed on December 20, 2019.

Effective January 1, 2020, the MAPD plan moved from self-insured to fully-insured.

There were no other changes in actuarial assumptions made since the prior measurement period.

ALABAMA STATE PORT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)
SCHEDULE OF AUTHORITY CONTRIBUTIONS (OPEB)
LAST SIX FISCAL YEARS ENDED SEPTEMBER 30

	2022	2021	2020	2019	2018	2017
Contractually required Authority contribution	$ 885,705	$ 917,111	$ 747,379	$ 1,265,923	$ 1,314,110	$ 1,201,451
Authority contributions in relation to the contractually required contribution	885,705	917,111	747,379	1,265,923	1,314,110	1,201,451
Authority contribution deficiency (excess)	$ -	$ -	$ -	$ -	$ -	$ -
Authority's covered employee payroll	$ 29,188,104	$ 25,562,524	$ 28,139,898	$ 28,234,775	$ 25,876,155	$ 23,679,611
Authority contributions as a percentage of covered employee payroll	3.03%	3.59%	2.66%	4.48%	5.08%	5.07%

Method and Assumptions Used in Calculations of Actuarially Determined Contributions

The actuarially determined contribution rates, as determined by the plan, are calculated as of September 30, two years prior to the end of the fiscal year in which contributions are reported. The following actuarial methods and assumptions were used to determine the most recent contractually required contribution rate reported in the above schedule:

Actuarial cost method	Entry Age Normal
Amortization method	Level percent of pay, open
Remaining amortization period	30 years
Asset valuation method	Market value of assets
Inflation	2.50%
Healthcare cost trend rate	
Pre-Medicare Eligible	6.50%
Medicare Eligible	*
Ultimate trend rate	
Pre-Medicare Eligible	4.50% in 2028
Medicare Eligible	4.50% in 2025
Dental trend rate	4.50%
Investment rate of return	5.00%, including inflation

** Initial Medicare claims are based on scheduled increase through plan year 2022.*

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BALDWIN REGIONAL AREA TRANSIT SYSTEM
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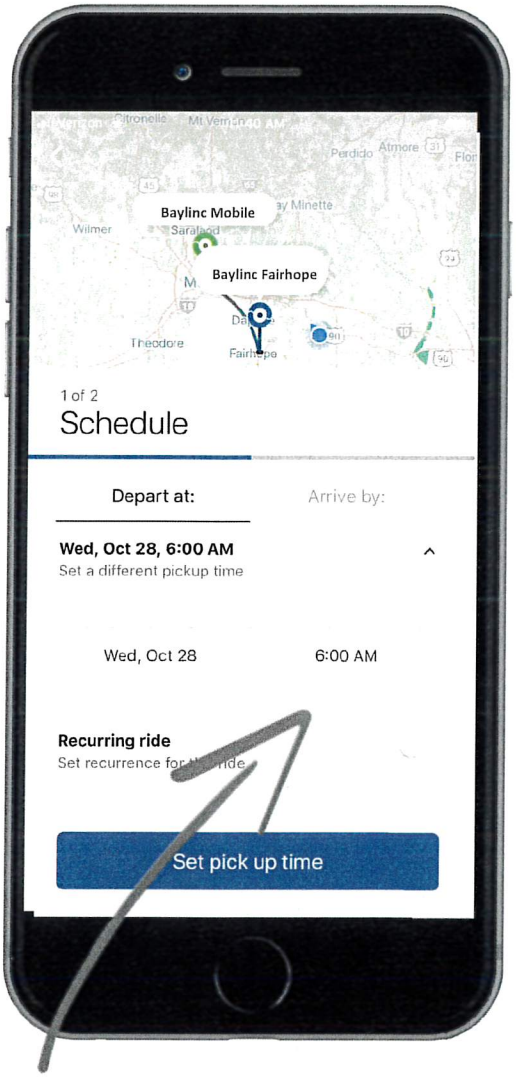
BAYLINC

Trips from Baldwin to **Mobile**

Arrive at Bienvielle Square: (Baylinc Mobile)	Depart Spanish Fort Kohls (Baylinc Spanish Fort)	Depart Daphne Civic Center (Baylinc Daphne)	Depart BRATS Fairhope Hub (Baylinc Fairhope)
6:45 AM	6:25 AM*	6:15 AM*	6:00 AM*
3:40 PM	3:20 PM*	3:10 PM*	2:55 PM*
5:15 PM	4:55 PM*	4:45 PM*	4:30 PM*

Trips from Mobile to **Baldwin**

Depart Bienvielle Square: (Baylinc Mobile)	Arrive at Spanish Fort Kohls (Baylinc Spanish Fort)	Arrive at Daphne Civic Center (Baylinc Daphne)	Arrive at BRATS Fairhope Hub (Baylinc Fairhope)
6:45 AM*	7:15 AM	7:20 AM	7:35 AM
3:40 PM*	4:05 PM	4:15 PM	4:30 PM
5:15 PM*	5:35 PM	5:45 PM	6:00 PM



*The listed departure times are approximate. Use these times when requesting a trip in the mobile application or over the phone

BALDWIN
COUNTY, ALABAMA
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Baylinc Connects Mobile-Baldwin County Public Transit Systems

NOV 5TH, 2007

The Wave Transit System and The Baldwin Rural Area Transit System (BRATS) have connected the Eastern Shore to Mobile with new bus routes that begin Tuesday, November 6. The first BRATS bus will roll-out at 6 am from the Hardee's Restaurant at the intersection of Fairhope Avenue (State Highway 48) and Greeno Road (U.S. Highway 98) in Fairhope. There will be other stops along the way to pick up commuters in Daphne and Spanish Fort. The bus will then arrive at Bienville Square at 6:45 am where riders will be able to connect with The Wave transit system.

Baylinc is the first effort in south Alabama to provide regional public transportation by connecting two counties. It is the result of effort by the two transit systems, local, state and federal elected officials, chambers of commerce, community leaders, members of transportation task forces, the Baldwin County Public Transit Coalition and many other transit stakeholders representing both sides of the bay. Baylinc is an Envision Strategy in Action effort.

Schedules for the bus route are available at the BRATS hub at 18100 County Road 54 in Robertsdale, online at www.co.baldwin.al.us or call (251) 990-4636. The Wave schedules are available at the main headquarters at the GM&O Transportation Center, 1100 Beauregard St., Mobile, online at www.thewavetransit.com or call (251) 344-6600. Schedules are also available at all chambers of commerce offices. BRATS rates range from $1.50 to $3.00 depending on rider distances. The regular Wave fare is $1.25. Riders will need to have the correct change. Rider Discount Cards will be available for purchase from the bus drivers. All buses are handicapped accessible. Parking at the various stops along the Eastern Shore will be free. Employers may furnish seats to their employees as a pre-tax employment benefit and employer tax deduction of up to $110 a month.

The primary purpose of providing the new route is to help the workforce get to available jobs at both sides of the bay to aid in workforce development. However, the routes are not limited to just that one use, they may be used for chopping, medical appointments, and many other needs that the citizens may have.

City News

June 30th, 2023
City of Mobile dredging historic Three Mile Creek channel

June 29th, 2023
July 5, 2023 MEETING OF THE CITY OF MOBILE'S ARCHITECTURAL REVIEW BOARD (ARB)

June 28th, 2023
Intersection of McGregor and Dauphin will temporarily close July 7-11

June 28th, 2023
City of Mobile facilities open as cooling centers

June 23rd, 2023
Dauphin Street temporarily closing for MAWSS sewer installation

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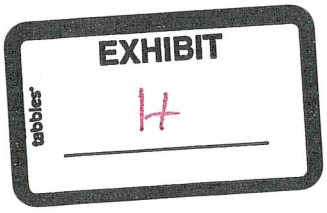

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South Alabama Regional Planning Commission

"Positively Impacting People and Communities"

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CEDS-INTERACTIVE VERSION
2022 CEDS Resolution
Economic Development Plan
Area on Aging Available Jobs on LinkedIn
HIPAA Statement
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SARPC Staffing Job Application
SAPA Open Bids

2024 Application for Title III Funds(Word fill in Document)(Word fill in document)
Title III Budget Form 2024

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Alabama Coastal Area Management

Program Strategic Plan

Coastal Area Map

ACAMP ——> **ACAMP PROJECTS**

South Alabama Regional Planning Commission

South Alabama Regional Planning Commission (SARPC) is a locally controlled and organized instrument of local government in Southwestern Alabama. SARPC serves the three counties of Mobile, Baldwin and Escambia and twenty-nine municipalities through the provision of programs and services in community development; employment and economic development; grant administration; senior and social services and transportation planning. Through its role as a resource for communication, coordination, advocacy, policy-making and technical assistance, SARPC helps facilitate the deliberation and resolution of common problems and issues of member government representatives, elected and non-profit officials and private-sector leaders throughout the South Alabama region.

SARPC was founded as the Mobile Regional Planning Commission in 1964 and in 1968 was expanded to include Baldwin and Escambia counties and was re-branded the South Alabama Regional Planning Commission. SARPC works with federal, state and local entities in delivery of its programs and services and is one of twelve regional commissions in the State of Alabama as provided for in Act 1126 of the 1969 Alabama Legislature.

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Expert Report of Thomas M. Bryan

Expert in Demography for the

Alabama Attorney General

August 3, 2023

EXPERT REPORT OF THOMAS M. BRYAN

I, Thomas M. Bryan, affirm the conclusions I express in this report are provided to a reasonable degree of professional certainty.

EXPERT QUALIFICATIONS

I am an expert in demography with more than 30 years of experience. Described more fully below, I have been retained by the Alabama Attorney General's office as an expert to provide redistricting analysis related to State Congressional redistricting plans.

I graduated with a Bachelor of Science in History from Portland State University in 1992. I graduated with a Master of Urban Studies (MUS) from Portland State University in 1996, and in 2002 I graduated with a Master in Management and Information Systems (MIS) from George Washington University. Concurrent with earning my Management and Information Systems degree, I earned my Chief Information Officer certification from the GSA.[1]

My background and experience with demography, census data and advanced analytics using statistics and population data began in 1996 with an analyst role for the Oregon State Data Center. In 1998 I began working as a statistician for the US Census Bureau in the Population Division – developing population estimates and innovative demographic methods. In 2001 I began my role as a professional demographer for ESRI Business Information Solutions, where I began developing my expertise in Geographic Information Systems (GIS) for population studies. In May 2004 I continued my career as a demographer, data scientist and expert in analytics in continuously advanced corporate roles, including at Altria and Microsoft through 2020.

In 2001 I developed a private demographic consulting firm "BryanGeoDemographics" or "BGD". I founded BGD as a demographic and analytic consultancy to meet the expanding demand for advanced analytic expertise in applied demographic research and analysis. Since then, my consultancy has broadened to include litigation support, state and local redistricting, school redistricting, and municipal infrastructure initiatives. Since 2001, I have undertaken over 150 such engagements in three broad areas:

- state and local redistricting,
- applied demographic studies, and
- school redistricting and municipal infrastructure analysis.

1 Granted by the General Services Administration (GSA) and the Federal IT Workforce Committee of the CIO Council. http://www.gwu.edu/~mastergw/programs/mis/pr.html.

My background and experience with redistricting began with McKibben Demographics from 2004-2012, when I provided expert demographic and analytic support in over 120 separate school redistricting projects. These engagements involved developing demographic profiles of small areas to assist in building fertility, mortality and migration models used to support long-range population forecasts and infrastructure analysis. Over this time, I informally consulted on districting projects with Dr. Peter Morrison. In 2012 I formally began performing redistricting analytics and continue my collaboration with Dr. Morrison to this day. I have been involved with over 40 significant redistricting projects, serving roles of increasing responsibility from population and statistical analyses to report writing to directly advising and supervising redistricting initiatives. Many of these roles were served in the capacity of performing Gingles analyses, risk assessments and Federal and State Voting Rights Act (VRA) analyses in state and local areas.

In each of those cases, I have personally built, or supervised the building of, one or more databases combining demographic data, local geographic data and election data from sources including the 2000, the 2010 and now 2020 decennial Censuses. I also innovated the use of the US Census Bureau's statistical technique of "iterative proportional fitting" or "IPF" of the Census Bureau's American Community Survey, and the Census Bureau's Special Tabulation of Citizen Voting Age Population Data to enable the development of districting plans at the Census block level. This method has been presented and accepted in numerous cases we have developed or litigated. These data have also been developed and used in the broader context of case-specific traditional redistricting principles and often alongside other state and local demographic and political data.

In 2012 I began publicly presenting my work at professional conferences. I have developed and publicly presented on measuring effective voting strength, how to develop demographic accounting models, applications of using big data and statistical techniques for measuring minority voting strength – and have developed and led numerous tutorials on redistricting. With the delivery of the 2020 Census, I have presented on new technical challenges of using 2020 Census data and the impact of the Census Bureau's new differential privacy (DP) system. This work has culminated with being invited to be the Session Chairman of the "Assessing the Quality of the 2020 Census" session of the 2021 Population Association of America meeting, featuring Census Director Ron Jarmin - and invited to be the Session Chairman of the "Uses of Census Data and New Analytical Approaches for Redistricting" session at the 2022 Population Association of America Applied Demographic meeting.

I have written professionally and been published since 2004. I am the author of "Population Estimates" and "Internal and Short Distance Migration" in the definitive demographic reference "The Methods and Materials of Demography". In 2015 I joined a group of professional demographers serving as experts in the matter of Evenwel, et al. v. Texas case. In Evenwel I served in a leadership role in writing an Amicus Brief on the use of the American Community Survey (ACS) in measuring and assessing one-person, one vote. In 2019 I co-authored

"Redistricting: A Manual for Analysts, Practitioners, and Citizens", and in 2021 I co-authored "The Effect of the Differential Privacy Disclosure Avoidance System Proposed by the Census Bureau on 2020 Census Products".

I have been deposed three times in the last four years, in the matters of *Harding v. County of Dallas, Navajo Nation v. San Juan Board of Commissioners et al*. and *Petteway, et al. v. Galveston County, et al*. I have testified twice, in the matters of *Milligan v. Merrill, Caster v. Merrill* and *Singleton v. Merrill* over Alabama's 2021 Congressional redistricting plan and *Robinson v. Ardoin* and *Galmon v. Ardoin* over Louisiana's Congressional redistricting initiatives.

I maintain membership in numerous professional affiliations, including:

- International Association of Applied Demographers (Member and Board of Directors)
- American Statistical Association (Member)
- Population Association of America (Member)
- Southern Demographic Association (Member)

My full CV, including my 30 years of demography experience, is attached as Appendix 4.

TABLE OF CONTENTS

I. EXECUTIVE SUMMARY 8

II. ASSIGNMENT 9

III. REDISTRICTING PERFORMANCE 10

A. Population and Characteristics 10

Table III.A.1 Voting Age Population (VAP) by white, non-Hispanic VAP and Any Part Black (APB) VAP for the Previous 2021 (HB1) Plan 11

Exhibit III.A.1 2020 Percent Any Part Black by Voting Tabulation District (VTD) Map 11

Exhibit III.A.2 2020 Percent Any Part Black with Black Belt by Voting Tabulation District (VTD) Map 12

Table III.A.2 Voting Age Population (VAP) by white, non-Hispanic VAP and Any Part Black (APB) VAP by County for Black Belt 13

Exhibit III.A.3 2020 Percent Any Part Black with Size of VAP by Voting Tabulation District (VTD) with Black Belt Map 14

Table III.A.3 Voting Age Population (VAP) by white, non-Hispanic VAP and Any Part Black (APB) VAP for the newly enacted Alabama congressional plan – known as the Livingston 3 Congressional Plan or "AL_2023" 15

Table III.A.4 VAP by white, non-Hispanic VAP and Any Part Black (APB) VAP for the 12th plan that the Milligan and Caster Plaintiffs together proposed to the Legislature last month known as the "VRA Plaintiffs Remedial Map" or "VRA_REM" 16

Exhibit III.A.4 2020 Percent Any Part Black with Size of VAP by Voting Tabulation District (VTD) for the VRA Plaintiffs Remedial Map 16

Table III.A.5 Voting Age Population (VAP) by white, non-Hispanic VAP and Any Part Black (APB) VAP for Cooper Plan 1 17

Table III.A.6 Voting Age Population (VAP) by white, non-Hispanic VAP and Any Part Black (APB) VAP for Cooper Plan 2 18

Table III.A.7 Voting Age Population (VAP) by white, non-Hispanic VAP and Any Part Black (APB) VAP for Cooper Plan 3 18

Table III.A.8 Voting Age Population (VAP) by white, non-Hispanic VAP and Any Part Black (APB) VAP for Cooper Plan 4 19

Table III.A.9 Voting Age Population (VAP) by white, non-Hispanic VAP and Any Part Black (APB) VAP for Cooper Plan 5 19

Table III.A.10 Voting Age Population (VAP) by white, non-Hispanic VAP and Any Part Black (APB) VAP for Cooper Plan 6 20

Table III.A.11 Voting Age Population (VAP) by white, non-Hispanic VAP and Any Part Black (APB) VAP for Cooper Plan 7. 20

Exhibit III.A.5 2020 Percent Any Part Black with Size of VAP by Voting Tabulation District (VTD) for Cooper Plan 7 21

B. Geographic Splits Analysis of Counties 22

Table III.B.1 Alabama County Splits by Plan 22

Table III.B.2 District 2 Voting Age Population (VAP) in Split Counties by white, non-Hispanic VAP and Any Part Black (APB) VAP by Plan 24

Table III.B.3 District 7 Voting Age Population (VAP) in Split Counties by white, non-Hispanic VAP and Any Part Black (APB) VAP by Plan 25

IV. CONCLUSION 26

Appendix 1 Alabama 2023 APB VAP Map 28

Appendix 2 Detailed County Splits Analysis 29

A. "AL_2023" Alabama "Livingston 3" County Splits VAP (% of County) 31

B. "AL_2023" Alabama "Livingston 3" County Splits VAP (% of Total) 32

C. "VRA_REM" VRA Remedial Plan: County Splits VAP (% of County) 33

D. "VRA_REM" VRA Remedial Plan: County Splits VAP (% of Total) 34

E. "Cooper 1" William Cooper's 1st Plan: County Splits VAP (% of County) 35

F. "Cooper 1" William Cooper's 1st Plan: County Splits VAP (% of Total) 36

G. "Cooper 2" William Cooper's 2nd Plan: County Splits VAP (% of County) 37

H. "Cooper 2" William Cooper's 2nd Plan: County Splits VAP (% of Total) 38

I. "Cooper 3" William Cooper's 3rd Plan: County Splits VAP (% of County) 39

J. "Cooper 3" William Cooper's 3rd Plan: County Splits VAP (% of Total) 40

K. "Cooper 4" William Cooper's 4th Plan: County Splits VAP (% of County) 41

L. "Cooper 4" William Cooper's 4th Plan: County Splits VAP (% of Total) 42

M. "Cooper 5" William Cooper's 5th Plan: County Splits VAP (% of County) 43

N. "Cooper 5" William Cooper's 5th Plan: County Splits VAP (% of Total) 44

O. "Cooper 6" William Cooper's 6th Plan: County Splits VAP (% of County) 45
P. "Cooper 6" William Cooper's 6th Plan: County Splits VAP (% of Total) 46
Q. "Cooper 7" William Cooper's 7th Plan: County Splits VAP (% of County) 47
R. "Cooper 7" William Cooper's 7th Plan: County Splits VAP (% of Total) 48
S. "Alabama 2021 Previous": County Splits VAP (% of County) 49
T. "Alabama 2021 Previous": County Splits VAP (% of Total)..... 50
Appendix 3 Alabama Maps..... 51
A. "AL_2023" - also known as the Livingston 3 Congressional Plan 52
B. "VRA_REM" - also known as the "VRA Plaintiffs Remedial Map"..... 53
C. "Cooper 7" - The seventh plan prepared by Plaintiff's expert William Cooper..... 54
D. City of Mobile: "VRA_REM" VRA Remedial Plan - Split Map..... 55
E. City of Mobile: "VRA_REM" VRA Remedial Plan - Race Map 56
Appendix 4 Thomas Bryan CV..... 57

I. EXECUTIVE SUMMARY

1. In this report I will be assessing the demographic characteristics and performing a geographic splits analysis on a series of Alabama congressional redistricting plans, including the previous 2021 plan (HB1), the new 2023 Alabama plan, the previous plans offered by William Cooper – plus one new Cooper Plan (7) and a VRA Plaintiffs Remedial Plan.

2. The demographic characteristics of the new Alabama 2023 plan differ from the previous 2021 plan (see ***Table III.A.1*** and ***Table III.A.3***). This new 2023 plan features a District 2 with 39.9% APB VAP in 2023 vs. 30.1% APB VAP in 2021 and a District 7 with 50.7% APB VAP in 2023 vs. 55.3% in the previous 2021 plan.

3. The population characteristics of the new VRA Plaintiffs Remedial Plan differ from those of the previous 2021 plan (see ***Table III.A.1*** and ***Table III.A.4***). This new plan features a new Black majority District 2 – with 50.1% APB VAP vs. 30.1% APB VAP in the previous 2021 plan and a lower APB majority District 7 – with 54.5% APB VAP in 2023 vs. 55.3% in the previous 2021 plan.

4. The population characteristics of the Cooper 7 Map plan differ from those of the previous 2021 plan (see ***Table III.A.1*** vs. ***Table III.A.11***). This plan features a new Black majority District 2 – with 51.9% APB VAP vs. 30.1% APB VAP in the previous 2021 plan and a lower APB majority District 7 – with 50.3% APB VAP vs. 55.3% in the previous 2021 plan.

5. The Cooper 7 plan statistics are similar to the statistics in his six earlier plans (see ***Table III.A.5*** through ***Table III.A.10*** vs. ***Table III.A.11***)

6. In an effort to determine whether there is evidence that race predominated in the design of each plan, I analyzed the number of county splits and explored the size and type of population that were impacted by them.

7. The county splits I observed for the VRA Plaintiffs Remedial Plan and each of the Cooper Plans show evidence of the splits being used in both District 2 and District 7 to draw each as majority APB VAP districts. I conclude that this is evidence to suggest that race predominated in the drawing of both the 2nd and 7th districts in Plaintiffs' VRA Remedial Plan and Cooper Plans 1 – 7.

II. ASSIGNMENT

8. I have been engaged by the Alabama Attorney General's office to perform demographic analyses of nine Alabama congressional redistricting plans. Those plans are as follows:

   a) The newly enacted Alabama congressional plan – known as the Livingston 3 Congressional Plan[2] or "AL_2023"

   b) A 12th plan that the Milligan and Caster Plaintiffs together proposed to the Legislature last month known as the "VRA Plaintiffs Remedial Map" or "VRA_REM"

   c) The seven plans Caster Plaintiffs' expert William Cooper submitted during Plaintiffs' challenge to the 2021 plan.

9. For these plans, I will perform a demographic analysis of their voting age population (VAP) by race and ethnicity and will perform a geographic "splits analysis" by county to determine whether there is evidence that race predominated in the design of the plans.

10. In Section III, I review the performance of these Alabama congressional redistricting plans with the following metrics:

    A. Demographic characteristics; and

    B. County splits.

11. In forming my opinions, I have considered all materials cited in this report and the appendices. I have also considered some pleadings and other filings in this matter; as well as technical resources such as Morrison & Bryan, Redistricting: A Manual for Analysts, Practitioners, & Citizens (Springer 2019) and the U.S. DOJ, Guidance under Section 2 of the Voting Rights Act, 52 U.S.C. 1301, for redistricting and methods of electing government bodies (Sept. 1, 2021).

12. I reserve the right to further supplement my report and opinions.

[2] https://www.sos.alabama.gov/sites/default/files/State%20Districts/Livingston%20Congressional%20Plan%203-2023%20Map.pdf and https://www.sos.alabama.gov/sites/default/files/State%20Districts/Livingston%20Congressional%20Plan%203-2023%20Description.pdf

III. REDISTRICTING PERFORMANCE

A. Population and Characteristics

13. In the following analysis, I assess and compare the population characteristics of:

    a. The newly enacted Alabama congressional plan – known as the Livingston 3 Congressional Plan or "AL_2023"

    b. A 12th plan that the Milligan and Caster Plaintiffs together proposed to the Legislature last month known as the "VRA Plaintiffs Remedial Map" or "VRA_REM"

    c. The seven maps prepared by Caster Plaintiffs' expert William Cooper (Cooper 1 – 7)

14. This demographic analysis includes measures of the total VAP, the white alone, non-Hispanic population (WNH) VAP, and Any Part Black (APB) VAP by plan and by district.

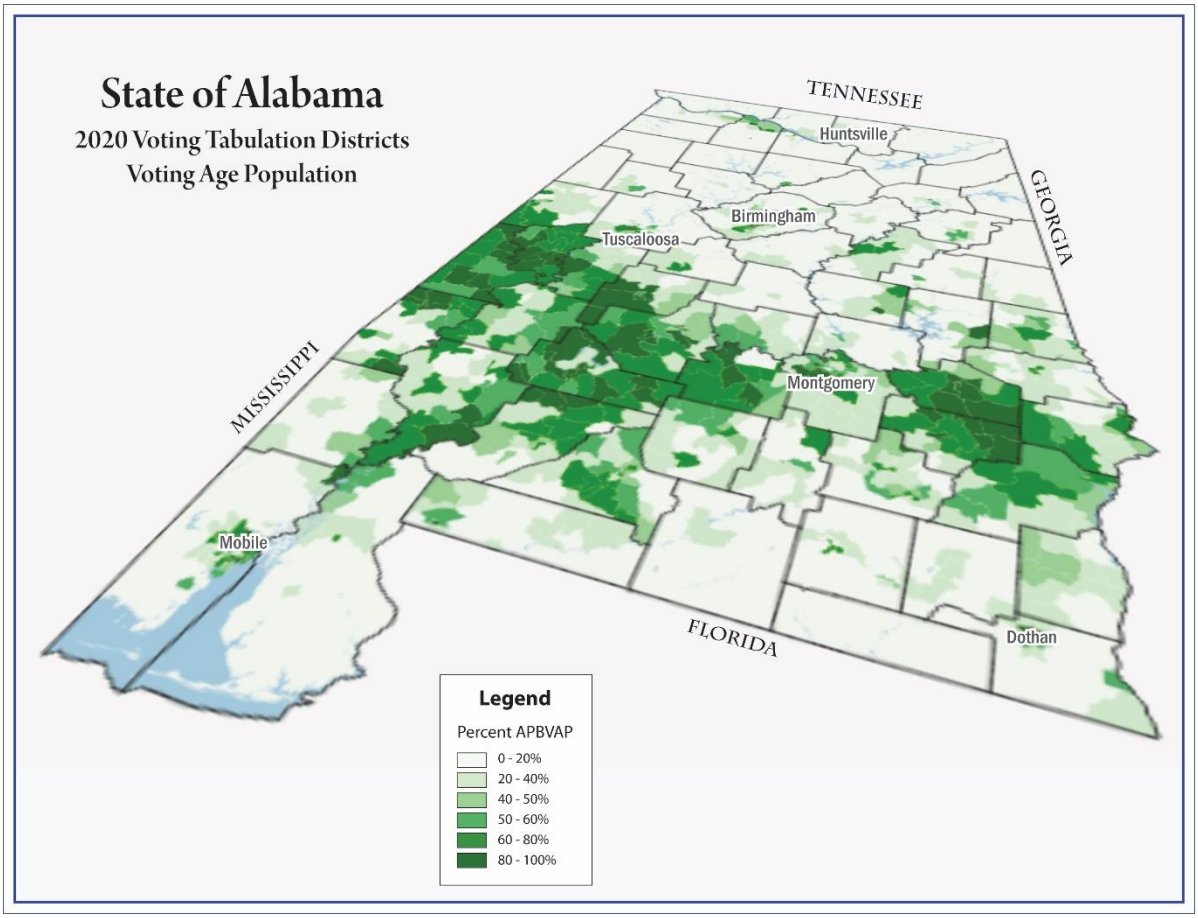
15. My analysis begins with a brief overview of the Voting Age Population demographics of the State of Alabama. In 2020, there were 3,917,166 VAP in Alabama (see ***Table III.A.1***). Of this VAP, 2,564,544 (or 65.5%) were white, non-Hispanic VAP and 1,014,372 (or 25.9%) were Any Part Black VAP (defined as Black alone, or Black in combination with any other race regardless of Hispanic origin). This population was distributed across seven congressional districts (the number of congressional districts did not change during the 2020 apportionment).

Table III.A.1 Voting Age Population (VAP) by white, non-Hispanic VAP and Any Part Black (APB) VAP for the Previous 2021 (HB1) Plan

District	VAP	WNH VAP	APB VAP	% WNH VAP	% APB VAP
1	557,535	367,960	142,777	66.0%	25.6%
2	557,677	345,900	167,971	62.0%	30.1%
3	564,281	382,226	141,011	67.7%	25.0%
4	556,133	458,324	42,819	82.4%	7.7%
5	561,187	397,809	101,339	70.9%	18.1%
6	552,286	393,028	104,551	71.2%	18.9%
7	568,067	219,297	313,904	38.6%	55.3%
Grand Total	**3,917,166**	**2,564,544**	**1,014,372**	65.5%	25.9%

Source: 2020 Census PL94-171 P3 and P4 Tables

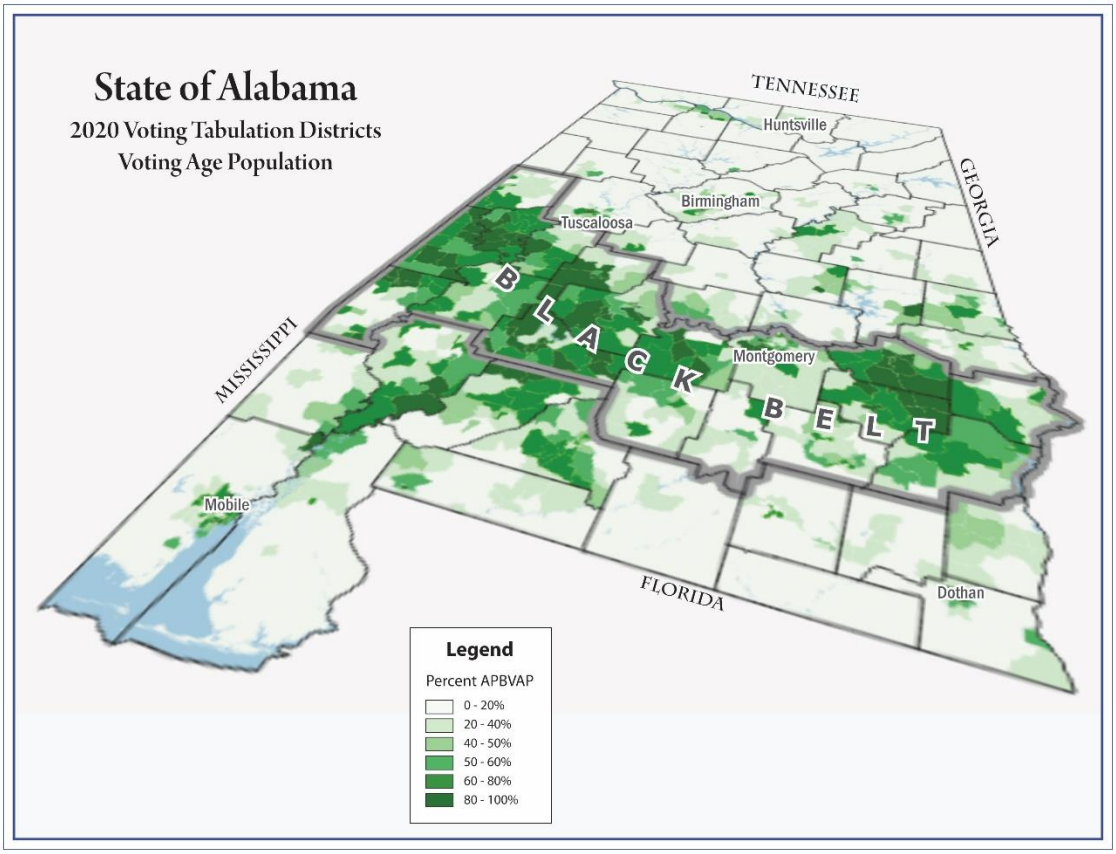
Exhibit III.A.1 2020 Percent Any Part Black by Voting Tabulation District (VTD) Map



Source: 2020 Census PL94-171 P3 and P4 Tables

16. What is distinctive about Alabama is that the Black VAP is concentrated very differently across the state. In looking at ***Exhibit III.A.1*** above, which shows the percent Black voting age population, it is clear that there are very different concentrations of Black VAP across the state – with large swaths of central Alabama with very high percentages of Black VAP (the Black Belt).

Exhibit III.A.2 2020 Percent Any Part Black with Black Belt by Voting Tabulation District (VTD) Map



Source: 2020 Census PL94-171 P3 and P4 Tables

17. What is notable in these shaded maps of % of a VAP is that they only show *one* dimension of their racial demography. While many counties in the Black Belt have high *percentages* of Black VAP, most of those counties besides Montgomery are rural, meaning the relative number of Black VAP in those rural counties is relatively low.[3]

[3] There are several counties outside of and to the southwest of the traditional Black Belt (Clarke and Monroe Counties for example) that still have high proportions of APB VAP. These counties are among

18. ***Table III.A.2*** shows the percent Black voting age population by VTD with the Black Belt boundary.[4] This table shows that these 18 counties include the majority (but not all) of the counties with the highest % APB VAP.

Table III.A.2 Voting Age Population (VAP) by white, non-Hispanic VAP and Any Part Black (APB) VAP by County for Black Belt

Name	VAP	WNH VAP	APB VAP	% WNH VAP	% APB VAP
Barbour County	20,134	9,456	9,456	47.0%	47.0%
Bullock County	8,356	2,075	5,956	24.8%	71.3%
Butler County	14,903	7,953	6,498	53.4%	43.6%
Choctaw County	10,168	5,690	4,286	56.0%	42.2%
Crenshaw County	10,360	7,477	2,517	72.2%	24.3%
Dallas County	29,613	8,645	20,496	29.2%	69.2%
Greene County	6,070	1,099	4,886	18.1%	80.5%
Hale County	11,483	4,793	6,494	41.7%	56.6%
Lowndes County	8,283	2,426	5,724	29.3%	69.1%
Macon County	16,226	2,699	13,096	16.6%	80.7%
Marengo County	15,053	6,816	7,860	45.3%	52.2%
Perry County	6,740	2,051	4,592	30.4%	68.1%
Pickens County	15,447	8,395	5,931	54.3%	38.4%
Pike County	26,809	15,241	9,830	56.9%	36.7%
Russell County	44,681	21,606	19,859	48.4%	44.4%
Sumter County	9,914	2,530	7,144	25.5%	72.1%
Wilcox County	8,260	2,445	5,713	29.6%	69.2%
Rural Black Belt	**262,500**	**111,397**	**140,338**	**42.4%**	**53.5%**
Montgomery County	177,427	62,431	99,936	35.2%	56.3%
Total Black Belt	**439,927**	**173,828**	**240,274**	**39.5%**	**54.6%**
Not Black Belt	**3,477,239**	**2,390,716**	**774,098**	**68.8%**	**22.3%**
Grand Total	**3,917,166**	**2,564,544**	**1,014,372**	**65.5%**	**25.9%**

Source: 2020 Census PL94-171 P3 and P4 Tables

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those sometimes described as comprising a "secondary Black Belt". https://www.al.com/news/2020/10/alabama-cant-agree-which-counties-are-in-the-black-belt-and-thats-a-problem.html

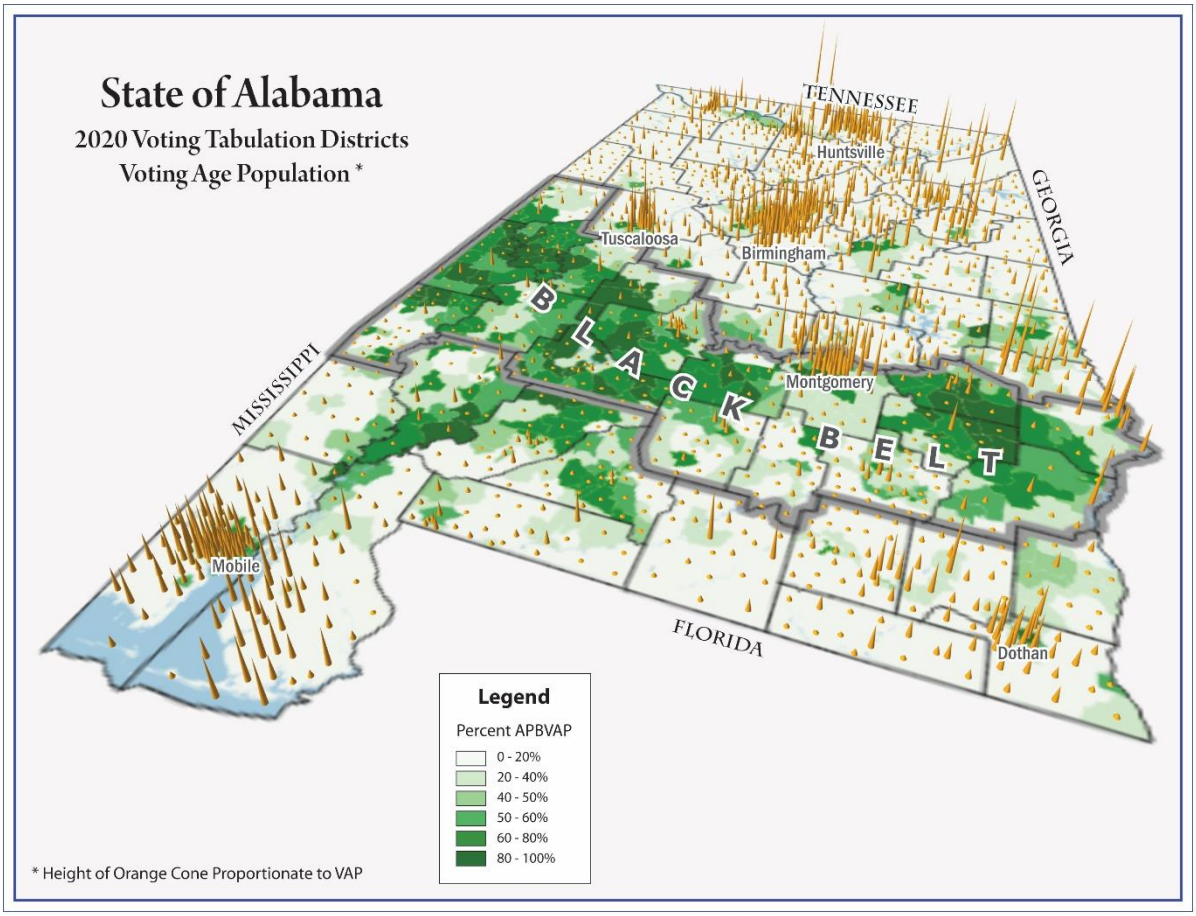
[4] https://alafricanamerican.com/beyond-the-book-honoree-archives/beyond-the-book-the-alabama-black-belt/#:~:text=From%20an%20agricultural%20standpoint%20and,%2C%20Russell%2C%20Sumter%20and%20Wilcox: "Traditionally, 17 Alabama counties—Barbour, Bullock, Butler, Choctaw, Crenshaw, Dallas, Greene, Hale, Lowndes, Macon, Marengo, Montgomery, Perry, Pike, Russell, Sumter, and Wilcox—were included in the region." The Alabama Legislature in Act No. 2023-563 also includes Pickens County as a "core" Black Belt county.

The Encyclopedia of Alabama provides a thorough description and history of the Black Belt: https://encyclopediaofalabama.org/article/black-belt-region-in-alabama/.

19. While these Black Belt counties have high proportions of APB VAP, that APB VAP makes up only a fraction of the total APB VAP population in the State of Alabama. In ***Table III.A.2***, the VAP population for each of 17 rural Black Belt counties is shown (including a rural Black Belt total), plus Montgomery County (regarded as an urban Black Belt county). Combined, these 18 counties have 439,927 VAP, of which 240,274 (or 54.6%) are APB VAP.

20. The Black Belt VAP of 439,927 represents 11.2% of the statewide total VAP of 3,917,166. The Black Belt white, non-Hispanic VAP of 173,828 represents 6.8% of the statewide WNH VAP of 2,564,544. And the Black Belt Any Part Black VAP of 240,274 represents 23.7% of the statewide APB VAP of 1,014,372. That is to say: more than 90% of WNH VAP and ¾ of APB VAP in Alabama live *outside* of the Black Belt.

Exhibit III.A.3 2020 Percent Any Part Black with Size of VAP by Voting Tabulation District (VTD) with Black Belt Map



Source: 2020 Census PL94-171 P3 and P4 Tables

21. In ***Exhibit III.A.3*** above, the vertical orange cones around the state depict the size of the VAP in each Alabama Voting Tabulation District (VTD).[5] The taller the colored cone, the larger the size of the VAP in that VTD. So for example, a VTD could have a very high percentage Any Part Black (shown in dark green) – but that may be based on a very low number. 100 Any Part Black out of 100 VAP in a given VTD is 100% - but this number is so low that it would have relatively low impact on the overall demographics of a district. Another VTD may have 3,000 Any Part Black out of 5,000 VAP in a given VTD - or 60% APB VAP. While this example reflects a lower percentage – the sheer size of the VTD means that it will potentially have a greater impact on the demographics of the district than the 100% APB VAP VTD. So while in ***Exhibit III.A.2*** that VTD may not look like it is impactful, it in fact be *more* impactful on the overall demographics of the district than a VTD with a higher % APB VAP with very low numeric APB VAP. ***Exhibit III.A.3*** reinforces ***Table III.A.2*** in showing that the majority of VAP (including APB VAP) are outside of the Black Belt.

22. Knowing that different parts of the state contribute very differently to the demographic compositions of the state overall and of each district that comprises each plan, I now turn my attention to the demographic performance of each plan. First, in ***Table III.A.3*** for the new Alabama 2023 plan, the 2nd District has 52.5% white, non-Hispanic (WNH) VAP and 39.9% Any Part Black (APB) VAP. The 7th District has 42.7% white, non-Hispanic (WNH) VAP and 50.7% Any Part Black (APB) VAP.

Table III.A.3 Voting Age Population (VAP) by white, non-Hispanic VAP and Any Part Black (APB) VAP for the newly enacted Alabama congressional plan – known as the Livingston 3 Congressional Plan or "AL_2023"

District	VAP	WNH VAP	APB VAP	% WNH VAP	% APB VAP
1	557,393	373,897	137,268	67.1%	24.6%
2	559,067	293,496	223,228	52.5%	39.9%
3	564,595	405,145	116,843	71.8%	20.7%
4	555,217	459,881	40,112	82.8%	7.2%
5	560,406	393,794	102,735	70.3%	18.3%
6	552,230	395,669	106,353	71.6%	19.3%
7	568,258	242,662	287,833	42.7%	50.7%
Grand Total	**3,917,166**	**2,564,544**	**1,014,372**	65.5%	25.9%

Source: 2020 Census PL94-171 P3 and P4 Tables

23. Next, in ***Table III.A.4*** for the new Plaintiff's VRA Remedial Map, the 2nd District has 43.2% white, non-Hispanic (WNH) VAP and 50.1% Any Part Black (APB) VAP. The 7th District has 38.9% white, non-Hispanic (WNH) VAP and 54.5% Any Part Black (APB) VAP.

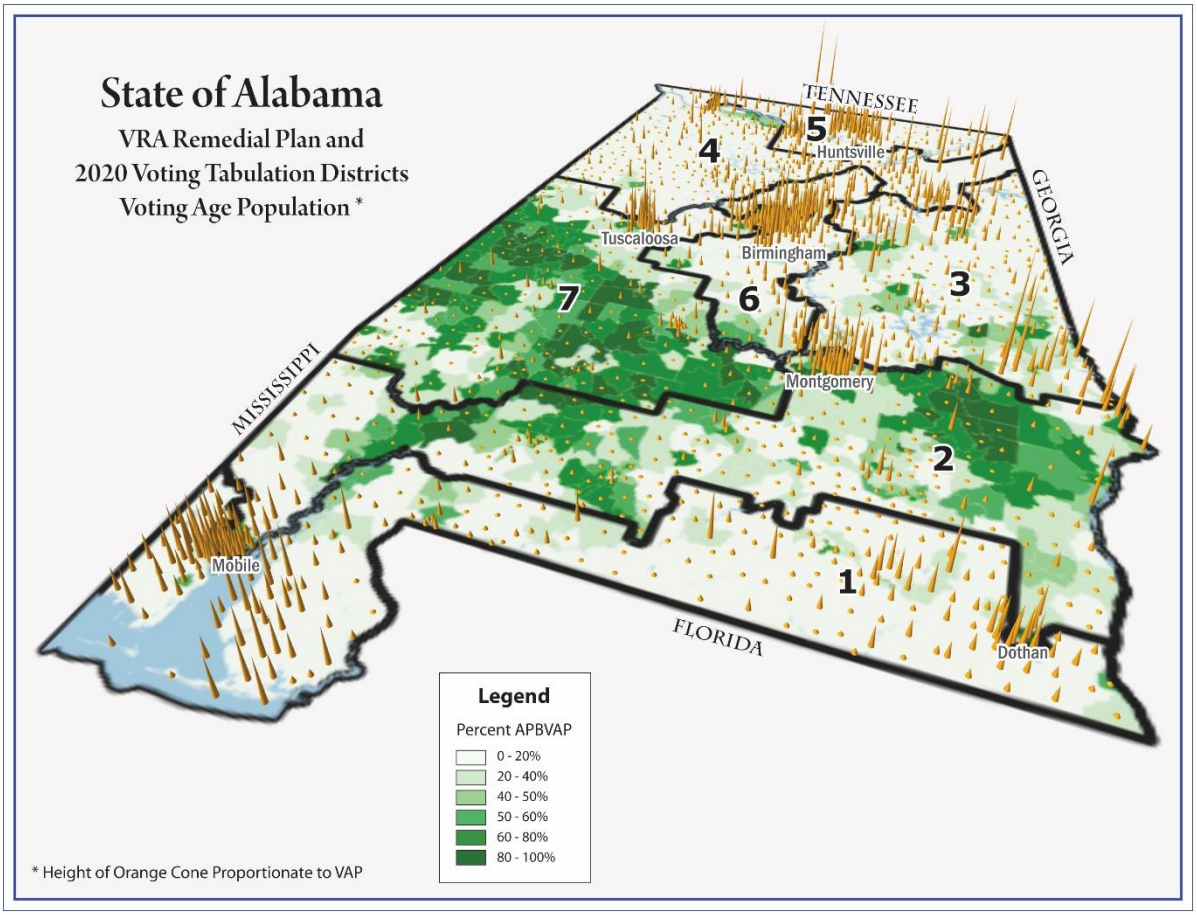
[5] This map for the Alabama 2023 Plan may be found in Appendix 1.

Table III.A.4 VAP by white, non-Hispanic VAP and Any Part Black (APB) VAP for the 12th plan that the Milligan and Caster Plaintiffs together proposed to the Legislature last month known as the "VRA Plaintiffs Remedial Map" or "VRA_REM"

District	VAP	WNH VAP	APB VAP	% WNH VAP	% APB VAP
1	558,142	423,469	83,257	75.9%	14.9%
2	557,855	241,133	279,348	43.2%	50.1%
3	565,115	402,042	121,850	71.1%	21.6%
4	556,133	458,324	42,819	82.4%	7.7%
5	561,187	397,809	101,339	70.9%	18.1%
6	554,731	422,414	78,396	76.1%	14.1%
7	564,003	219,353	307,363	38.9%	54.5%
Grand Total	**3,917,166**	**2,564,544**	**1,014,372**	65.5%	25.9%

Source: 2020 Census PL94-171 P3 and P4 Tables

Exhibit III.A.4 2020 Percent Any Part Black with Size of VAP by Voting Tabulation District (VTD) for the VRA Plaintiffs Remedial Map



Source: 2020 Census PL94-171 P3 and P4 Tables

24. What is clear from an examination of ***Exhibit III.A.4*** is that the large areas of District 2 and District 7 in the Black Belt have high *proportions* of APB VAP– but relatively low *numbers* of VAP. In the case of District 2 – there is not enough population to create a district that is properly apportioned, and not enough APB VAP from the Black Belt to support a majority APB VAP in that district Similarly, for District 7, the western portions of the Black Belt have high proportions of APB VAP, but again they are not numerous. Both districts are able to become majority APB VAP only by including split pieces of nearby populous areas—Mobile for CD2 and Tuscaloosa and Jefferson Counties for District 7.

25. Next, in ***Table III.A.5*** for the original Cooper Map 1, the 2nd District has 44.0% white, non-Hispanic (WNH) VAP and 50.1% Any Part Black (APB) VAP. The 7th District has 39.4% white, non-Hispanic (WNH) VAP and 53.3% Any Part Black (APB) VAP.

Table III.A.5 Voting Age Population (VAP) by white, non-Hispanic VAP and Any Part Black (APB) VAP for Cooper Plan 1

District	VAP	WNH VAP	APB VAP	% WNH VAP	% APB VAP
1	557,084	417,122	89,315	74.9%	16.0%
2	559,442	246,011	280,226	44.0%	50.1%
3	563,119	388,487	126,853	69.0%	22.5%
4	555,541	462,235	35,033	83.2%	6.3%
5	561,688	396,725	104,784	70.6%	18.7%
6	556,122	431,641	77,568	77.6%	13.9%
7	564,170	222,323	300,593	39.4%	53.3%
Grand Total	**3,917,166**	**2,564,544**	**1,014,372**	65.5%	25.9%

Source: 2020 Census PL94-171 P3 and P4 Tables

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26. Next, in ***Table III.A.6*** for the original Cooper Map 2, the 2nd District has 43.3% white, non-Hispanic (WNH) VAP and 50.9% Any Part Black (APB) VAP. The 7th District has 39.1% white, non-Hispanic (WNH) VAP and 53.8% Any Part Black (APB) VAP.

Table III.A.6 Voting Age Population (VAP) by white, non-Hispanic VAP and Any Part Black (APB) VAP for Cooper Plan 2

District	VAP	WNH VAP	APB VAP	% WNH VAP	% APB VAP
1	558,142	423,469	83,257	75.9%	14.9%
2	558,446	241,724	284,132	43.3%	50.9%
3	562,845	391,308	123,667	69.5%	22.0%
4	555,526	462,211	35,038	83.2%	6.3%
5	561,688	396,725	104,784	70.6%	18.7%
6	555,856	428,525	79,736	77.1%	14.3%
7	564,663	220,582	303,758	39.1%	53.8%
Grand Total	**3,917,166**	**2,564,544**	**1,014,372**	65.5%	25.9%

Source: 2020 Census PL94-171 P3 and P4 Tables

27. Next, in ***Table III.A.7*** for the original Cooper Map 3, the 2nd District has 43.5% white, non-Hispanic (WNH) VAP and 50.3% Any Part Black (APB) VAP. The 7th District has 42.1% white, non-Hispanic (WNH) VAP and 50.1% Any Part Black (APB) VAP.

Table III.A.7 Voting Age Population (VAP) by white, non-Hispanic VAP and Any Part Black (APB) VAP for Cooper Plan 3

District	VAP	WNH VAP	APB VAP	% WNH VAP	% APB VAP
1	557,048	411,457	95,952	73.9%	17.2%
2	559,299	243,465	281,155	43.5%	50.3%
3	562,300	373,557	143,328	66.4%	25.5%
4	559,374	459,861	40,853	82.2%	7.3%
5	561,688	396,725	104,784	70.6%	18.7%
6	554,093	442,194	66,090	79.8%	11.9%
7	563,364	237,285	282,210	42.1%	50.1%
Grand Total	**3,917,166**	**2,564,544**	**1,014,372**	65.5%	25.9%

Source: 2020 Census PL94-171 P3 and P4 Tables

28. Next, in ***Table III.A.8*** for the original Cooper Map 4, the 2nd District has 43.9% white, non-Hispanic (WNH) VAP and 50.1% Any Part Black (APB) VAP. The 7th District has 42.5% white, non-Hispanic (WNH) VAP and 50.1% Any Part Black (APB) VAP.

Table III.A.8 Voting Age Population (VAP) by white, non-Hispanic VAP and Any Part Black (APB) VAP for Cooper Plan 4

District	VAP	WNH VAP	APB VAP	% WNH VAP	% APB VAP
1	557,046	411,464	95,952	73.9%	17.2%
2	561,374	246,580	281,106	43.9%	50.1%
3	564,004	378,979	141,564	67.2%	25.1%
4	556,215	460,255	37,427	82.7%	6.7%
5	561,685	396,723	104,788	70.6%	18.7%
6	554,035	431,203	71,633	77.8%	12.9%
7	562,807	239,340	281,902	42.5%	50.1%
Grand Total	**3,917,166**	**2,564,544**	**1,014,372**	65.5%	25.9%

Source: 2020 Census PL94-171 P3 and P4 Tables

29. Next, in ***Table III.A.9*** for the original Cooper Map 5, the 2nd District has 43.2% white, non-Hispanic (WNH) VAP and 50.2% Any Part Black (APB) VAP. The 7th District has 42.0% white, non-Hispanic (WNH) VAP and 50.1% Any Part Black (APB) VAP.

Table III.A.9 Voting Age Population (VAP) by white, non-Hispanic VAP and Any Part Black (APB) VAP for Cooper Plan 5

District	VAP	WNH VAP	APB VAP	% WNH VAP	% APB VAP
1	559,475	415,036	95,759	74.2%	17.1%
2	557,367	240,759	280,044	43.2%	50.2%
3	561,513	378,950	137,702	67.5%	24.5%
4	555,656	463,965	33,887	83.5%	6.1%
5	561,688	396,725	104,784	70.6%	18.7%
6	555,380	431,220	78,632	77.6%	14.2%
7	566,087	237,889	283,564	42.0%	50.1%
Grand Total	**3,917,166**	**2,564,544**	**1,014,372**	65.5%	25.9%

Source: 2020 Census PL94-171 P3 and P4 Tables

30. Next, in ***Table III.A.10*** for the original Cooper Map 6, the 2nd District has 42.4% white, non-Hispanic (WNH) VAP and 51.3% Any Part Black (APB) VAP. The 7th District has 41.1% white, non-Hispanic (WNH) VAP and 51.1% Any Part Black (APB) VAP.

Table III.A.10 Voting Age Population (VAP) by white, non-Hispanic VAP and Any Part Black (APB) VAP for Cooper Plan 6

District	VAP	WNH VAP	APB VAP	% WNH VAP	% APB VAP
1	556,657	419,023	88,108	75.3%	15.8%
2	560,712	237,522	287,511	42.4%	51.3%
3	562,748	378,272	139,377	67.2%	24.8%
4	555,444	465,620	31,290	83.8%	5.6%
5	561,685	396,723	104,788	70.6%	18.7%
6	556,812	436,032	75,591	78.3%	13.6%
7	563,108	231,352	287,707	41.1%	51.1%
Grand Total	**3,917,166**	**2,564,544**	**1,014,372**	65.5%	25.9%

Source: 2020 Census PL94-171 P3 and P4 Tables

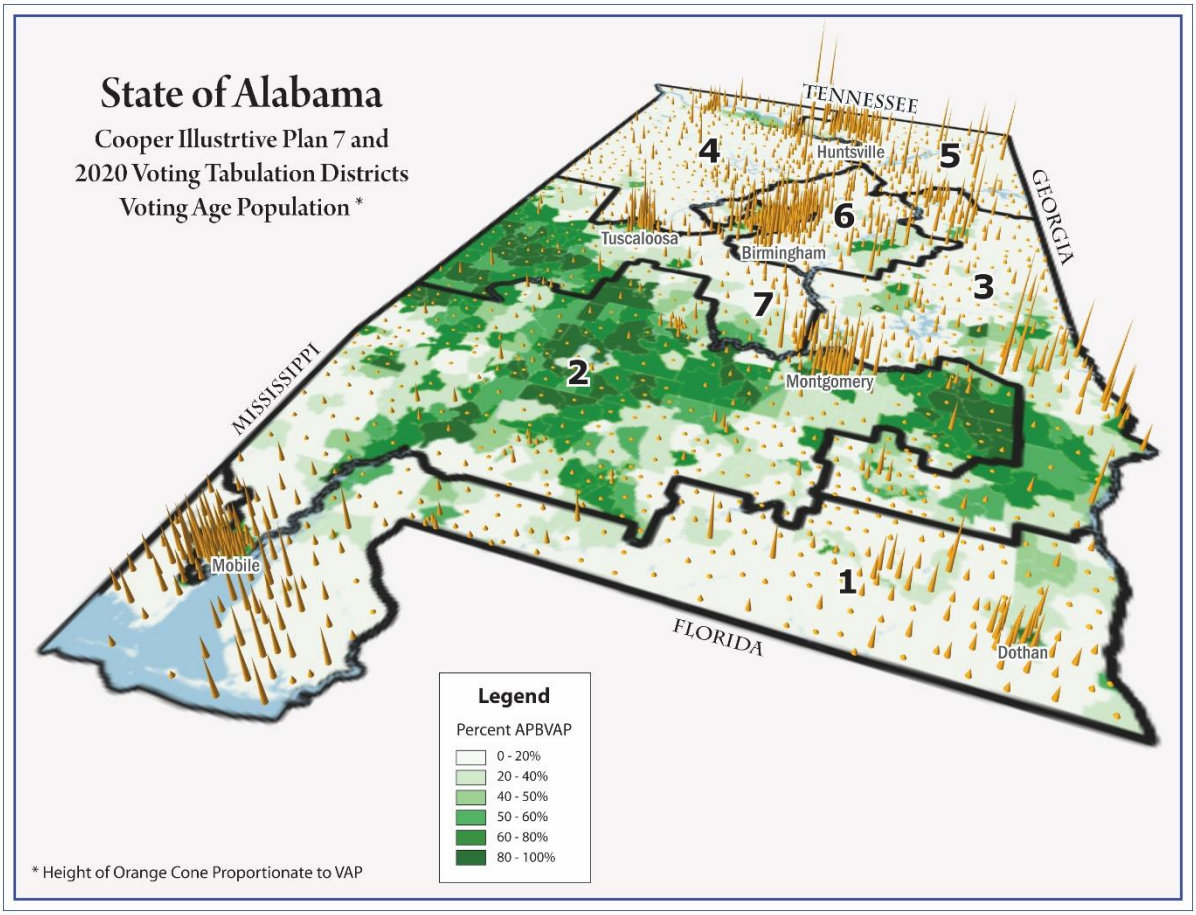
31. Last, in ***Table III.A.11*** for Cooper Map 7, the 2nd District has 42.0% white, non-Hispanic (WNH) VAP and 51.9% Any Part Black (APB) VAP. The 7th District has 42.1% white, non-Hispanic (WNH) VAP and 50.3% Any Part Black (APB) VAP.

Table III.A.11 Voting Age Population (VAP) by white, non-Hispanic VAP and Any Part Black (APB) VAP for Cooper Plan 7.

District	VAP	WNH VAP	APB VAP	% WNH VAP	% APB VAP
1	556,689	419,740	86,748	75.4%	15.6%
2	559,658	235,182	290,359	42.0%	51.9%
3	564,958	376,779	144,134	66.7%	25.5%
4	564,081	465,274	48,672	82.5%	8.6%
5	557,105	398,712	89,743	71.6%	16.1%
6	555,983	433,769	73,644	78.0%	13.2%
7	558,692	235,088	281,072	42.1%	50.3%
Grand Total	**3,917,166**	**2,564,544**	**1,014,372**	65.5%	25.9%

Source: 2020 Census PL94-171 P3 and P4 Tables

Exhibit III.A.5 2020 Percent Any Part Black with Size of VAP by Voting Tabulation District (VTD) for Cooper Plan 7



Source: 2020 Census PL94-171 P3 and P4 Tables

32. What is again clear from an examination of ***Exhibit III.A.5*** (just as with ***Exhibit III.A.4***) is that the large areas of District 2 and District 7 in the Black Belt have high *proportions* of APB VAP– but relatively low *numbers* of VAP. In the case of District 2 – there is not enough population to create a district that is properly apportioned, and not enough APB VAP from the Black Belt to support a majority APB VAP in that district. Similarly, for District 7, the western portions of the Black Belt have high proportions of APB VAP, but again they are not numerous. Both districts are able to become majority APB VAP only by including split pieces of nearby populous areas—Mobile for CD2 and Tuscaloosa and Jefferson Counties for District 7.

B. Geographic Splits Analysis of Counties

34. I next turn my attention to the nature of county splits in the maps from the State and Plaintiffs. There are 67 counties in Alabama.

35. A "splits" analysis would conventionally extend to the number of split pieces of geography and stop there. Numerically fewer splits are *usually* indicative of a better performing plan than one with more splits. In the case of Alabama, my examination also assessed how these splits differ by demographic characteristics when it comes to the division of counties.

36. An examination of the number of county splits by plan in ***Table III.B.1*** shows each plan varying from 5 county splits (see Cooper 7) to 7 county splits (see Cooper 2, Cooper 6 and VRA Remedial plans).

Table III.B.1 Alabama County Splits by Plan

Plan	Cooper 1	Cooper 2	Cooper 3	Cooper 4	Cooper 5	Cooper 6	Cooper 7	VRA Remedial	Alabama 2023
Splits	6	7	6	6	6	7	5	7	6

37. In the course of my analysis, I created tables showing the number of splits for each plan and the size and population characteristics of the pieces that result from each county split. In **Appendix 3 Detailed County Splits Analysis** I show the total VAP (and share), the white, non-Hispanic VAP (and share) and APB VAP (and share) for each county piece split, by plan.

38. In the (12^{th}) plan that the Milligan and Caster Plaintiffs together proposed to the Legislature last month known as the "VRA Plaintiffs Remedial Map" or "VRA_REM" there are seven county splits, with three of these impacting District 7 and three of these impacting District 2 (note that Clarke County is split between D2 and D7). **Appendix 3C** ("VRA_REM" VRA Remedial Plan: County Splits VAP % of County) and **Appendix 3D** ("VRA_REM" VRA Remedial Plan: County Splits VAP % of Total) show the following:

- District 2 Split Counties Analysis: In the three counties that are split between District 2 (Clarke, Houston and Mobile) and some other district there is 188,398 VAP in District 2, with 81,181 (43.1%) WNH VAP and 95,468 (50.7%) APB VAP.
- District 7 Split Counties Analysis: In the three counties that are split between District 7 (Clarke, Jefferson and Tuscaloosa) and some other districts, there is 442,972 VAP in District 7, with 174,463 (39.4%) WNH VAP and 234,237 (52.9%) APB VAP. This difference is heavily driven by the split of Jefferson County, which moves significantly more APB VAP into District 7 than the Alabama 2023 plan.
- Conclusion: In the VRA Plaintiffs Remedial Plan, there is evidence that all of the counties that were split between District 7 and some other district and District 2 and some other

district were both split in such a way that moved significant and disproportionate numbers of APB VAP into D2 and D7.

39. In the seventh plan prepared by Plaintiff's expert William Cooper, there are three county splits, with two of these impacting District 7 and one of these impacting District 2. **Appendix 3Q** ("Cooper 7" William Cooper's 7th Plan: County Splits VAP % of County) and **Appendix 3R** ("Cooper 7" William Cooper's 7th Plan: County Splits VAP % of Total) show the following:

- All Split Counties Analysis: In these three counties, there is 1,025,538 VAP, with 560,101 (54.6%) WNH VAP and 381,759 (37.2%) APB VAP.
- District 2 Split Counties Analysis: In the one county that was split between District 2 (Mobile) and some other districts, there is 199,100 VAP in D2, with 93,184 (46.8%) WNH VAP and 92,450 (46.4%) APB VAP.
- District 7 Split Counties Analysis: In the two counties that are split between District 7 (Jefferson and Tuscaloosa) and some other districts, there is 419,337 VAP in District 7, with 145,291 (34.6%) WNH VAP and 241,015 (57.5%) APB VAP. This difference is heavily driven by the split of Jefferson County, which moves significantly more APB VAP into District 7 than the Alabama 2023 plan.
- Conclusion: In the Cooper 7 plan, there is evidence that the counties that were split between District 7 and some other district and District 2 and some other district were split in such a way that moved significant and disproportionate numbers of APB VAP into D2 and D7.

40. In ***Table III.B.2*** (for District 2) and ***Table III.B.3*** (for District 7) I summarize the splits in aggregate for the total, for white, non-Hispanic and Any Part Black VAP for each plan – and compare each plan to the 2023 Alabama Plan.

41. In ***Table III.B.2*** it can be seen that every alternative plan to Alabama 2023 contains significantly more VAP from split counties in District 2. In the Cooper 1, 2, 4, 5 plans, plus the Remedial VRA plan – more of this population comes from APB VAP than WNH VAP.

42. In ***Table III.B.3*** it can also be seen that every alternative plan to Alabama 2023 (except Cooper 4) contains significantly more VAP from split counties in District 7. In every alternative plan – more of this population comes from APB VAP than WNH VAP.

Table III.B.2 District 2 Voting Age Population (VAP) in Split Counties by white, non-Hispanic VAP and Any Part Black (APB) VAP by Plan

	Population	Total from Split Counties	White, non-Hispanic	Any Part Black
Alabama 2023	559,067	35,959	25,378	8,543
% from Split Counties		6.4%	4.5%	1.5%
Alabama Previous 2021	557,677	128,994	54,971	61,065
Diff from Alabama 2023	-1,390	93,035	29,593	52,522
% from Split Counties		23.1%	9.9%	10.9%
Cooper 1	559,442	315,659	123,759	170,388
Diff from Alabama 2023	375	279,700	98,381	161,845
% from Split Counties		56.4%	22.1%	30.5%
Cooper 2	558,446	322,946	121,898	180,018
Diff from Alabama 2023	-621	286,987	96,520	171,475
% from Split Counties		57.8%	21.8%	32.2%
Cooper 3	559,299	198,741	101,467	83,246
Diff from Alabama 2023	232	162,782	76,089	74,703
% from Split Counties		35.5%	18.1%	14.9%
Cooper 4	561,374	353,093	151,183	176,299
Diff from Alabama 2023	2,307	317,134	125,805	167,756
% from Split Counties		62.9%	26.9%	31.4%
Cooper 5	557,367	146,134	62,830	74,065
Diff from Alabama 2023	-1,700	110,175	37,452	65,522
% from Split Counties		26.2%	11.3%	13.3%
Cooper 6	560,712	219,400	105,275	98,683
Diff from Alabama 2023	1,645	183,441	79,897	90,140
% from Split Counties		39.1%	18.8%	17.6%
Cooper 7	559,658	199,100	93,184	92,450
Diff from Alabama 2023	591	163,141	67,806	83,907
% from Split Counties		35.6%	16.7%	16.5%
VRA_Remedial	557,855	188,398	81,181	95,468
Diff from Alabama 2023	-1,212	152,439	55,803	86,925
% from Split Counties		33.8%	14.6%	17.1%

Table III.B.3 District 7 Voting Age Population (VAP) in Split Counties by white, non-Hispanic VAP and Any Part Black (APB) VAP by Plan

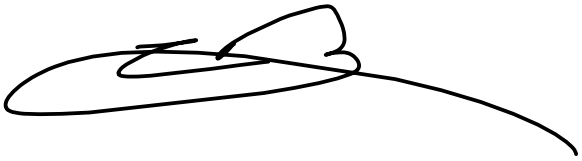
	Total VAP	Total from Split Counties	White, non-Hispanic	Any Part Black
Alabama 2023	568,258	400,341	168,908	199,196
% from Split Counties		70.5%	29.7%	35.1%
Alabama Previous 2021	568,067	428,787	164,608	232,754
Diff from Alabama 2023	-191	28,446	-4,300	33,558
% from Split Counties		75.5%	29.0%	41.0%
Cooper 1	564,170	492,090	200,760	251,268
Diff from Alabama 2023	-4,088	91,749	31,852	52,072
% from Split Counties		87.2%	35.6%	44.5%
Cooper 2	564,663	484,300	196,593	248,709
Diff from Alabama 2023	-3,595	83,959	27,685	49,513
% from Split Counties		85.8%	34.8%	44.0%
Cooper 3	563,364	502,917	207,413	254,086
Diff from Alabama 2023	-4,894	102,576	38,505	54,890
% from Split Counties		89.3%	36.8%	45.1%
Cooper 4	562,807	319,076	102,513	192,102
Diff from Alabama 2023	-5,451	-81,265	-66,395	-7,094
% from Split Counties		56.7%	18.2%	34.1%
Cooper 5	566,087	531,880	227,416	260,448
Diff from Alabama 2023	-2,171	131,539	58,508	61,252
% from Split Counties		94.0%	40.2%	46.0%
Cooper 6	563,108	509,222	207,601	258,950
Diff from Alabama 2023	-5,150	108,881	38,693	59,754
% from Split Counties		90.4%	36.9%	46.0%
Cooper 7	558,692	419,337	145,291	241,015
Diff from Alabama 2023	-9,566	18,996	-23,617	41,819
% from Split Counties		75.1%	26.0%	43.1%
VRA_Remedial	564,003	442,972	174,463	234,237
Diff from Alabama 2023	-4,255	42,631	5,555	35,041
% from Split Counties		78.5%	30.9%	41.5%

IV. CONCLUSION

43. For the reasons stated in this report and illustrated in the Appendices, I conclude that there is evidence that race predominated in the drawing of both the 2nd and 7th districts in Plaintiffs' VRA Remedial Plan and Cooper Plans 1 – 7.

* * *

Submitted: August 3, 2023



Thomas M. Bryan

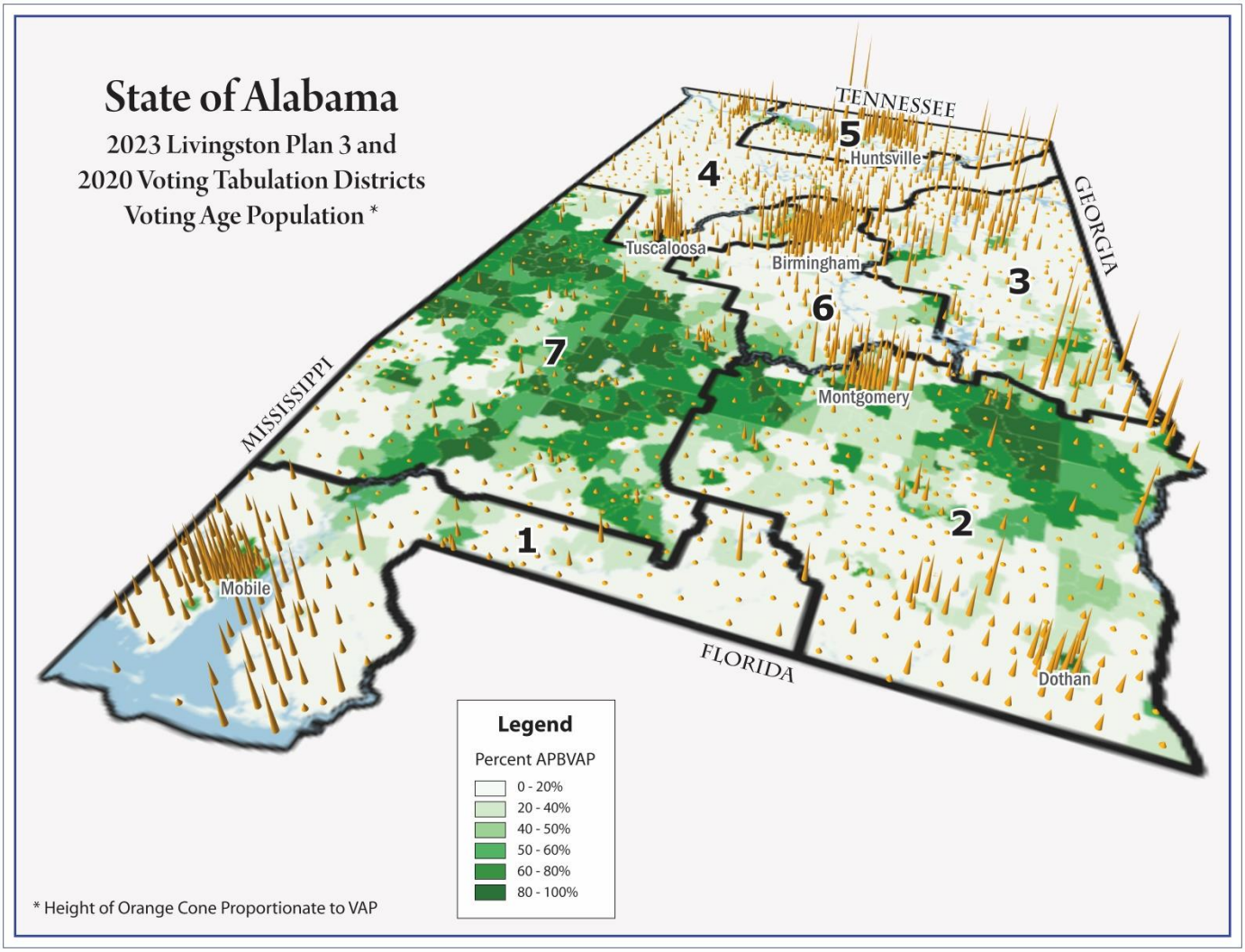
Appendix 1 Alabama 2023 APB VAP Map

Appendix 2 Detailed County Splits Analysis

Appendix 3 Alabama Maps

Appendix 4 Thomas Bryan Resume / CV

Appendix 1 Alabama 2023 APB VAP Map



Appendix 2 Detailed County Splits Analysis

A. "AL_2023" Alabama "Livingston 3" County Splits VAP (% of County)

B. "AL_2023" Alabama "Livingston 3" County Splits VAP (% of Total)

C. "VRA_REM" VRA Remedial Plan: County Splits VAP (% of County)

D. "VRA_REM" VRA Remedial Plan: County Splits VAP (% of Total)

E. "Cooper 1" William Cooper's 1st Plan: County Splits VAP (% of County)

F. "Cooper 1" William Cooper's 1st Plan: County Splits VAP (% of Total)

G. "Cooper 2" William Cooper's 2nd Plan: County Splits VAP (% of County)

H. "Cooper 2" William Cooper's 2nd Plan: County Splits VAP (% of Total)

I. "Cooper 3" William Cooper's 3rd Plan: County Splits VAP (% of County)

J. "Cooper 3" William Cooper's 3rd Plan: County Splits VAP (% of Total)

K. "Cooper 4" William Cooper's 4th Plan: County Splits VAP (% of County)

L. "Cooper 4" William Cooper's 4th Plan: County Splits VAP (% of Total)

M. "Cooper 5" William Cooper's 5th Plan: County Splits VAP (% of County)

N. "Cooper 5" William Cooper's 5th Plan: County Splits VAP (% of Total)

O. "Cooper 6" William Cooper's 6th Plan: County Splits VAP (% of County)

P. "Cooper 6" William Cooper's 6th Plan: County Splits VAP (% of Total)

Q. "Cooper 7" William Cooper's 7th Plan: County Splits VAP (% of County)

R. "Cooper 7" William Cooper's 7th Plan: County Splits VAP (% of Total)

S. "Alabama 2021 Previous": County Splits VAP (% of County)

T. "Alabama 2021 Previous": County Splits VAP (% of Total)

Alabama County Split Methodology

% of County: This method calculates the percentage of the total VAP, the white, non-Hispanic VAP and the Any Part Black (APB) that is in each district piece of a split county.

% of Total: This method calculates the percentage of the white, non-Hispanic VAP and the Any Part Black (APB) that is the share of the VAP in each split county.

A. "AL_2023" Alabama "Livingston 3" County Splits VAP (% of County)

County Name	District	VAP			Percent of County		
		Total	WhiteNH	AP Black	Total	WhiteNH	AP Black
Covington County	1	26,920	22,147	3,517	91.6%	90.7%	96.8%
	2	**2,467**	**2,273**	**117**	8.4%	9.3%	3.2%
County Total		*29,387*	*24,420*	*3,634*			
Elmore County	**2**	**33,492**	**23,105**	**8,426**	**48.5%**	**46.0%**	**58.3%**
	6	35,513	27,168	6,025	51.5%	54.0%	41.7%
County Total		*69,005*	*50,273*	*14,451*			
Jefferson County	6	239,656	159,906	59,528	45.5%	60.2%	27.2%
	7	**287,431**	**105,844**	**158,977**	54.5%	39.8%	72.8%
County Total		*527,087*	*265,750*	*218,505*			
Tuscaloosa County	4	66,114	48,079	12,674	36.9%	43.3%	24.0%
	7	**112,910**	**63,064**	**40,219**	63.1%	56.7%	76.0%
County Total		*179,024*	*111,143*	*52,893*			

Source: 2020 Census PL94-171 P3 and P4 Tables
Only includes counties that were split by Districts 2 and 7

B. "AL_2023" Alabama "Livingston 3" County Splits VAP (% of Total)

County Name	District	VAP			Percent VAP		Deviation	
		Total	WhiteNH	AP Black	WhiteNH	AP Black	WhiteNH	AP Black
Covington County	1	26,920	22,147	3,517	82.3%	13.1%	-0.8%	0.7%
	2	**2,467**	**2,273**	**117**	**92.1%**	**4.7%**	9.0%	-7.6%
County Total		*29,387*	*24,420*	*3,634*	*83.1%*	*12.4%*		
Elmore County	**2**	**33,492**	**23,105**	**8,426**	**69.0%**	**25.2%**	-3.9%	4.2%
	6	35,513	27,168	6,025	76.5%	17.0%	3.6%	-4.0%
County Total		*69,005*	*50,273*	*14,451*	*72.9%*	*20.9%*		
Jefferson County	6	239,656	159,906	59,528	66.7%	24.8%	16.3%	-16.6%
	7	**287,431**	**105,844**	**158,977**	**36.8%**	**55.3%**	-13.6%	13.9%
County Total		*527,087*	*265,750*	*218,505*	*50.4%*	*41.5%*		
Tuscaloosa County	4	66,114	48,079	12,674	72.7%	19.2%	10.6%	-10.4%
	7	**112,910**	**63,064**	**40,219**	**55.9%**	**35.6%**	-6.2%	6.1%
County Total		*179,024*	*111,143*	*52,893*	*62.1%*	*29.5%*		

Source: 2020 Census PL94-171 P3 and P4 Tables
Only includes counties that were split by Districts 2 and 7

C. "VRA_REM" VRA Remedial Plan: County Splits VAP (% of County)

County Name	District	VAP			Percent of County		
		Total	WhiteNH	AP Black	Total	WhiteNH	AP Black
Clarke County	**2**	**4,392**	**1,249**	**3,048**	**24.1%**	**12.7%**	**38.0%**
	7	13,857	8,550	4,976	75.9%	87.3%	62.0%
County Total		*18,249*	*9,799*	*8,024*			
Houston County	1	57,053	44,129	8,361	69.0%	79.8%	39.2%
	2	**25,593**	**11,156**	**12,947**	**31.0%**	**20.2%**	**60.8%**
County Total		*82,646*	*55,285*	*21,308*			
Jefferson County	6	244,903	183,968	39,536	46.5%	69.2%	18.1%
	7	**282,184**	**81,782**	**178,969**	53.5%	30.8%	81.9%
County Total		*527,087*	*265,750*	*218,505*			
Mobile County	1	161,014	114,432	30,888	50.4%	62.5%	28.0%
	2	**158,413**	**68,776**	**79,473**	**49.6%**	**37.5%**	**72.0%**
County Total		*319,427*	*183,208*	*110,361*			
Tuscaloosa County	4	32,093	27,012	2,601	17.9%	24.3%	4.9%
	7	**146,931**	**84,131**	**50,292**	82.1%	75.7%	95.1%
County Total		*179,024*	*111,143*	*52,893*			

Source: 2020 Census PL94-171 P3 and P4 Tables
Only includes counties that were split by Districts 2 and 7

D. "VRA_REM" VRA Remedial Plan: County Splits VAP (% of Total)

County Name	District	VAP			Percent VAP		Deviation	
		Total	WhiteNH	AP Black	WhiteNH	AP Black	WhiteNH	AP Black
Clarke County	**2**	**4,392**	**1,249**	**3,048**	**28.4%**	**69.4%**	-25.3%	25.4%
	7	13,857	8,550	4,976	61.7%	35.9%	8.0%	-8.1%
County Total		*18,249*	*9,799*	*8,024*	*53.7%*	*44.0%*		
Houston County	1	57,053	44,129	8,361	77.3%	14.7%	10.5%	-11.1%
	2	**25,593**	**11,156**	**12,947**	**43.6%**	**50.6%**	-23.3%	24.8%
County Total		*82,646*	*55,285*	*21,308*	*66.9%*	*25.8%*		
Jefferson County	6	244,903	183,968	39,536	75.1%	16.1%	24.7%	-25.3%
	7	**282,184**	**81,782**	**178,969**	**29.0%**	**63.4%**	-21.4%	22.0%
County Total		*527,087*	*265,750*	*218,505*	*50.4%*	*41.5%*		
Mobile County	1	161,014	114,432	30,888	71.1%	19.2%	13.7%	-15.4%
	2	**158,413**	**68,776**	**79,473**	**43.4%**	**50.2%**	-13.9%	15.6%
County Total		*319,427*	*183,208*	*110,361*	*57.4%*	*34.5%*		
Tuscaloosa County	4	32,093	27,012	2,601	84.2%	8.1%	22.1%	-21.4%
	7	**146,931**	**84,131**	**50,292**	**57.3%**	**34.2%**	-4.8%	4.7%
County Total		*179,024*	*111,143*	*52,893*	*62.1%*	*29.5%*		

Source: 2020 Census PL94-171 P3 and P4 Tables
Only includes counties that were split by Districts 2 and 7

E. "Cooper 1" William Cooper's 1st Plan: County Splits VAP (% of County)

County Name	District	VAP			Percent of County		
		Total	WhiteNH	AP Black	Total	WhiteNH	AP Black
Jefferson County	6	181,917	149,564	17,329	34.5%	56.3%	7.9%
	7	**345,170**	**116,186**	**201,176**	**65.5%**	**43.7%**	**92.1%**
County Total		*527,087*	*265,750*	*218,505*			
Mobile County	1	134,363	96,929	23,999	42.1%	52.9%	21.7%
	2	**185,064**	**86,279**	**86,362**	**57.9%**	**47.1%**	**78.3%**
County Total		*319,427*	*183,208*	*110,361*			
Montgomery County	**2**	**130,595**	**37,480**	**84,026**	**73.6%**	**60.0%**	**84.1%**
	3	46,832	24,951	15,910	26.4%	40.0%	15.9%
County Total		*177,427*	*62,431*	*99,936*			
Tuscaloosa County	4	32,104	26,569	2,801	17.9%	23.9%	5.3%
	7	**146,920**	**84,574**	**50,092**	**82.1%**	**76.1%**	**94.7%**
County Total		*179,024*	*111,143*	*52,893*			

Source: 2020 Census PL94-171 P3 and P4 Tables
Only includes counties that were split by Districts 2 and 7

F. "Cooper 1" William Cooper's 1st Plan: County Splits VAP (% of Total)

County Name	District	VAP			Percent VAP		Deviation	
		Total	WhiteNH	AP Black	WhiteNH	AP Black	WhiteNH	AP Black
Jefferson County	6	181,917	149,564	17,329	82.2%	9.5%	31.8%	-31.9%
	7	**345,170**	**116,186**	**201,176**	**33.7%**	**58.3%**	**-16.8%**	**16.8%**
County Total		*527,087*	*265,750*	*218,505*	*50.4%*	*41.5%*		
Mobile County	1	134,363	96,929	23,999	72.1%	17.9%	14.8%	-16.7%
	2	**185,064**	**86,279**	**86,362**	**46.6%**	**46.7%**	**-10.7%**	**12.1%**
County Total		*319,427*	*183,208*	*110,361*	*57.4%*	*34.5%*		
Montgomery County	**2**	**130,595**	**37,480**	**84,026**	**28.7%**	**64.3%**	-6.5%	8.0%
	3	46,832	24,951	15,910	53.3%	34.0%	**18.1%**	**-22.4%**
County Total		*177,427*	*62,431*	*99,936*	*35.2%*	*56.3%*		
Tuscaloosa County	4	32,104	26,569	2,801	82.8%	8.7%	20.7%	-20.8%
	7	**146,920**	**84,574**	**50,092**	**57.6%**	**34.1%**	**-4.5%**	**4.5%**
County Total		*179,024*	*111,143*	*52,893*	*62.1%*	*29.5%*		

Source: 2020 Census PL94-171 P3 and P4 Tables
Only includes counties that were split by Districts 2 and 7

G. "Cooper 2" William Cooper's 2nd Plan: County Splits VAP (% of County)

County Name	District	VAP			Percent of County		
		Total	WhiteNH	AP Black	Total	WhiteNH	AP Black
Houston County	1	57,053	44,129	8,361	69.0%	79.8%	39.2%
	2	**25,593**	**11,156**	**12,947**	**31.0%**	**20.2%**	**60.8%**
County Total		*82,646*	*55,285*	*21,308*			
Jefferson County	6	189,722	153,755	19,883	36.0%	57.9%	9.1%
	7	**337,365**	**111,995**	**198,622**	**64.0%**	**42.1%**	**90.9%**
County Total		*527,087*	*265,750*	*218,505*			
Mobile County	1	161,014	114,432	30,888	50.4%	62.5%	28.0%
	2	**158,413**	**68,776**	**79,473**	**49.6%**	**37.5%**	**72.0%**
County Total		*319,427*	*183,208*	*110,361*			
Montgomery County	**2**	**138,940**	**41,966**	**87,598**	**78.3%**	**67.2%**	**87.7%**
	3	38,487	20,465	12,338	21.7%	32.8%	12.3%
County Total		*177,427*	*62,431*	*99,936*			
Tuscaloosa County	4	32,089	26,545	2,806	17.9%	23.9%	5.3%
	7	**146,935**	**84,598**	**50,087**	**82.1%**	**76.1%**	**94.7%**
County Total		*179,024*	*111,143*	*52,893*			

Source: 2020 Census PL94-171 P3 and P4 Tables
Only includes counties that were split by Districts 2 and 7

H. "Cooper 2" William Cooper's 2nd Plan: County Splits VAP (% of Total)

County Name	District	VAP			Percent VAP		Deviation	
		Total	WhiteNH	AP Black	WhiteNH	AP Black	WhiteNH	AP Black
Houston County	1	57,053	44,129	8,361	77.3%	14.7%	10.5%	-11.1%
	2	**25,593**	**11,156**	**12,947**	**43.6%**	**50.6%**	**-23.3%**	**24.8%**
County Total		*82,646*	*55,285*	*21,308*	*66.9%*	*25.8%*		
Jefferson County	6	189,722	153,755	19,883	81.0%	10.5%	30.6%	-31.0%
	7	**337,365**	**111,995**	**198,622**	**33.2%**	**58.9%**	**-17.2%**	**17.4%**
County Total		*527,087*	*265,750*	*218,505*	*50.4%*	*41.5%*		
Mobile County	1	161,014	114,432	30,888	71.1%	19.2%	13.7%	-15.4%
	2	**158,413**	**68,776**	**79,473**	**43.4%**	**50.2%**	**-13.9%**	**15.6%**
County Total		*319,427*	*183,208*	*110,361*	*57.4%*	*34.5%*		
Montgomery County	**2**	**138,940**	**41,966**	**87,598**	**30.2%**	**63.0%**	-5.0%	6.7%
	3	38,487	20,465	12,338	53.2%	32.1%	**18.0%**	**-24.3%**
County Total		*177,427*	*62,431*	*99,936*	*35.2%*	*56.3%*		
Tuscaloosa County	4	32,089	26,545	2,806	82.7%	8.7%	20.6%	-20.8%
	7	**146,935**	**84,598**	**50,087**	**57.6%**	**34.1%**	**-4.5%**	**4.5%**
County Total		*179,024*	*111,143*	*52,893*	*62.1%*	*29.5%*		

Source: 2020 Census PL94-171 P3 and P4 Tables
Only includes counties that were split by Districts 2 and 7

I. "Cooper 3" William Cooper's 3rd Plan: County Splits VAP (% of County)

County Name	District	VAP			Percent of County		
		Total	WhiteNH	AP Black	Total	WhiteNH	AP Black
Jefferson County	6	131,596	112,403	10,264	25.0%	42.3%	4.7%
	7	**395,491**	**153,347**	**208,241**	**75.0%**	**57.7%**	**95.3%**
County Total		*527,087*	*265,750*	*218,505*			
Mobile County	1	120,686	81,741	27,115	37.8%	44.6%	24.6%
	2	**198,741**	**101,467**	**83,246**	**62.2%**	**55.4%**	**75.4%**
County Total		*319,427*	*183,208*	*110,361*			
Tuscaloosa County	4	71,598	57,077	7,048	40.0%	51.4%	13.3%
	7	**107,426**	**54,066**	**45,845**	**60.0%**	**48.6%**	**86.7%**
County Total		*179,024*	*111,143*	*52,893*			

Source: 2020 Census PL94-171 P3 and P4 Tables
Only includes counties that were split by Districts 2 and 7

J. "Cooper 3" William Cooper's 3rd Plan: County Splits VAP (% of Total)

County Name	District	VAP			Percent VAP		Deviation	
		Total	WhiteNH	AP Black	WhiteNH	AP Black	WhiteNH	AP Black
Jefferson County	6	131,596	112,403	10,264	85.4%	7.8%	35.0%	-33.7%
	7	**395,491**	**153,347**	**208,241**	**38.8%**	**52.7%**	**-11.6%**	**11.2%**
County Total		*527,087*	*265,750*	*218,505*	*50.4%*	*41.5%*		
Mobile County	1	120,686	81,741	27,115	67.7%	22.5%	10.4%	-12.1%
	2	**198,741**	**101,467**	**83,246**	**51.1%**	**41.9%**	**-6.3%**	**7.3%**
County Total		*319,427*	*183,208*	*110,361*	*57.4%*	*34.5%*		
Tuscaloosa County	4	71,598	57,077	7,048	79.7%	9.8%	17.6%	-19.7%
	7	**107,426**	**54,066**	**45,845**	**50.3%**	**42.7%**	**-11.8%**	**13.1%**
County Total		*179,024*	*111,143*	*52,893*	*62.1%*	*29.5%*		

Source: 2020 Census PL94-171 P3 and P4 Tables
Only includes counties that were split by Districts 2 and 7

K. "Cooper 4" William Cooper's 4th Plan: County Splits VAP (% of County)

County Name	District	VAP			Percent of County		
		Total	WhiteNH	AP Black	Total	WhiteNH	AP Black
Jefferson County	6	208,011	163,237	26,403	39.5%	61.4%	12.1%
	7	**319,076**	**102,513**	**192,102**	**60.5%**	**38.6%**	**87.9%**
County Total		*527,087*	*265,750*	*218,505*			
Mobile County	1	120,684	81,748	27,115	37.8%	44.6%	24.6%
	2	**198,743**	**101,460**	**83,246**	**62.2%**	**55.4%**	**75.4%**
County Total		*319,427*	*183,208*	*110,361*			
Montgomery County	**2**	**154,350**	**49,723**	**93,053**	**87.0%**	**79.6%**	**93.1%**
	3	23,077	12,708	6,883	13.0%	20.4%	6.9%
County Total		*177,427*	*62,431*	*99,936*			

Source: 2020 Census PL94-171 P3 and P4 Tables
Only includes counties that were split by Districts 2 and 7

L. "Cooper 4" William Cooper's 4th Plan: County Splits VAP (% of Total)

County Name	District	VAP			Percent VAP		Deviation	
		Total	WhiteNH	AP Black	WhiteNH	AP Black	WhiteNH	AP Black
Jefferson County	6	208,011	163,237	26,403	78.5%	12.7%	28.1%	-28.8%
	7	**319,076**	**102,513**	**192,102**	**32.1%**	**60.2%**	**-18.3%**	**18.8%**
County Total		*527,087*	*265,750*	*218,505*	*50.4%*	*41.5%*		
Mobile County	1	120,684	81,748	27,115	67.7%	22.5%	10.4%	-12.1%
	2	**198,743**	**101,460**	**83,246**	**51.1%**	**41.9%**	**-6.3%**	**7.3%**
County Total		*319,427*	*183,208*	*110,361*	*57.4%*	*34.5%*		
Montgomery County	**2**	**154,350**	**49,723**	**93,053**	**32.2%**	**60.3%**	-3.0%	4.0%
	3	23,077	12,708	6,883	55.1%	29.8%	**19.9%**	**-26.5%**
County Total		*177,427*	*62,431*	*99,936*	*35.2%*	*56.3%*		

Source: 2020 Census PL94-171 P3 and P4 Tables
Only includes counties that were split by Districts 2 and 7

M. "Cooper 5" William Cooper's 5th Plan: County Splits VAP (% of County)

County Name	District	VAP			Percent of County		
		Total	WhiteNH	AP Black	Total	WhiteNH	AP Black
Choctaw County	2	4,235	2,896	1,265	41.7%	50.9%	29.5%
	7	**5,933**	**2,794**	**3,021**	**58.3%**	**49.1%**	**70.5%**
County Total		*10,168*	*5,690*	*4,286*			
Jefferson County	6	147,945	123,972	12,316	28.1%	46.6%	5.6%
	7	**379,142**	**141,778**	**206,189**	**71.9%**	**53.4%**	**94.4%**
County Total		*527,087*	*265,750*	*218,505*			
Mobile County	1	177,528	123,274	37,561	55.6%	67.3%	34.0%
	2	**141,899**	**59,934**	**72,800**	**44.4%**	**32.7%**	**66.0%**
County Total		*319,427*	*183,208*	*110,361*			
Tuscaloosa County	4	32,219	28,299	1,655	18.0%	25.5%	3.1%
	7	**146,805**	**82,844**	**51,238**	**82.0%**	**74.5%**	**96.9%**
County Total		*179,024*	*111,143*	*52,893*			

Source: 2020 Census PL94-171 P3 and P4 Tables
Only includes counties that were split by Districts 2 and 7

N. "Cooper 5" William Cooper's 5th Plan: County Splits VAP (% of Total)

County Name	District	VAP			Percent VAP		Deviation	
		Total	WhiteNH	AP Black	WhiteNH	AP Black	WhiteNH	AP Black
Choctaw County	2	4,235	2,896	1,265	68.4%	29.9%	12.4%	-12.3%
	7	**5,933**	**2,794**	**3,021**	**47.1%**	**50.9%**	**-8.9%**	**8.8%**
County Total		*10,168*	*5,690*	*4,286*	*56.0%*	*42.2%*		
Jefferson County	6	147,945	123,972	12,316	83.8%	8.3%	33.4%	-33.1%
	7	**379,142**	**141,778**	**206,189**	**37.4%**	**54.4%**	**-13.0%**	**12.9%**
County Total		*527,087*	*265,750*	*218,505*	*50.4%*	*41.5%*		
Mobile County	1	177,528	123,274	37,561	69.4%	21.2%	12.1%	-13.4%
	2	**141,899**	**59,934**	**72,800**	**42.2%**	**51.3%**	**-15.1%**	**16.8%**
County Total		*319,427*	*183,208*	*110,361*	*57.4%*	*34.5%*		
Tuscaloosa County	4	32,219	28,299	1,655	87.8%	5.1%	25.8%	-24.4%
	7	**146,805**	**82,844**	**51,238**	**56.4%**	**34.9%**	**-5.7%**	**5.4%**
County Total		*179,024*	*111,143*	*52,893*	*62.1%*	*29.5%*		

Source: 2020 Census PL94-171 P3 and P4 Tables
Only includes counties that were split by Districts 2 and 7

O. "Cooper 6" William Cooper's 6th Plan: County Splits VAP (% of County)

County Name	District	VAP			Percent of County		
		Total	WhiteNH	AP Black	Total	WhiteNH	AP Black
Autauga County	3	25,968	19,869	3,848	58.3%	61.3%	44.2%
	7	**18,555**	**12,539**	**4,858**	**41.7%**	**38.7%**	**55.8%**
County Total		*44,523*	*32,408*	*8,706*			
Jefferson County	6	153,363	129,582	12,256	29.1%	48.8%	5.6%
	7	**373,724**	**136,168**	**206,249**	**70.9%**	**51.2%**	**94.4%**
County Total		*527,087*	*265,750*	*218,505*			
Mobile County	1	109,935	81,830	16,754	34.4%	44.7%	15.2%
	2	**209,492**	**101,378**	**93,607**	**65.6%**	**55.3%**	**84.8%**
County Total		*319,427*	*183,208*	*110,361*			
Pickens County	**2**	**9,908**	**3,897**	**5,076**	**64.1%**	**46.4%**	**85.6%**
	4	5,539	4,498	855	35.9%	53.6%	14.4%
County Total		*15,447*	*8,395*	*5,931*			
Tuscaloosa County	4	62,081	52,249	5,050	34.7%	47.0%	9.5%
	7	**116,943**	**58,894**	**47,843**	**65.3%**	**53.0%**	**90.5%**
County Total		*179,024*	*111,143*	*52,893*			

Source: 2020 Census PL94-171 P3 and P4 Tables
Only includes counties that were split by Districts 2 and 7

P. "Cooper 6" William Cooper's 6th Plan: County Splits VAP (% of Total)

County Name	District	VAP			Percent VAP		Deviation	
		Total	WhiteNH	AP Black	WhiteNH	AP Black	WhiteNH	AP Black
Autauga County	3	25,968	19,869	3,848	76.5%	14.8%	3.7%	-4.7%
	7	**18,555**	**12,539**	**4,858**	**67.6%**	**26.2%**	**-5.2%**	**6.6%**
County Total		*44,523*	*32,408*	*8,706*	*72.8%*	*19.6%*		
Jefferson County	6	153,363	129,582	12,256	84.5%	8.0%	34.1%	-33.5%
	7	**373,724**	**136,168**	**206,249**	**36.4%**	**55.2%**	**-14.0%**	**13.7%**
County Total		*527,087*	*265,750*	*218,505*	*50.4%*	*41.5%*		
Mobile County	1	109,935	81,830	16,754	74.4%	15.2%	17.1%	-19.3%
	2	**209,492**	**101,378**	**93,607**	**48.4%**	**44.7%**	**-9.0%**	**10.1%**
County Total		*319,427*	*183,208*	*110,361*	*57.4%*	*34.5%*		
Pickens County	**2**	**9,908**	**3,897**	**5,076**	**39.3%**	**51.2%**	-15.0%	12.8%
	4	5,539	4,498	855	81.2%	15.4%	**26.9%**	**-23.0%**
County Total		*15,447*	*8,395*	*5,931*	*54.3%*	*38.4%*		
Tuscaloosa County	4	62,081	52,249	5,050	84.2%	8.1%	22.1%	-21.4%
	7	**116,943**	**58,894**	**47,843**	**50.4%**	**40.9%**	**-11.7%**	**11.4%**
County Total		*179,024*	*111,143*	*52,893*	*62.1%*	*29.5%*		

Source: 2020 Census PL94-171 P3 and P4 Tables
Only includes counties that were split by Districts 2 and 7

Q. "Cooper 7" William Cooper's 7th Plan: County Splits VAP (% of County)

County Name	District	VAP			Percent of County		
		Total	WhiteNH	AP Black	Total	WhiteNH	AP Black
Jefferson County	6	204,977	166,050	22,452	38.9%	62.5%	10.3%
	7	**322,110**	**99,700**	**196,053**	61.1%	37.5%	89.7%
County Total		*527,087*	*265,750*	*218,505*			
Mobile County	1	120,327	90,024	17,911	37.7%	49.1%	16.2%
	2	**199,100**	**93,184**	**92,450**	62.3%	50.9%	83.8%
County Total		*319,427*	*183,208*	*110,361*			
Tuscaloosa County	4	81,797	65,552	7,931	45.7%	59.0%	15.0%
	7	**97,227**	**45,591**	**44,962**	54.3%	41.0%	85.0%
County Total		*179,024*	*111,143*	*52,893*			

Source: 2020 Census PL94-171 P3 and P4 Tables
Only includes counties that were split by Districts 2 and 7

R. "Cooper 7" William Cooper's 7th Plan: County Splits VAP (% of Total)

County Name	District	VAP			Percent VAP		Deviation	
		Total	WhiteNH	AP Black	WhiteNH	AP Black	WhiteNH	AP Black
Jefferson County	6	204,977	166,050	22,452	81.0%	11.0%	30.6%	-30.5%
	7	**322,110**	**99,700**	**196,053**	**31.0%**	**60.9%**	-19.5%	19.4%
County Total		*527,087*	*265,750*	*218,505*	*50.4%*	*41.5%*		
Mobile County	1	120,327	90,024	17,911	74.8%	14.9%	17.5%	19.7%
	2	**199,100**	**93,184**	**92,450**	**46.8%**	**46.4%**	**10.6%**	**11.9%**
County Total		*319,427*	*183,208*	*110,361*	*57.4%*	*34.5%*		
Tuscaloosa County	4	81,797	65,552	7,931	80.1%	9.7%	18.1%	19.8%
	7	**97,227**	**45,591**	**44,962**	**46.9%**	**46.2%**	**15.2%**	**16.7%**
County Total		*179,024*	*111,143*	*52,893*	*62.1%*	*29.5%*		

Source: 2020 Census PL94-171 P3 and P4 Tables
Only includes counties that were split by Districts 2 and 7

S. "Alabama 2021 Previous": County Splits VAP (% of County)

County Name	District	VAP			Percent of County		
		Total	WhiteNH	AP Black	Total	WhiteNH	AP Black
Escambia County	1	27,994	17,256	8,586	98.0%	97.7%	98.4%
	2	**581**	**409**	**140**	**2.0%**	**2.3%**	**1.6%**
County Total		*28,575*	*17,665*	*8,726*			
Jefferson County	6	294,245	193,142	75,054	55.8%	72.7%	34.3%
	7	**232,842**	**72,608**	**143,451**	**44.2%**	**27.3%**	**65.7%**
County Total		*527,087*	*265,750*	*218,505*			
Montgomery County	**2**	**128,413**	**54,562**	**60,925**	**72.4%**	**87.4%**	**61.0%**
	7	**49,014**	**7,869**	**39,011**	**27.6%**	**12.6%**	**39.0%**
County Total		*177,427*	*62,431*	*99,936*			
Tuscaloosa County	4	32,093	27,012	2,601	17.9%	24.3%	4.9%
	7	**146,931**	**84,131**	**50,292**	**82.1%**	**75.7%**	**95.1%**
County Total		*179,024*	*111,143*	*52,893*			

Source: 2020 Census PL94-171 P3 and P4 Tables
Only includes counties that were split by Districts 2 and 7

T. "Alabama 2021 Previous": County Splits VAP (% of Total)

County Name	District	VAP			Percent VAP		Deviation	
		Total	WhiteNH	AP Black	WhiteNH	AP Black	WhiteNH	AP Black
Escambia County	1	27,994	17,256	8,586	61.6%	30.7%	-0.2%	0.1%
	2	**581**	**409**	**140**	**70.4%**	**24.1%**	**8.6%**	**-6.4%**
County Total		*28,575*	*17,665*	*8,726*	*61.8%*	*30.5%*		
Jefferson County	6	294,245	193,142	75,054	65.6%	25.5%	15.2%	-15.9%
	7	**232,842**	**72,608**	**143,451**	**31.2%**	**61.6%**	**-19.2%**	**20.2%**
County Total		*527,087*	*265,750*	*218,505*	*50.4%*	*41.5%*		
Montgomery County	**2**	**128,413**	**54,562**	**60,925**	**42.5%**	**47.4%**	**7.3%**	**-8.9%**
	7	**49,014**	**7,869**	**39,011**	**16.1%**	**79.6%**	**-19.1%**	**23.3%**
County Total		*177,427*	*62,431*	*99,936*	*35.2%*	*56.3%*		
Tuscaloosa County	4	32,093	27,012	2,601	84.2%	8.1%	22.1%	-21.4%
	7	**146,931**	**84,131**	**50,292**	**57.3%**	**34.2%**	**-4.8%**	**4.7%**
County Total		*179,024*	*111,143*	*52,893*	*62.1%*	*29.5%*		

Source: 2020 Census PL94-171 P3 and P4 Tables
Only includes counties that were split by Districts 2 and 7

Appendix 3 Alabama Maps

Congressional Plans:

A. "AL_2023" – The newly enacted Alabama congressional plan known as the Livingston 3 Congressional Plan

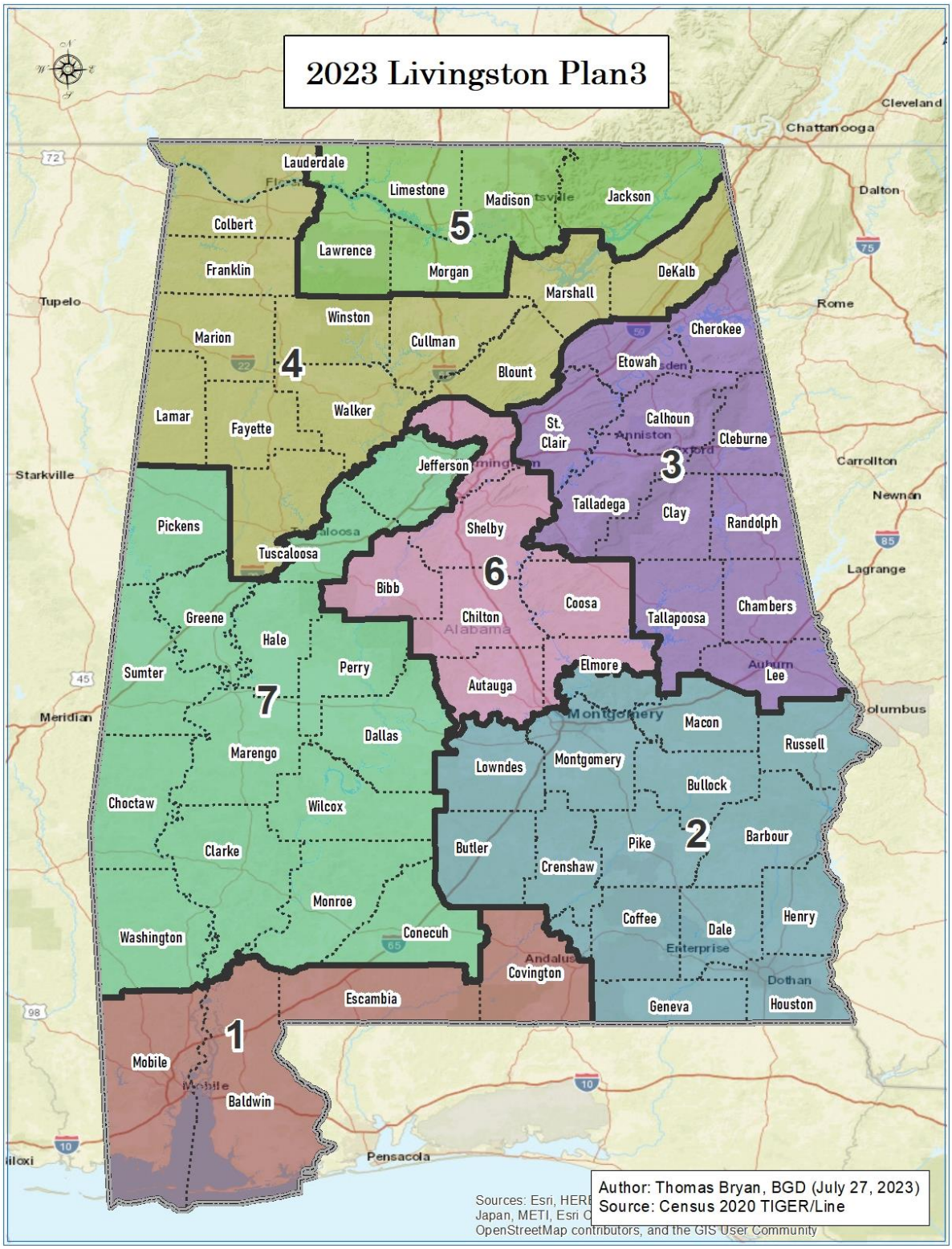
B. "VRA_REM" – The 12th plan that the Milligan and Caster Plaintiffs together proposed to the Legislature last month known as the "VRA Plaintiffs Remedial Map"

C. "Cooper 7" – The seventh plan prepared by Caster Plaintiffs' expert William Cooper.

D. City of Mobile – VRA Remedial Plan – Split Map

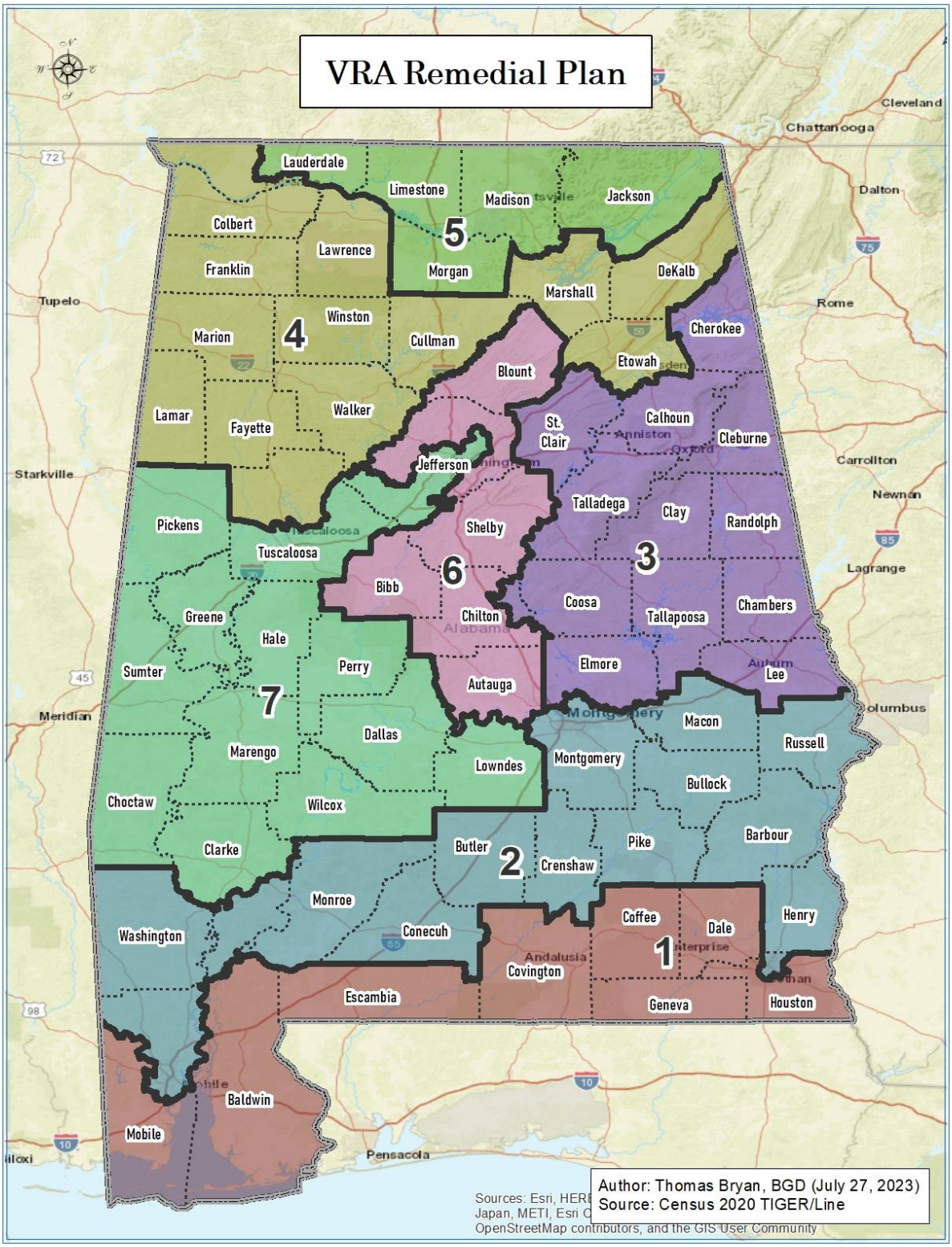
E. City of Mobile – VRA Remedial Plan – Race Map

A. "AL_2023" - also known as the Livingston 3 Congressional Plan



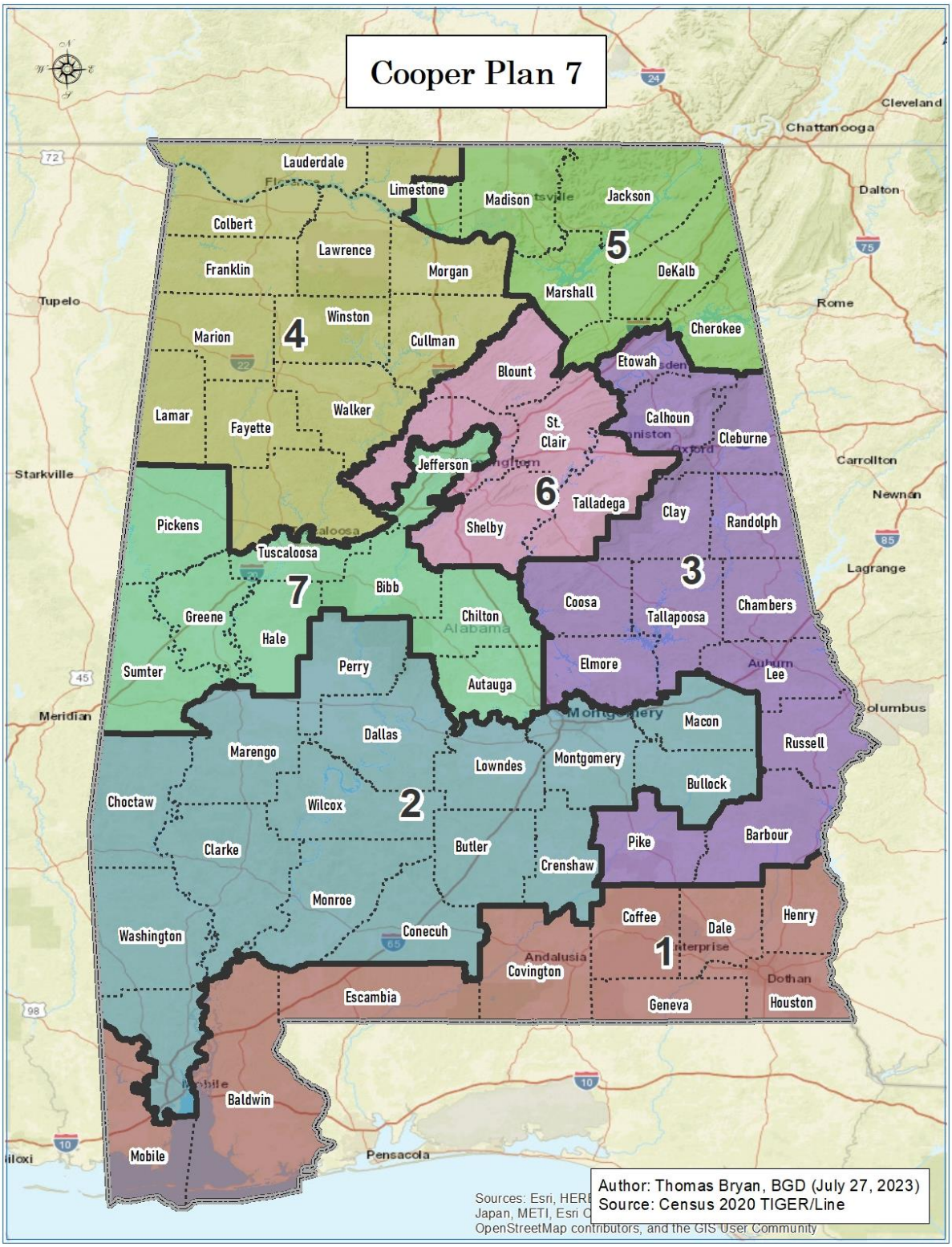
Source: Alabama Counsel for the Defendants

B. "VRA_REM" - also known as the "VRA Plaintiffs Remedial Map"



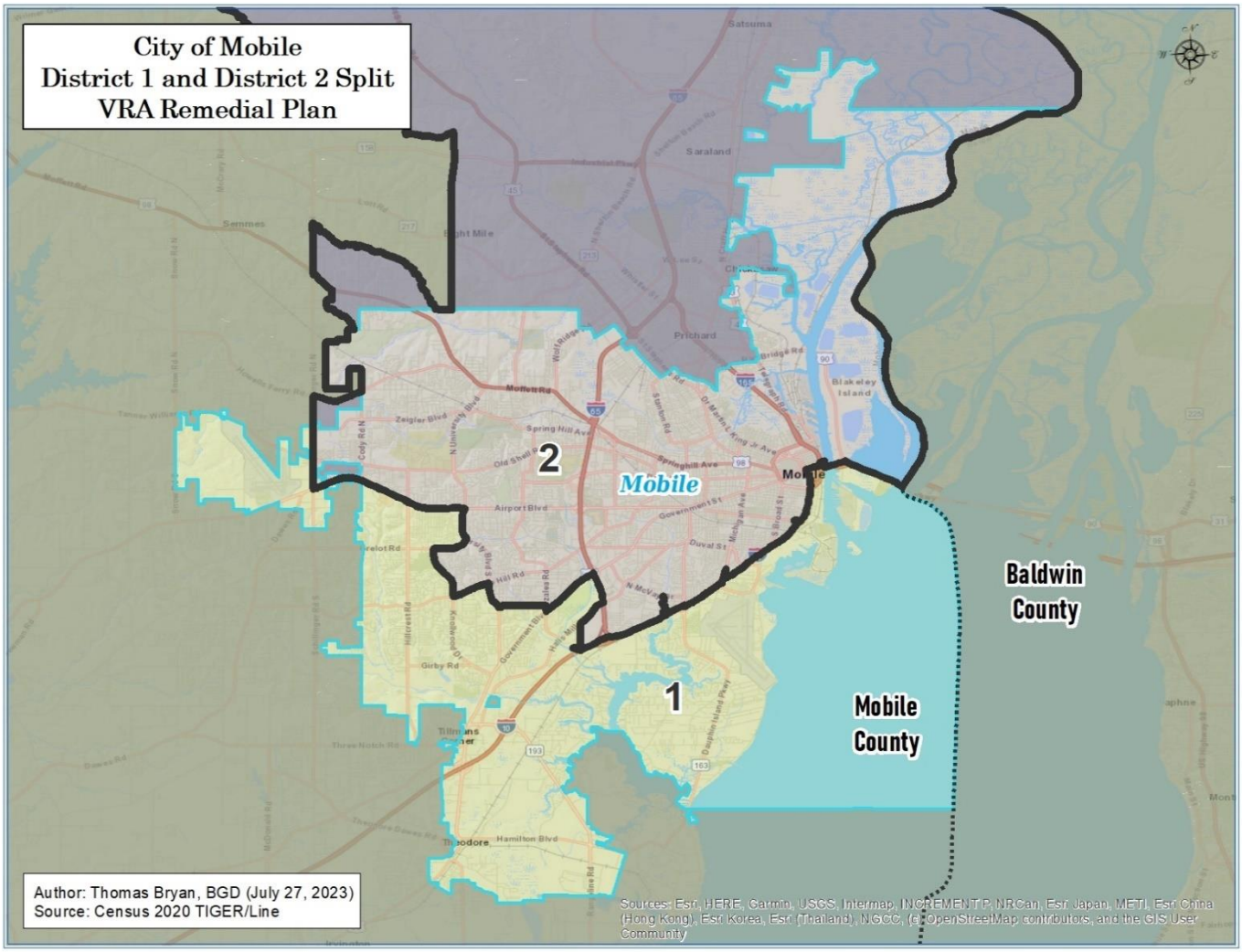
Source: Alabama Counsel for the Defendants

C. "Cooper 7" - The seventh plan prepared by Plaintiff's expert William Cooper



Source: Alabama Counsel for the Defendants

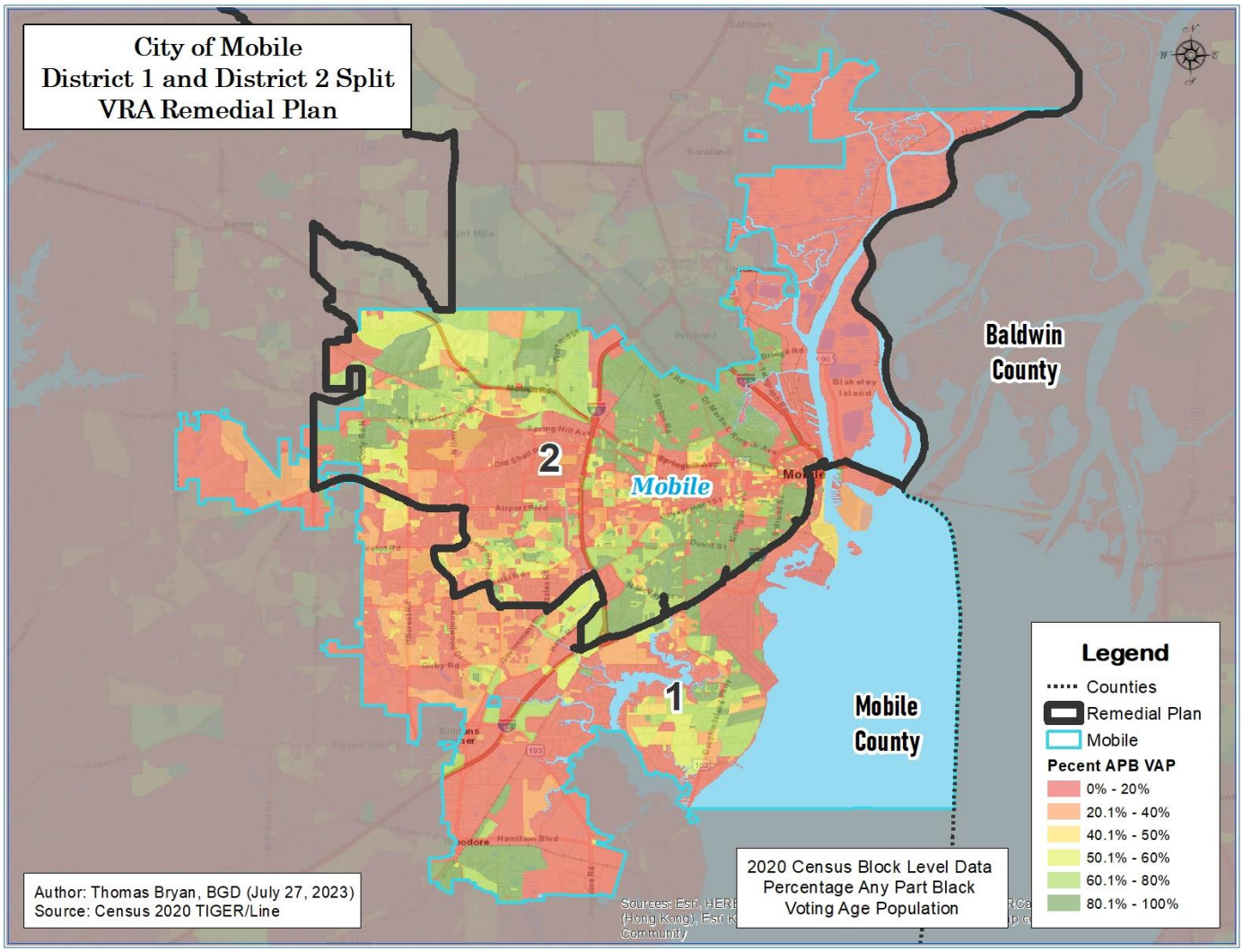
D. City of Mobile: "VRA_REM" VRA Remedial Plan - Split Map



Source: Alabama Counsel for the Defendants

* Note: the VRA_REM Plan is the only new plan that splits Mobile

E. City of Mobile: "VRA_REM" VRA Remedial Plan - Race Map



Source: Alabama Counsel for the Defendants, 2020 Census PL94171 P3 and P4 Tables

* Note: the VRA_REM Plan is the only new plan that splits Mobile

Appendix 4 Thomas Bryan CV

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Redistricting Résumé and C.V.

Introduction

I am an applied demographic, analytic and research professional who leads a team of bipartisan experts in state and local redistricting cases. I have subject matter expertise in political and school redistricting and Voting Rights Act related litigation, US Census Bureau data, geographic information systems (GIS), applied demographic techniques and advanced analytics.

Education & Academic Honors

2002 MS, Management and Information Systems - George Washington University

2002 GSA CIO University graduate* - George Washington University

1997 Graduate credit courses taken at University of Nevada at Las Vegas

1996 MUS (Master of Urban Studies) Demography and Statistics core - Portland State University

1992 BS, History - Portland State University

Online

ResearchGate: https://www.researchgate.net/profile/Thomas-Bryan-6

LinkedIn: https://www.linkedin.com/in/thomas-bryan-424a6912

Bryan GeoDemographics, January 2001-Current: Founder and Principal

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Granted by the General Services Administration (GSA) and the Federal IT Workforce Committee of the CIO Council. http://www.gwu.edu/~mastergw/programs/mis/pr.html

I founded Bryan GeoDemographics (BGD) in 2001 as a demographic and analytic consultancy to meet the expanding demand for advanced analytic expertise in applied demographic research and analysis. Since then, my consultancy has broadened to include expert support of political, state, local and school redistricting. Since 2001, BGD has undertaken over 150 such engagements in two broad areas:

1) state and local redistricting; and
2) applied demographic studies, including health sciences and municipal Infrastructure

The core of the BGD consultancy has been in state and local redistricting and bipartisan expert witness support of litigation. Engagements include:

State and Local Redistricting

- 2023: In the matter of *Navajo Nation v. San Juan County Board of Commissioners* in the US District Court for the District of New Mexico. Providing expert demographic and analytic litigation support to Defendants. Deposed in May 2023, expecting trial testimony in September 2023.
  - https://dockets.justia.com/docket/new-mexico/nmdce/1:2022cv00095/470450

- 2022: In the matter of *White v. Mississippi State Board of Election Commissioners* in United States District Court, Northern District of MS In collaboration with demographic testifying expert Dr. David Swanson, on behalf of Defendants. Provided expert demographic and analytic litigation support of MS Supreme Court redistricting litigation.
  - https://www.aclu-ms.org/en/cases/white-v-mississippi-board-election-commissioners

- 2022: Retained as demographic and redistricting expert for the Louisiana Attorney General in *Robinson v. Ardoin* and *Galmon v. Ardoin* and related Louisiana redistricting litigation. Offering opinions on demography and redistricting for their congressional redistricting plan and Plaintiff's proposed illustrative plans as a testifying expert. SCOTUS hearing is pending. Testified before the 5th Circuit.
  - https://news.ballotpedia.org/2022/04/04/louisiana-enacts-new-congressional-district-boundaries-after-legislature-overrides-governors-veto/

- 2022: Retained by counsel as demographic and redistricting expert for the Kansas Legislature in support of *Rivera et al. v Schwab* litigation. Kansas Supreme Court found in favor of Kansas Legislature plan on June 21, 2022.
  - https://thearp.org/litigation/rivera-v-schwab/

- https://www.kscourts.org/KSCourts/media/KsCourts/Opinions/125092_1.pdf?ext=.pdf

- 2022: Retained by counsel as demographic and redistricting expert for the State of Michigan in the matter of *Banerian v. Benson* and related Michigan redistricting litigation. Offering opinions on demography and redistricting for Michigan's Congressional redistricting plan. Currently before SCOTUS pending jurisdictional statement.
  - https://www.scotusblog.com/case-files/cases/banerian-v-benson/

- 2021: Retained as demographic and redistricting expert for the Wisconsin Legislature in *Johnson v. Wisconsin Elections Commission*, No. 2021AP001450-OA (Wis. Supreme Court) and related Wisconsin redistricting litigation. Offering opinions on demography and redistricting for redistricting plans proposed as remedies in impasse suit. The Wisconsin Supreme Court decided in favor of the Democratic Governor's plan on March 2, 2022. This decision was appealed to SCOTUS. On March 25, 2022 - SCOTUS returned the case to the Wisconsin Supreme Court. On April 16, 2022, the Wisconsin Supreme Court found in favor of the Wisconsin Legislative plan and the case was resolved.
  - https://www.wpr.org/us-supreme-court-rejects-legislative-map-drawn-evers-was-endorsed-wisconsin-supreme-court
  - https://www.nytimes.com/2022/04/15/us/wisconsin-districts-gerrymander-supreme-court.html

- 2021: Retained as demographic and redistricting expert by counsel for Galveston County, TX. Galveston County, TX was later sued by the US Department of Justice (*United States v. Galveston County, Texas*) and is currently being tried by the U.S. District Court for the Southern District of Texas, Galveston Division.
  - https://thearp.org/litigation/united-states-v-galveston-county-tex/

- 2021: Retained as demographic and redistricting expert by the State of Alabama Attorney General's office. Currently serving as the State's demographic and redistricting testifying expert witness in the matters of *Milligan v. Merrill*, *Thomas v. Merrill* and *Singleton v. Merrill* over Alabama's Congressional redistricting initiatives. SCOTUS resolved the case for Plaintiffs in June 2023.
  - https://www.nytimes.com/2022/02/07/us/politics/supreme-court-alabama-redistricting-congressional-map.html

- 2021: Retained as nonpartisan demographic and redistricting expert by counsel in the State of North Carolina to prepare commissioner redistricting plans for Granville County, Harnett

County, Jones County and Nash County. Each proposed plan was approved and successfully adopted.

- 2021: Served as Consultant to the Arizona Independent Redistricting Commission, presenting "Pros and Cons of (Census data) Differential Privacy". July 13, 2021.
  - https://irc.az.gov/sites/default/files/meeting-agendas/Agenda%207.13.21.pdf

- 2021: Retained as demographic and redistricting expert by Democratic Counsel for the State of Illinois in the case of *McConchie v. State Board of Elections*. Prepared expert report in defense of using the American Community Survey to comply with state constitutional
  - https://redistricting.lls.edu/case/mcconchie-v-ill-state-board-of-elections/.

- 2021: Retained by counsel for the Chairman and staff of the Texas House Committee on Redistricting as a consulting demographic expert. Texas House Bill 1 subsequently passed by the Legislature 83-63.
  - https://capitol.texas.gov/BillLookup/History.aspx?LegSess=873&Bill=HB1

- 2021: In the matter of the *State of Alabama, Representative Robert Aderholt, William Green and Camaran Williams v. the US Department of Commerce; Gina Raimondo; the US Census Bureau and Ron Jarmin* in US District Court of Alabama Eastern Division. Prepared a demographic report for Plaintiffs analyzing the effects of using Differential Privacy on Census Data in Alabama and was certified as an expert witness by the Court.
  - https://www.alabamaag.gov/Documents/news/Census%20Data%20Manipulation%20Lawsuit.pdf
  - https://www.courtlistener.com/docket/59728874/3/6/the-state-of-alabama-v-united-states-department-of-commerce/

- 2020: In the matter of The Christian Ministerial Alliance (CMA), *Arkansas Community Institute v. the State of Arkansas.* In collaboration with demographic testifying expert Dr. Peter Morrison, on behalf of Defendants. Providing demographic and analytic litigation support.
  - https://www.naacpldf.org/wp-content/uploads/CMA-v.-Arkansas_FILED-without-stamp.pdf

- 2020: In the matter of *Aguilar, Gutierrez, Montes, Palmer and OneAmerica v. Yakima County* in Superior Court of Washington under the Washington Voting Rights Act ("WVRA" Wash. Rev. Code § 29A.92.60). In collaboration with demographic testifying expert Dr. Peter Morrison, on behalf of Defendants. Providing demographic and analytic litigation support.

- https://bloximages.newyork1.vip.townnews.com/yakimaherald.com/content/tncms/assets/v3/editorial/a/4e/a4e86167-95a2-5186-a86c-bb251bf535f1/5f0d01eec8234.pdf.pdf

- 2018-2020: In the matter of *Rene Flores, Maria Magdalena Hernandez, Magali Roman, Make the Road New York, and New York Communities for Change v. Town of Islip, Islip Town Board, Suffolk County Board of Elections* in US District Court. On behalf of Defendants - provided a critical analysis of plaintiff's demographic and environmental justice analysis. The critique revealed numerous flaws in both the demographic analysis as well as the tenets of their environmental justice argument, which were upheld by the court. Ultimately developed mutually agreed upon plan for districting.
  - https://nyelectionsnews.wordpress.com/2018/06/20/islip-faces-section-2-voting-rights-act-challenge/
  - https://casetext.com/case/flores-v-town-of-islip-3

- 2017-2020 In the matter of *NAACP, Spring Valley Branch; Julio Clerveaux; Chevon Dos Reis; Eric Goodwin; Jose Vitelio Gregorio; Dorothy Miller; and Hillary Moreau v East Ramapo Central School District (Defendant)* in United States District Court Southern District Of New York (original decision May 25, 2020), later the U.S. Second Circuit Court of Appeals. On behalf of Defendants, developed mutually agreed upon district plan and provided demographic and analytic litigation support.
  - https://www.lohud.com/story/news/education/2020/05/26/federal-judge-sides-naacp-east-ramapo-voting-rights-case/5259198002/

- 2017-2020: In the matter of *Pico Neighborhood Association et al v. City of Santa Monica* brought under the California VRA. In collaboration with demographic testifying expert Dr. Peter Morrison, on behalf of Defendants. Providing demographic and analytic litigation support. Executed geospatial analysis to identify concentrations of Hispanic and Black CVAP to determine the impossibility of creating a minority majority district, and demographic analysis to show the dilution of Hispanic and Black voting strength in a district (vs at-large) system. Work contributed to Defendants prevailing in landmark ruling in the State of California Court of Appeal, Second Appellate District.
  - https://www.santamonica.gov/press/2020/07/09/santa-monica-s-at-large-election-system-affirmed-in-court-of-appeal-decision

- 2019: In the matter of *Johnson v. Ardoin / the State of Louisiana* in United States District Court. In collaboration with demographic testifying expert Dr. Peter Morrison, on behalf of Defendants. Provided expert demographic and analytic litigation support.
    - https://www.brennancenter.org/sites/default/files/2019-10/2019-10-16-Johnson%20v_%20Ardoin-132-Brief%20in%20Opposition%20to%20MTS.pdf
    - https://casetext.com/case/johnson-v-ardoin

- 2019: In the matter of *Suresh Kumar v. Frisco Independent School District et al*. in United States District Court. In collaboration with demographic testifying expert Dr. Peter Morrison, on behalf of Defendants. Provided expert demographic and analytic litigation support. Successfully defended.
    - https://www.friscoisd.org/news/district-headlines/2020/08/04/frisco-isd-wins-voting-rights-lawsuit
    - https://www.courthousenews.com/wp-content/uploads/2020/08/texas-schools.pdf

- 2019: At the request of the City of Frisco, TX in collaboration with demographic testifying expert Dr. Peter Morrison. Provided expert demographic assessment of the City's potential liability regarding a potential Section 2 Voting Rights challenge.

- 2019: In the matter of *Vaughan v. Lewisville Independent School District et al.* in United States District Court. In collaboration with demographic testifying expert Dr. Peter Morrison, on behalf of Defendants. Provided expert demographic and analytic litigation support.
    - https://www.nbcdfw.com/news/local/lawsuit-filed-against-lewisville-independent-school-district/1125/

- 2019: In the matter of *Holloway, et al. v. City of Virginia Beach in* United States District Court, Eastern District of Virginia. In collaboration with demographic testifying expert Dr. Peter Morrison, on behalf of Defendants. Provided expert demographic and analytic litigation support.
    - https://campaignlegal.org/cases-actions/holloway-et-al-v-city-virginia-beach

- 2018: At the request of Kirkland City, Washington in collaboration with demographic testifying expert Dr. Peter Morrison. Performed demographic studies to inform the City's governing board's deliberations on whether to change from at-large to single-member district elections following enactment of the Washington Voting Rights Act. Analyses included gauging the voting strength of the City's Asian voters and forming an illustrative district concentrating Asians; and compared minority population concentration in pre- and post-annexation city territory.

- https://www.kirklandwa.gov/Assets/City+Council/Council+Packets/021919/8b_SpecialPresentations.pdf#:~:text=RECOMMENDATION%3A%20It%20is%20recommended%20that%20City%20Council%20receive,its%20Councilmembers%20on%20a%20citywide%2C%20at-%20large%20basis

- 2018: At the request of Tacoma WA Public Schools in collaboration with demographic testifying expert Dr. Peter Morrison. Created draft concept redistricting plans that would optimize minority population concentrations while respecting incumbency. Client used this plan as a point of departure for negotiating final boundaries among incumbent elected officials.

- 2018: At the request of the City of Mount Vernon, Washington., in collaboration with demographic testifying expert Dr. Peter Morrison. Prepared a numerous draft concept plans that preserves Hispanics' CVAP concentration. Client utilized draft concept redistricting plans to work with elected officials and community to agree upon the boundaries of six other districts to establish a proposed new seven-district single-member district plan.

- 2017: In the matter of *Pico Neighborhood Association v. City of Santa Monica*. In collaboration with demographic testifying expert Dr. Peter Morrison. Worked to create draft district concept plans that would satisfy Plaintiff's claim of being able to create a majority-minority district to satisfy Gingles prong 1. Such district was not possible, and the Plaintiffs case ultimately failed in California State Court of Appeals Second Appellate District.
  - https://law.justia.com/cases/california/court-of-appeal/2020/b295935.html

- 2017: In the matter of *John Hall, Elaine Robinson-Strayhorn, Lindora Toudle, Thomas Jerkins, v. Jones County Board of Commissioners*. In collaboration with demographic testifying expert Dr. Peter Morrison. Worked to create draft district concept plans to resolve claims of discrimination against African Americans attributable to the existing at-large voting system.
  - http://jonescountync.gov/vertical/sites/%7B9E2432B0-642B-4C2F-A31B-CDE7082E88E9%7D/uploads/2017-02-13-Jones-County-Complaint.pdf

- 2017: In the matter of *Harding v. County of Dallas* in U.S. District Court. In collaboration with demographic testifying expert Dr. Peter Morrison. In a novel case alleging discrimination *against* White, non-Hispanics under the VRA, I was retained by plaintiffs to create redistricting scenarios with different balances of White-non-Hispanics, Blacks and Hispanics. Deposed and provided expert testimony on the case.
  - https://www.courthousenews.com/wp-content/uploads/2018/08/DallasVoters.pdf

- 2016: Retained by The Equal Voting Rights Institute to evaluate the Dallas County Commissioner existing enacted redistricting plan. In collaboration with demographic testifying expert Dr. Peter Morrison, the focus of our evaluation was twofold: (1) assess the failure of the Enacted Plan (EP) to meet established legal standards and its disregard of traditional redistricting criteria; (2) the possibility of drawing an alternative Remedial Plan (RP) that did meet established legal standards and balance traditional redistricting criteria.
    - http://equalvotingrights.org/wp-content/uploads/2015/01/Complaint.pdf

- 2016: In the matter of *Jain v. Coppell ISD et al* in US District Court (Texas). In collaboration with demographic testifying expert Dr. Peter Morrison. Consulted in defense of Coppell Independent School District (Dallas County, TX) to resolve claims of discriminatory at-large voting system affecting Asian Americans. While Asians were shown to be sufficiently numerous, I was able to demonstrate that they were not geographically concentrated - thus successfully proving the Gingles 1 precondition could not be met resulting the complaint being withdrawn.
    - https://dockets.justia.com/docket/texas/txndce/3:2016cv02702/279616

- 2016: In the matter of *Feldman et al v. Arizona Secretary of State's Office et al* in SCOTUS. In collaboration with demographic testifying expert Dr. Peter Morrison, on behalf of Defendants. Provided analytics on the locations and proximal demographics of polling stations that had been closed subsequent to *Shelby County v. Holder* (2013) which eliminated the requirement of state and local governments to obtain federal preclearance before implementing any changes to their voting laws or practices. Subsequently provided expert point of view on disparate impact as a result of H.B. 2023. Advised Maricopa County officials and lead counsel on remediation options for primary polling place closures in preparation for 2016 elections.
    - https://arizonadailyindependent.com/2016/04/05/doj-wants-information-on-maricopa-county-election-day-disaster/
    - https://www.supremecourt.gov/DocketPDF/19/19-1257/142431/20200427105601341_Brnovich%20Petition.pdf

- 2016: In the matter of *Glatt v. City of Pasco, et al.* in US District Court (Washington). In collaboration with demographic testifying expert Dr. Peter Morrison, on behalf of Defendants. Provided analytics and draft plans in defense of the City of Pasco. One draft plan was adopted, changing the Pasco electoral system from at-large to a six-district + one at large.

- https://www.pasco-wa.gov/DocumentCenter/View/58084/Glatt-v-Pasco---Order---January-27-2017?bidId=
- https://www.pasco-wa.gov/923/City-Council-Election-System

- 2015: In the matter of *The League of Women Voters et al. v. Ken Detzner et al* in the Florida Supreme Court. In collaboration with demographic testifying expert Dr. Peter Morrison, on behalf of Defendants. Performed a critical review of Florida state redistricting plan and developed numerous draft concept plans.
  - http://www.miamiherald.com/news/politics-government/state-politics/article47576450.html
  - https://www.floridasupremecourt.org/content/download/322990/2897332/file/OP-SC14-1905_LEAGUE%20OF%20WOMEN%20VOTERS_JULY09.pdf

- 2015: In the matter of *Evenwel, et al. v. Abbott / State of Texas* in SCOTUS. In collaboration with demographic testifying expert Dr. Peter Morrison, on behalf of Plaintiffs. Successfully drew map for the State of Texas balancing both total population from the decennial census and citizen population from the ACS (thereby proving that this was possible). We believe this may be the first and still only time this technical accomplishment has been achieved in the nation at a state level. Coauthored SCOTUS Amicus Brief of Demographers.
  - https://www.supremecourt.gov/opinions/15pdf/14-940_ed9g.pdf
  - https://www.scotusblog.com/wp-content/uploads/2015/08/Demographers-Amicus.pdf

- 2015: In the matter of *Ramos v. Carrollton-Farmers Branch Independent School District* in US District Court (Texas). In collaboration with demographic testifying expert Dr. Peter Morrison, on behalf of Defendants. Used 2009-2013 5-year ACS data to generate small-area estimates of minority citizen voting age populations and create a variety of draft concept redistricting plans. Case was settled decision in favor of a novel cumulative voting system.
  - https://starlocalmedia.com/carrolltonleader/c-fb-isd-approves-settlement-in-voting-rights-lawsuit/article_92c256b2-6e51-11e5-adde-a70cbe6f9491.html

- 2015: In the matter of *Glatt v. City of Pasco et al.* in US District Court (Washington). In collaboration with demographic testifying expert Dr. Peter Morrison, on behalf of Defendants. Consulted on forming new redistricting plan for city council review. One draft concept plan was agreed to and adopted.
  - https://www.pasco-wa.gov/923/City-Council-Election-System

- 2015: At the request of Waterbury, Connecticut, in collaboration with demographic testifying expert Dr. Peter Morrison. As a result of a successful ballot measure to convert Waterbury from an at-large to a 5-district representative system, consulted an extensive public outreach and drafted numerous concept plans. The Waterbury Public Commission considered alternatives and recommended one of our plans, which the City adopted.
    - http://www.waterburyobserver.org/wod7/node/4124

- 2014-15: In the matter of *Montes v. City of Yakima* in US District Court (Washington). In collaboration with demographic testifying expert Dr. Peter Morrison, on behalf of Defendants. Analytics later used to support the Amicus Brief of the City of Yakima, Washington in the U.S. Supreme Court in *Evenwel v. Abbott*.
    - https://casetext.com/case/montes-v-city-of-yakima-3

- 2014: In the matter of *Harding v. County of Dallas* in the US Court of Appeals Fifth Circuit. In the novel case of Anglo plaintiffs attempting to claim relief as protected minorities under the VRA. Served as demographic expert in the sole and limited capacity of proving Plaintiff claim under Gingles prong 1. Claim was proven. Gingles prongs 2 and 3 were not and the case failed.
    - https://electionlawblog.org/wp-content/uploads/Dallas-opinion.pdf

- 2014: At the request of Gulf County, Florida in collaboration with demographic testifying expert Dr. Peter Morrison. Upon the decision of the Florida Attorney General to force inclusion of prisoners in redistricting plans – drafted numerous concept plans for the Gulf County Board of County Commissioners, one of which was adopted.
    - http://myfloridalegal.com/ago.nsf/Opinions/B640990E9817C5AB85256A9C00631387

- 2012-2015: In the matter of *GALEO and the City of Gainesville* in Georgia. In collaboration with demographic testifying expert Dr. Peter Morrison, on behalf of Defendants -consulted on defense of existing at-large city council election system.
    - http://atlantaprogressivenews.com/2015/06/06/galeo-challenges-at-large-voting-in-city-of-gainesville/

- 2012-: Confidential. Consulted (through Morrison & Associates) to support plan evaluation, litigation, and outreach to city and elected officials (1990s - mid-2000s). Executed first statistical analysis of the American Community Survey to determine probabilities of minority-majority populations in split statistical/administrative units of geography, as well as the

cumulative probabilities of a "false-negative" minority-majority reading among multiple districts.

- 2011-: Confidential. Consulted on behalf of plaintiffs in Committee (Private) vs. State Board of Elections pertaining to citizen voting-age population. Evaluated testimony of defense expert, which included a statistical evaluation of Hispanic estimates based on American Community Survey (ACS) estimates. Analysis discredited the defendant's expert's analysis and interpretation of the ACS.

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School Redistricting and Municipal Infrastructure Projects

BGD worked with McKibben Demographics from 2004-2012 providing expert demographic and analytic support. These engagements involved developing demographic profiles of small areas to assist in building fertility, mortality and migration models used to support long-range population forecasts and infrastructure analysis in the following communities:

Fargo, ND 10/2012
Columbia, SC 3/2012
Madison, MS 9/2011
Rockwood, MO 3/2011
Carthage, NY 3/2011
NW Allen, IN 9/2010
Fayetteville, AR 7/2010
Atlanta, GA 2/2010
Caston School Corp., IN 12/09
Rochester, IN 12/09
Urbana, IL 11/09
Dekalb, IL 11/09
Union County, NC 11/09
South Bend, IN 8/09
Lafayette, LA 8/09
Fayetteville, AR 4/09
New Orleans, LA 4/09
Wilmington New Hanover 3/09
New Berry, SC 12/08
Corning, NY 11/08
McLean, IL 11/08
Lakota 11/08
Greensboro, NC 11/08
Charleston, SC 8/08
Woodland, IL 7/08
White County, IN 6/08
Gurnee District 56, IL 5/08
Central Noble, IN 4/08
Charleston First Baptist, SC 4/08
Edmond, OK 4/08
East Noble, IN 3/08
Mill Creek, IN 5/06
Rhode Island 5/06
Garrett, IN 3/08
Meridian, MS 3/08
Madison County, MS 3/08
Charleston 12/07
Champaign, IL 11/07
Richland County, SC 11/07
Lake Central, IN 11/07
Columbia, SC 11/07
Duneland, IN 10/07
Union County, NC 9/07
Griffith, IN 9/07
Rensselaer, IN 7/07
Hobart, IN 7/07

Guilford 9/08

Lexington, SC 9/08

Plymouth, IN 9/08

Buffalo, NY 7/07

Oak Ridge, TN 5/07

Westerville, OH 4/07

Projects Continued

Baton Rouge, LA 4/07

Cobb County, GA 4/07

Charleston, SC District 20 4/07

McDowell County, NC 4/07

East Allen, IN 3/07

Mt. Pleasant, SC District 2 2/07

Peach County, GA 2/07

North Charleston, SC District 4 2/07

Madison County, MS revisions 1/07

Portage County, IN 1/07

Marietta, GA 1/07

Porter, IN 12/06

Harrison County, MS 9/06

New Albany/Floyd County, IN 9/06

North Charleston, SC 9/06

Fairfax, VA 9/06

Coleman 8/06

DeKalb, GA 8/06

LaPorte, IN 7/06

NW Allen, IN 7/06

Brunswick, NC 7/06

Carmel Clay, IN 7/06

Calhoun, SC 5/06

Hamilton Community Schools, IN 4/06

Dilworth, MN 4/06

Hamilton, OH 2/06

Allen County 11/05

Bremen, IN 11/05

Smith Green, IN 11/05

Steuben, IN 11/05

Plymouth, IN 11/05

North Charleston, SC 11/05

Huntsville, AL 10/05

Dekalb, IN 9/05

East Noble, IN 9/05

Valparaiso, IN 6/05

Penn-Harris-Madison, IN 7/05

Elmira, NY 7/05

South Porter/Merriville, IN 7/05

Fargo, ND 6/05

Washington, IL 5/05

Addison, NY 5/05

Kershaw, SC 5/05

Porter Township, IN 3/05

Portage, WI 1/05

East Stroudsburg, PA 12/04

North Hendricks, IN 12/04

Sampson/Clinton, NC 11/04

Carmel Clay Township, IN 9/04

SW Allen County, IN 9/04

East Porter, IN 9/04

Allen County, IN 9/04

Duplin, NC 9/04

West Noble, IN 2/06

New Orleans, LA 2/06

Norwell, IN 2/06

Middletown, OH 12/05

West Noble, IN 11/05

Madison, MS 11/05

Fremont, IN 11/05

Concord, IN 11/05

Hamilton County / Clay TSP, IN 9/04

Hamilton County / Fall Creek TSP, IN 9/04

Decatur, IN 9/04

Chatham County / Savannah, GA 8/04

Evansville, IN 7/04

Madison, MS 7/04

Vanderburgh, IN 7/04

New Albany, IN 6/04

Publications

- "Forensic Demography: An Overlooked Area of Practice among Applied Demographers" *Review of Economics and Finance* (with Emeritus David A. Swanson and Jeff Tayman). January 2023.
    - https://refpress.org/ref-vol20-a94/

- In the matter of *Banerian v. Benson*, No. 1:22-CV-00054-RMK-JTN-PLM, in US District Court of the Western District of Michigan. Declaration of Thomas Bryan. Assessing the performance of plaintiff and defendant plans against the Michigan Constitution and traditional redistricting principles. February 2022.

- In the matter of *Johnson v. Wisconsin Elections Commission*, No. 2021AP001450OA, in the Supreme Court of Wisconsin. Declaration and Rebuttal Declaration of Thomas M. Bryan. Assessing the features of proposed redistricting plans by the Wisconsin Legislature and other parties to the litigation. December 2021.

- In the matters of *Caster v. Merrill* and *Milligan v. Merrill* in US District Court of the Northern District of Alabama. Civil Action NOs. 2:21-cv-01536-AMM; 2:21-cv-01530-AMM. Declaration of Thomas Bryan. Assessing the compliance and performance of the demonstrative VRA congressional plans of Dr. Moon Duchin and Mr. William Cooper. December 2021.

- In the matter of *Milligan v. Merrill* in US District Court of the Northern District of Alabama. Civil Action NO. 2:21-cv-01530-AMM. Declaration of Thomas M. Bryan. Assessing the compliance and performance of the Milligan and State of Alabama congressional redistricting plans. December 2021.

- In the matter of *Singleton v. Merrill* in US District Court of the Northern District of Alabama. Civil Action NO. 2:21-cv-01291-AMM. Declaration of Thomas M. Bryan. Assessing the compliance and performance of the Singleton and State of Alabama congressional redistricting plans. December 2021.

- "The Effect of the Differential Privacy Disclosure Avoidance System Proposed by the Census Bureau on 2020 Census Products: Four Case Studies of Census Blocks in Alaska" PAA Affairs, (with D. Swanson and Richard Sewell, Alaska Department of Transportation and Public Facilities). March 2021.
    - https://www.populationassociation.org/blogs/paa-web1/2021/03/30/the-effect-of-the-differential-privacy-disclosure

- https://redistrictingonline.org/2021/03/31/study-census-bureaus-differential-privacy-disclosure-avoidance-system-produces-produces-concerning-results-for-local-jurisdictions/
- https://www.ncsl.org/research/redistricting/differential-privacy-for-census-data-explained.aspx

- In the matter of the *State of Alabama, Representative Robert Aderholt, William Green and Camaran Williams v. the US Department of Commerce; Gina Raimondo; the US Census Bureau and Ron Jarmin* in US District Court of Alabama Eastern Division. Declaration of Thomas M. Bryan, Exhibit 6. Civil Action NO. 3:21-CV-211, United States District Court for Middle Alabama, Eastern Division. Assessing the impact of the U.S. Census Bureau's approach to ensuring respondent privacy and Title XIII compliance by using a disclosure avoidance system involving differential privacy. March 2021.
  - https://redistricting.lls.edu/wp-content/uploads/AL-commerce2-20210311-PI.zip
  - https://www.alabamaag.gov/Documents/news/Census%20Data%20Manipulation%20Lawsuit.pdf
  - https://www.courtlistener.com/docket/59728874/3/6/the-state-of-alabama-v-united-states-department-of-commerce/

- Peter A. Morrison and Thomas M. Bryan, Redistricting: A Manual for Analysts, Practitioners, and Citizens (2019). Springer Press: Cham Switzerland.

- "From Legal Theory to Practical Application: A How-To for Performing Vote Dilution Analyses." *Social Science Quarterly*. (with M.V. Hood III and Peter Morrison). March 2017

- In the Supreme Court of the United States Sue Evenwel, Et Al., *Appellants,* V. Greg Abbott, in his official capacity as Governor of Texas, et al., *Appellees. On appeal from the United States District Court for the Western District of Texas*. *Amicus Brief of Demographers Peter A. Morrison, Thomas M. Bryan, William A. V. Clark, Jacob S. Siegel, David A. Swanson, and The Pacific Research Institute* - As *amici curiae* in support of Appellants. August 2015.
  - www.scotusblog.com/wp-content/uploads/2015/08/Demographers-Amicus.pdf

- Workshop on the Benefits (and Burdens) of the American Community Survey, Case Studies/Agenda Book 6 "Gauging Hispanics' Effective Voting Strength in Proposed Redistricting Plans: Lessons Learned Using ACS Data." June 14–15, 2012
  - http://docplayer.net/8501224-Case-studies-and-user-profiles.html

- "Internal and Short Distance Migration" by Bryan, Thomas in J. Siegel and D. Swanson (eds.) The Methods and Materials of Demography, Condensed Edition, Revised. (2004). Academic/Elsevier Press: Los Angeles (with D. Swanson and P. Morrison).

- "Population Estimates" by Bryan, Thomas in J. Siegel and D. Swanson (eds.) The Methods and Materials of Demography, Condensed Edition, Revised. (2004). Academic/Elsevier Press: Los Angeles (with D. Swanson and P. Morrison).

- Bryan, T. (2000). U.S. Census Bureau Population estimates and evaluation with loss functions. *Statistics in Transition,* 4, 537–549.

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Professional Presentations and Conference Participation

- 2023 Population Association of America Applied Demography Conference, "Uses of Census Data and New Analytical Approaches for Redistricting" session. Annapolis, MD, February 2023.
    - https://www.populationassociation.org/events-publications/adc
    - "Differences in CVAP and VAP Reported by the USCB and the Impact on Redistricting and Changing Multi-Race Definitions and the Impact on Redistricting"
    - "DOJ Section 2 Data Requirements vs Reality and the Impact on Redistricting"

- 2022 Southern Demographic Association Meetings. "Census 2020 and Political Redistricting" session. Knoxville, TN, October 2022.
    - https://sda-demography.org/resources/Documents/SDA%202022%20Preliminary%20Program_Vfinal_V12.pdf
    - "Addressing Latent Demographic Factors in Redistricting: An Instructional Case" (with Dr. Peter Morrison)

- "Analysis of Differential Privacy and its Impacts on Redistricting" Presented as invited expert on the Panel on the 2020 Census at the American Statistical Association JSM meetings, Washington DC August 8, 2022.
    - https://ww2.amstat.org/meetings/jsm/2022/onlineprogram/AbstractDetails.cfm?abstractid=323887

- "Re-purposing Record Matching Algorithms to assess the effect of Differential Privacy on 2020 Small Area Census Data" SAE 2022: Small Area Estimation, Surveys and Data Science University of Maryland, College Park, USA 23 - 27 May, 2022. With Dr. David Swanson.
    - https://sae2022.org/program

- "Redistricting 101: A Tutorial" 2022 Population Association of America Applied Demography Conference, February 2022. With Dr. Peter Morrison.
    - https://www.populationassociation.org/paa2022/home

- Session Chairman on Invited Session "Assessing the Quality of the 2020 Census", including Census Director Ron Jarmin at the 2020 Population Association of America meeting May 5, 2021.
    - https://paa2021.secure-platform.com/a/organizations/main/home

- "The Effect of the Differential Privacy Disclosure Avoidance System Proposed by the Census Bureau on 2020 Census Products: Four Case Studies of Census Blocks in Alaska". 2021

American Statistical Association - Symposium on Data Science and Statistics (ASA-SDSS). With Dr. David Swanson.

- https://ww2.amstat.org/meetings/sdss/2021/index.cfm

- "New Technical Challenges in Post-2020 Redistricting" 2020 Population Association of America Applied Demography Conference, 2020 Census Related Issues, February 2021. With Dr. Peter Morrison.

- "Tutorial on Local Redistricting" 2020 Population Association of America Applied Demography Conference, February 2021. With Dr. Peter Morrison.

- "Demographic Constraints on Minority Voting Strength in Local Redistricting Contexts" 2019 Southern Demographic Association meetings (coauthored with Dr. Peter Morrison) New Orleans, LA, October 2019. Winner of annual E. Walter Terrie award for best state and local demography presentation.
  - http://sda-demography.org/2019-new-orleans

- "Applications of Big Demographic Data in Running Local Elections" 2017 Population and Public Policy Conference, Houston, TX.

- "Distinguishing 'False Positives' Among Majority-Minority Election Districts in Statewide Congressional Redistricting," 2017 Southern Demographic Association meetings (coauthored with Dr. Peter Morrison) Morgantown, WV.

- "Devising a Demographic Accounting Model for Class Action Litigation: An Instructional Case" 2016 Southern Demographic Association (with Peter Morrison), Athens, GA.

- "Gauging Hispanics' Effective Voting Strength in Proposed Redistricting Plans: Lessons Learned Using ACS Data." 2012 Conference of the Southern Demographic Association, Williamsburg, VA.

- "Characteristics of the Arab-American Population from Census 2000 and 1990: Detailed Findings from PUMS." 2004 Conference of the Southern Demographic Association, (with Samia El-Badry) Hilton Head, SC.

- "Small-Area Identification of Arab American Populations," 2004 Conference of the Southern Demographic Association, Hilton Head, SC.

- "Applied Demography in Action: A Case Study of Population Identification." 2002 Conference of the Population Association of America, Atlanta, GA.

Professional Conference Chairs, Peer Reviews and Conference Discussant Roles

- Session Chairman "Uses of Census Data and New Analytical Approaches for Redistricting" at the 2022 Population Association of America Applied Demographic meeting February 7-9 Annapolis, MD.
    - https://www.populationassociation.org/events-publications/adc

- Session Chairman on Invited Session "Assessing the Quality of the 2020 Census", including Census Director Ron Jarmin at the 2020 Population Association of America meeting May 5, 2021. Virtual.
    - https://paa2021.secure-platform.com/a/organizations/main/home

- "The Historical Roots of Contentious Litigation Over Census Counts in the Late 20th Century". Peer reviewer for presentation at the Hawaii International Conference on the Social Sciences, Honolulu, Hawaii, June 17-19, 2004 with David A. Swanson and Paula A. Walashek.

- 2004 - Population Research and Policy Review External Peer Reviewer / MS #253 "A New Method in Local Migration and Population Estimation".

- Session Discussant on "Spatial Demography" at the 2003 Conference of the Southern Demographic Association, Arlington, VA.

- Subject Moderator at the International Program Center (IPC) 2000 Summer Workshop on Subnational Population Projections for Planning, Suitland, MD.

- Session Chairman on "Population Estimates: New Evaluation Studies" at the 2002 Conference of the Southern Demographic Association, Austin, TX.

- Conference Session Chairman at the 2000 Conference of the Federal Forecasters Conference (FFC), Washington, DC.

- Session Discussant on "New Developments in Demographic Methods" at the 2000 Conference of the Southern Demographic Association, New Orleans, LA.

- Panel Discussant on GIS Applications in Population Estimates Review at the 2000 Conference of the Population Association of America, Los Angeles, CA.

- Panel Discussant on Careers in Applied Demography at the 2000 Conference of the Population Association of America, Los Angeles, CA.

Primary Software Competencies

ESRI ArcGIS: advanced

SAS: intermediate

Microsoft Office: advanced

Professional Affiliations

American Statistical Association (Member)

Population Association of America (Member)

Southern Demographic Association (Member)

Relevant Work Experience

January 2001- April 2003 ESRI Business Information Solutions / Demographer

Responsibilities included demographic data management, small-area population forecasting, IS management and software product and specification development. Additional responsibilities included developing GIS-based models of business and population forecasting, and analysis of emerging technology and R&D / testing of new GIS and geostatistical software.

May 1998-January 2001 U.S. Census Bureau / Statistician

Responsibilities: developed and refined small area population and housing unit estimates and innovative statistical error measurement techniques in support of the Population Estimates Program and the Current Population Survey.

Service

Eagle Scout, 1988, Boy Scouts of America. Member of the National Eagle Scout Association. Involved in leadership of the Boy Scouts of America Heart of Virginia Council.

References

Dr. David Swanson

Professional Peer

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Dr. Peter Morrison

Professional Peer

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310-266-9580

FILED
2023 Aug-04 PM 09:36
U.S. DISTRICT COURT
N.D. OF ALABAMA

SB5 ENROLLED

ACT #2023 - 563

XBT977-3

By Senator Livingston

RFD: Conference Committee on SB5

First Read: 17-Jul-23

2023 Second Special Session

SB5 Enrolled

Enrolled, An Act,

To amend Section 17-14-70, Code of Alabama 1975, to provide for the reapportionment and redistricting of the state's United States Congressional districts for the purpose of electing members at the General Election in 2024 and thereafter, until the release of the next federal census; and to add Section 17-40-70.1 to the Code of Alabama 1975, to provide legislative findings.

BE IT ENACTED BY THE LEGISLATURE OF ALABAMA:

Section 1. Section 17-14-70.1 is added to the Code of Alabama 1975, to read as follows.

§17-14-70.1

The Legislature finds and declares the following:

(1) The Legislature adheres to traditional redistricting principles when adopting congressional districts. Such principles are the product of history, tradition, bipartisan consensus, and legal precedent. The Supreme Court of the United States recently clarified that Section 2 of the Voting Rights Act "never requires adoption of districts that violate traditional redistricting principles."

(2) The Legislature's intent in adopting the congressional plan in this act described in Section 17-14-70.1 is to comply with federal law, including the U.S. Constitution and the Voting Rights Act of 1965, as amended.

(3) The Legislature's intent is also to promote the following traditional redistricting principles, which are

given effect in the plan created by this act:

a. Districts shall be based on total population as reported by the federal decennial census and shall have minimal population deviation.

b. Districts shall be composed of contiguous geography, meaning that every part of every district is contiguous with every other part of the same district.

c. Districts shall be composed of reasonably compact geography.

d. The congressional districting plan shall contain no more than six splits of county lines, which is the minimum number necessary to achieve minimal population deviation among the districts. Two splits within one county is considered two splits of county lines.

e. The congressional districting plan shall keep together communities of interest, as further provided for in subdivision (4).

f. The congressional districting plan shall not pair incumbent members of Congress within the same district.

g. The principles described in this subdivision are non-negotiable for the Legislature. To the extent the following principles can be given effect consistent with the principles above, the congressional districting plan shall also do all of the following:

1. Preserve the cores of existing districts.

2. Minimize the number of counties in each district.

3. Minimize splits of neighborhoods and other political subdivisions in addition to minimizing the splits of counties

and communities of interest.

(4)a. A community of interest is a defined area of the state that may be characterized by, among other commonalities, shared economic interests, geographic features, transportation infrastructure, broadcast and print media, educational institutions, and historical or cultural factors.

b. The discernment, weighing, and balancing of the varied factors that contribute to communities of interest is an intensely political process best carried out by elected representatives of the people.

c. If it is necessary to divide a community of interest between congressional districts to promote other traditional districting principles like compactness, contiguity, or equal population, division into two districts is preferable to division into three or more districts. Because each community of interest is different, the division of one community among multiple districts may be more or less significant to the community than the division of another community.

d. The Legislature declares that at least the three following regions are communities of interest that shall be kept together to the fullest extent possible in this congressional redistricting plan: the Black Belt, the Gulf Coast, and the Wiregrass.

e.1. Alabama's Black Belt region is a community of interest composed of the following 18 core counties: Barbour, Bullock, Butler, Choctaw, Crenshaw, Dallas, Greene, Hale, Lowndes, Macon, Marengo, Montgomery, Perry, Pickens, Pike, Russell, Sumter, and Wilcox. Moreover, the following five

counties are sometimes considered part of the Black Belt: Clarke, Conecuh, Escambia, Monroe, and Washington.

2. The Black Belt is characterized by its rural geography, fertile soil, and relative poverty, which have shaped its unique history and culture.

3. The Black Belt region spans the width of Alabama from the Mississippi boarder to the Georgia border.

4. Because the Black Belt counties cannot be combined within one district without causing other districts to violate the principle of equal population among districts, the 18 core Black Belt counties shall be placed into two reasonably compact districts, the fewest number of districts in which this community of interest can be placed. Moreover, of the five other counties sometimes considered part of the Black Belt, four of those counties are included within the two Black Belt districts — Districts 2 and 7.

f.1. Alabama's Gulf Coast region is a community of interest composed of Mobile and Baldwin Counties.

2. Owing to Mobile Bay and the Gulf of Mexico coastline, these counties also comprise a well-known and well-defined community with a long history and unique interests. Over the past half-century, Baldwin and Mobile Counties have grown even more alike as the tourism industry has grown and the development of highways and bay-crossing bridges have made it easier to commute between the two counties.

3. The Gulf Coast community has a shared interest in tourism, which is a multi-billion-dollar industry and a

significant and unique economic driver for the region.

4. Unlike other regions in the state, the Gulf Coast community is home to major fishing, port, and ship-building industries. Mobile has a Navy shipyard and the only deep-water port in the state. The port is essential for the international export of goods produced in Alabama.

5. The Port of Mobile is the economic hub for the Gulf counties. Its maintenance and further development are critical for the Gulf counties in particular but also for many other parts of the state. The Port of Mobile handles over 55 million tons of international and domestic cargo for exporters and importers, delivering eighty-five billion dollars ($85,000,000,000) in economic value to the state each year. Activity at the port's public and private terminals directly and indirectly generates nearly 313,000 jobs each year.

6. Among the over 21,000 direct jobs generated by the Port of Mobile, about 42% of the direct jobholders reside in the City of Mobile, another 39% reside in Mobile County but outside of the City of Mobile, and another 13% reside in Baldwin County.

7. The University of South Alabama serves the Gulf Coast community of interest both through its flagship campus in Mobile and its campus in Baldwin County.

8. Federal appropriations have been critical to ensuring the port's continued growth and maintenance. In 2020, the Army Corps of Engineers allocated over two hundred seventy-four million dollars ($274,000,000) for the Port of Mobile to allow the dredging and expansion of the port.

Federal appropriations have also been critical for expanding bridge projects to further benefit the shared interests of the region.

9. The Gulf Coast community has a distinct culture stemming from its French and Spanish colonial heritage. That heritage is reflected in the celebration of shared social occasions, such as Mardi Gras, which began in Mobile. This shared culture is reflected in Section 1-3-8(c), Code of Alabama 1975, which provides that "Mardi Gras shall be deemed a holiday in Mobile and Baldwin Counties and all state offices shall be closed in those counties on Mardi Gras." Mardi Gras is observed as a state holiday only in Mobile and Baldwin Counties.

10. Mobile and Baldwin Counties also work together as part of the South Alabama Regional Planning Commission, a regional planning commission recognized by the state for more than 50 years. The local governments of Mobile, Baldwin, and Escambia Counties, as well as 29 municipalities within those counties, work together through the commission with the Congressional Representative from District 1 to carry out comprehensive economic development planning for the region in conjunction with the U.S. Economic Development Administration. Under Section 11-85-51(b), factors the Governor considers when creating such a regional planning commission include "community of interest and homogeneity; geographic features and natural boundaries; patterns of communication and transportation; patterns of urban development; total population and population density; [and] similarity of social

and economic problems."

g.1. Alabama's Wiregrass region is a community of interest composed of the following nine counties: Barbour, Coffee, Covington, Crenshaw, Dale, Geneva, Henry, Houston, and Pike.

2. The Wiregrass region is characterized by rural geography, agriculture, and a major military base. The Wiregrass region is home to Troy University's flagship campus in Troy and its campus in Dothan.

3. All of the Wiregrass counties are included in District 2, with the exception of Covington County, which is placed in District 1 so that the maximum number of Black Belt counties can be included within just two districts.

Section 2. Section 17-14-70, Code of Alabama 1975, is amended to read as follows:

"§17-14-70

(a) The State of Alabama is divided into seven congressional districts as provided in subsection (b).

(b) The numbers and boundaries of the districts are designated and established by the map prepared by the Permanent Legislative Committee on Reapportionment and identified and labeled as ~~Pringle Congressional Plan 1~~ Livingston Congressional Plan 3-2023, including the corresponding boundary description provided by the census tracts, blocks, and counties, and are incorporated by reference as part of this section.

(c) The Legislature shall post for viewing on its public website the map referenced in subsection (b), including

the corresponding boundary description provided by the census tracts, blocks, and counties, and any alternative map, including the corresponding boundary description provided by the census tracts, blocks, and counties, introduced by any member of the Legislature during the legislative session in which this section is added or amended.

(d) Upon enactment of ~~Act 2021-555, adding~~the act amending this section and adopting the map identified in subsection (b), the Clerk of the House of Representatives or the Secretary of the Senate, as appropriate, shall transmit the map and the corresponding boundary description provided by the census tracts, blocks, and counties identified in subsection (b) for certification and posting on the public website of the Secretary of State.

(e) The boundary descriptions provided by the certified map referenced in subsection (b) shall prevail over the boundary descriptions provided by the census tracts, blocks, and counties generated for the map."

Section 3. The provisions of this act are severable. If any part of this act is declared invalid or unconstitutional, that declaration shall not affect the part which remains.

Section 4. This act shall be effective for the election of members of the state's U.S. Congressional districts at the General Election of 2024 and thereafter, until the state's U.S. Congressional districts are reapportioned and redistricted after the 2030 decennial census.

Section 5. This act shall become effective immediately upon its passage and approval by the Governor, or upon its

otherwise becoming law.

President and Presiding Officer of the Senate

Speaker of the House of Representatives

SB5
Senate 19-Jul-23
I hereby certify that the within Act originated in and passed the Senate, as amended.

Senate 21-Jul-23
I hereby certify that the within Act originated in and passed the Senate, as amended by Conference Committee Report.

Patrick Harris,
Secretary.

House of Representatives
Amended and passed: 21-Jul-23

House of Representatives
Passed 21-Jul-23, as amended by Conference Committee Report.

By: Senator Livingston

APPROVED July 21, 2023

TIME 5:28 PM

Kay Ivey
GOVERNOR

Alabama Secretary Of State

Act Num....: 2023-563
Bill Num...: S-5

Recv'd 07/21/23 05:41pmSLF

SOR

Livingston

PONSORS

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SENATE ACTION

I hereby certify that the Resolution as required in Section C of Act No. 81-889 was adopted and is attached to the Bill, SB _____.

yeas_____nays_____abstain_____

PATRICK HARRIS,
Secretary

I hereby certify that the notice & proof is attached to the Bill, SB _____ as required in the General Acts of Alabama, 1975 Act No. 919.

PATRICK HARRIS,
Secretary

CONFERENCE COMMITTEE

Senate Conferees _____

_____

_____

HOUSE ACTION

DATE: 7-19 **20**23

RD 1 RFD SG

REPORT OF STANDING COMMITTEE

This bill having been referred by the House to its standing committee on State Government was acted upon by such committee in session, and returned therefrom to the House with the recommendation that it be Passed, w/amend(s) _____ w/sub ✓.

This 20 day of July, 2023.

Chris Sells, Chairperson

DATE: 7-20 **20**23

RF w sub **RD 2 CAL**

DATE: **20**__

RE-REFERRED ☐ RE-COMMITTED ☐

Committee _____

I hereby certify that the Resolution as required in Section C of Act No. 81-889 was adopted and is attached to the Bill, SB _____.

YEAS_____ **NAYS**_____

JOHN TREADWELL,
Clerk

FURTHER HOUSE ACTION (OVER)

Case 2:21-cv-01536-AMM Document 191-11 Filed 08/04/23 Page 12 of 12

FILED
2023 Aug-04 PM 09:36
U.S. DISTRICT COURT
N.D. OF ALABAMA

Expert Report of Sean P. Trende

in *Singleton, et al., v. Allen;*
Milligan, et al., v. Allen;
Caster, et al., v. Allen

Aug. 4, 2023

1 Expert Qualifications

1.1 Career

I serve as Senior Elections Analyst for Real Clear Politics. I joined Real Clear Politics in January of 2009 after practicing law for eight years. I assumed a fulltime position with Real Clear Politics in March of 2010. Real Clear Politics is a company of approximately 50 employees, with its main offices in Washington D.C. It produces one of the most heavily trafficked political websites in the world, which serves as a one-stop shop for political analysis from all sides of the political spectrum and is recognized as a pioneer in the field of poll aggregation. Real Clear Politics produces original content, including both data analysis and traditional reporting. It is routinely cited by the most influential voices in politics, including David Brooks of *The New York Times*, Brit Hume of Fox News, Michael Barone of *The Almanac of American Politics*, Paul Gigot of *The Wall Street Journal*, and Peter Beinart of *The Atlantic*.

My main responsibilities with Real Clear Politics consist of tracking, analyzing, and writing about elections. I collaborate in rating the competitiveness of Presidential, Senate, House, and gubernatorial races. As a part of carrying out these responsibilities, I have studied and written extensively about demographic trends in the country, exit poll data at the state and federal level, public opinion polling, and voter turnout and voting behavior. In particular, understanding the way that districts are drawn and how geography and demographics interact is crucial to predicting United States House of Representatives races, so much of my time is dedicated to that task.

I am currently a Visiting Scholar at the American Enterprise Institute, where my publications focus on the demographic and coalitional aspects of American Politics.

1.2 Publications and Speaking Engagements

I am the author of the 2012 book *The Lost Majority: Why the Future of Government is up For Grabs and Who Will Take It*. In this book, I explore realignment theory.

It argues that realignments are a poor concept that should be abandoned. As part of this analysis, I conducted a thorough analysis of demographic and political trends beginning in the 1920s and continuing through modern times, noting the fluidity and fragility of the coalitions built by the major political parties and their candidates.

I also co-authored the 2014 *Almanac of American Politics*. The *Almanac* is considered the foundational text for understanding congressional districts and the representatives of those districts, as well as the dynamics in play behind the elections. PBS's Judy Woodruff described the book as "the oxygen of the political world," while NBC's Chuck Todd noted that "Real political junkies get two *Almanacs*: one for the home and one for the office." My focus was researching the history of and writing descriptions for many of the newly-drawn districts, including tracing the history of how and why they were drawn the way that they were drawn. Because the 2014 *Almanac* covers the 2012 elections, analyzing how redistricting was done was crucial to my work. I have also authored a chapter in Larry Sabato's post-election compendium after every election dating back to 2012.

I have spoken on these subjects before audiences from across the political spectrum, including at the Heritage Foundation, the American Enterprise Institute, the CATO Institute, the Bipartisan Policy Center, and the Brookings Institution. In 2012, I was invited to Brussels to speak about American elections to the European External Action Service, which is the European Union's diplomatic corps. I was selected by the United States Embassy in Sweden to discuss the 2016 elections to a series of audiences there and was selected by the United States Embassy in Spain to fulfill a similar mission in 2018. I was invited to present by the United States Embassy in Italy, but was unable to do so because of my teaching schedule.

1.3 Education

I am currently enrolled as a doctoral candidate in political science at The Ohio State University. I have completed all my coursework and have passed comprehensive

examinations in both methods and American Politics. As of this writing, my dissertation has been approved for defense by my committee, and awaits formatting review. Chapter 3 of the dissertation involves the use of communities of interest in redistricting simulations. In pursuit of this degree, I have also earned a Master's Degree in Applied Statistics. My coursework for my Ph.D. and M.A.S. included, among other things, classes on G.I.S. systems, spatial statistics, issues in contemporary redistricting, machine learning, non-parametric hypothesis tests and probability theory.

In the winter of 2018, I taught American Politics and the Mass Media at Ohio Wesleyan University. I taught Introduction to American Politics at The Ohio State University for three semesters from Fall of 2018 to Fall of 2019, and again in Fall of 2021. In the Springs of 2020, 2021, 2022 and 2023, I taught Political Participation and Voting Behavior at The Ohio State University. This course spent several weeks covering all facets of redistricting: how maps are drawn, debates over what constitutes a fair map, measures of redistricting quality, and similar topics.

1.4 Prior Engagements and Court Appointments

A full copy of all cases in which I have testified or been deposed is included on my c.v, attached as Exhibit 1. In 2021, I served as one of two special masters appointed by the Supreme Court of Virginia to redraw the districts that will elect the Commonwealth's representatives to the House of Delegates, state Senate, and U.S. Congress in the following decade. The Supreme Court of Virginia accepted those maps, which were praised by observers from across the political spectrum. *E.g.*, "New Voting Maps, and a New Day, for Virginia," *The Washington Post* (Jan. 2, 2022), *available at* `https://www.washingtonpost.com/opinions/2022/01/02/virginia-redistricting-voting-mapsgerrymandee`; Henry Olsen, "Maryland Shows How to do Redistricting Wrong. Virginia Shows How to Do it Right," *The Washington Post* (Dec. 9, 2021), *available at* `https://www.washingtonpost.com/opinions/2021/12/09/maryland-virginia-redistricting/`; Richard Pildes, "Has VA Created a New Model for a Reasonably

Non-Partisan Redistricting Process," *Election Law Blog* (Dec. 9, 2021), available at `https://electionlawblog.org/?p=126216`.

In 2019, I was appointed as the court's expert by the Supreme Court of Belize. In that case I was asked to identify international standards of democracy as they relate to malapportionment claims, to determine whether Belize's electoral divisions (similar to our congressional districts) conformed with those standards, and to draw alternative maps that would remedy any existing malapportionment.

I served as a Voting Rights Act expert to counsel for the Arizona Independent Redistricting Commission in 2021 and 2022.

2 Scope of Engagement

I have been retained by the Attorney General of Alabama to evaluate the recently enacted Congressional plan passed by the Alabama legislature and signed by the Governor ("2023 Plan," "2023 Map," or "2023 Districts"), and to compare it to the plan passed in 2021 ("2021 Plan"), the illustrative plans submitted by Mr. William Cooper (collectively, "Illustrative Plans"), the four plans submitted by Dr. Moon Duchin (collectively "Duchin Plans") and the remedial plan suggested by the Voting Rights Act plaintiffs in this case ("Remedial Plan"). Illustrations of these maps are attached as Exhibit 2. I have been retained and am being compensated at a rate of $450.00 per hour to provide my expert analysis.

3 Data Relied Upon and Construction of Datasets

For purposes of this report, I reviewed and/or relied upon the following materials:

- Block assignment files for the various plans provided through counsel;
- Documents and data referenced in the accompanying R Code and in this Report.

All shapefiles are projected using the WGS 84 projection.

In defining "Black Voting Age Population," or "BVAP" for purposes of this report, at the instruction of counsel I am using the "any part Black" definition based upon data from the United States Census. That is to say, if a person informs the census that they identify, in whole or in part, as Black, I will count that individual as Black. The voting age population is calculated by summing the members of ethnic groups over the age of 18. Residents are counted as White only if they identify themselves as being White, with no other racial or ethnic identity specified.

All shapefiles are projected using the WGS 84 projection. Calculations are performed using R, a computer programming package that is frequently used for data analysis in the statistics and political science disciplines.

4 Analysis of Maps

4.1 Geographic Compactness

I was first asked to examine the compactness of the 2023 map and to compare it to the 2021 map, the four maps submitted by Dr. Duchin, the seven maps submitted by Mr. Cooper, and the remedial plan suggested by the Voting Rights Act plaintiffs to the Legislature in this case. To simplify the discussion, I use three measures suggested by Dr. Duchin in her earlier report in this matter.

As a threshold matter: Compactness is a complex phenomenon, which does not reduce neatly to a single dimension. Because of this, mathematicians, statisticians, lawyers and political scientists have developed multiple metrics to measure compactness, all of which measure some different aspect of compactness. In other words, it is a bit of misdirection to think about a "preferred" or "best" measure of compactness. Instead, different measures tell us different things about the districts. To be sure, courts may decide that certain aspects of redistricting are more important for legal purposes than others. For example, measures like Reock scores tell us about the degree of distortion of districts

from their centers, which may be more akin to what the framers of the Voting Rights Act had in mind than something like Polsby-Popper, which measures the impact of the "arms and inlets" included in a district. *See, e.g., Webster's New Twentieth Century Dictionary, Unabridged 368* (2d ed. 1980) (defining the adjective version of compact as "1. Closely and firmly united, as the particles of solid bodies; solid; dense; as a compact mass of people; a compact body or substance. . . . 5. taking little space; arranged neatly in a small space. 6. Designating or of a relatively small, light, economical model of automobile. Syn. – close, condensed, hard, solid) (including other irrelevant definitions such as 2. Composed of, 3. Held together, 4. Brief, as in "compact discourse). But which aspects of compactness are most relevant to the law is ultimately a legal question, not something that mathematicians or political scientists have any particular insight on.

The first metric is the Reock score, which was the first of the modern metrics developed. The Reock score is the ratio of the area of a district to the area of a circle that bounds the district. As a district more closely resembles a circle, its Reock improves (Reock scores range between zero and one, with one being a perfect score). However, as the district begins to "stretch," it fills less and less of a bounding circle. Thus, Reock scores punish distended districts, whose lengths are much greater than their width.

However, we can imagine a snakelike district that winds up and down in a tight undulating pattern. It would still fill most of the bounding circle or polygon, but few would consider such a district compact. To address this, students of redistricting will often look to the Polsby-Popper score. Polsby-Popper looks at the area of a circle that has the same perimeter as the district. Thus, as the district adds "arms and inlets," the perimeter of the district increases, and the area of the circle to which the district is compared also increases. At the same time, Polsby-Popper is largely indifferent to how stretched out a district is. A smooth district that is stretched across an entire state would not suffer, though again, few would consider such a district to be compact.

A related test, described by Dr. Duchin in her expert report is the cut edges metric. One mathematical way to think of a districting plan is as a graph: A collection

of precinct centers/centroids/nodes that are connected by lines (edges) if those precincts are adjacent to each other. Districts are created by removing edges between districts, until a district is completely separated from the graph. The cut edges measure counts the number of edges that are removed, under the theory that a district with a more convoluted boundary would result in more edges being removed. Because it is indifferent to the basic shape of the boundary, cut edges scores are not affected by coastlines, and are less affected by things such as river boundaries (which frequently define the boundaries of counties and municipalities). At the same time, a district that moves through an urban/suburban area may separate more precincts (or census blocks) than one that leaves those areas intact.

In other words, none of these scores should be evaluated in a vacuum or considered the "one true metric" of compactness. The numbers all tell us something different about the geography, and all have weaknesses that a practitioner should be on the lookout for.

The Reock scores for the various plans are provided in the following table:

Reock Scores of Various Maps, Sorted By Average Score									
Map	District 1	District 2	District 3	District 4	District 5	District 6	District 7	Minimum	Average
2023 Map	0.285	0.583	0.466	0.317	0.317	0.477	0.434	0.285	0.411
Illustrative 7	0.186	0.375	0.380	0.598	0.426	0.476	0.360	0.186	0.400
2021 Map	0.413	0.483	0.421	0.325	0.248	0.357	0.475	0.248	0.389
Duchin 4	0.190	0.305	0.442	0.569	0.357	0.296	0.530	0.190	0.384
Duchin 1	0.192	0.304	0.442	0.569	0.357	0.276	0.400	0.192	0.363
Duchin 2	0.185	0.311	0.306	0.451	0.483	0.448	0.322	0.185	0.358
Duchin 3	0.185	0.213	0.322	0.469	0.483	0.368	0.303	0.185	0.335
Illustrative 2	0.187	0.283	0.404	0.271	0.280	0.479	0.388	0.187	0.327
Illustrative 4	0.185	0.326	0.387	0.274	0.280	0.401	0.419	0.185	0.325
Illustrative 3	0.185	0.365	0.466	0.280	0.280	0.402	0.286	0.185	0.324
Illustrative 1	0.188	0.302	0.387	0.271	0.280	0.449	0.367	0.188	0.320
Ps Remedial	0.187	0.229	0.456	0.325	0.248	0.321	0.462	0.187	0.318
Illustrative 6	0.212	0.294	0.406	0.289	0.280	0.275	0.386	0.212	0.306
Illustrative 5	0.171	0.364	0.367	0.274	0.280	0.295	0.227	0.171	0.283

As you can see, the 2023 Map has the highest average Reock score of all the maps that have been proposed, at times substantially so. Of course, one of the weaknesses of averages as a metric is that they can be misleading: One highly compact district can balance out an exceptionally non-compact district. For example, Dr. Duchin is able to balance out her distended version of the 1st District – among the least compact district drawn in any of the plans – by recasting the 4th and 5th districts as near-square districts in the North (in the process, dividing the Cumberland Plateau/Highland Rim area on a North/South axis instead of an East/West axis for the first time in over a century). Thus, I also report the minimum Reock score for the plans. The 2023 map has the most compact "worst district" of every map in the plan.

Finally, note that the plaintiffs' proposed remedial plan scores among the worst of the plans here.

Next I examine the Polsby-Popper scores:

Polsby-Popper Scores of Various Maps, Sorted By Average Score									
Map	District 1	District 2	District 3	District 4	District 5	District 6	District 7	Minimum	Average
Duchin 2	0.156	0.186	0.227	0.396	0.531	0.248	0.233	0.156	0.282
2023 Map	0.238	0.368	0.352	0.198	0.397	0.185	0.235	0.185	0.282
Duchin 1	0.129	0.161	0.260	0.369	0.383	0.217	0.276	0.129	0.256
Duchin 3	0.156	0.149	0.271	0.322	0.531	0.174	0.183	0.149	0.255
Duchin 4	0.132	0.152	0.260	0.362	0.381	0.191	0.266	0.132	0.249
2021 Map	0.197	0.257	0.247	0.190	0.318	0.154	0.193	0.154	0.222
Illustrative 4	0.160	0.179	0.236	0.221	0.336	0.131	0.236	0.131	0.214
Illustrative 7	0.133	0.192	0.170	0.323	0.386	0.144	0.129	0.129	0.211
Ps Remedial	0.136	0.137	0.265	0.190	0.318	0.111	0.208	0.111	0.195
Illustrative 3	0.161	0.217	0.163	0.124	0.334	0.130	0.150	0.124	0.183
Illustrative 5	0.127	0.194	0.182	0.198	0.334	0.132	0.112	0.112	0.183
Illustrative 1	0.145	0.139	0.143	0.210	0.334	0.155	0.134	0.134	0.180
Illustrative 2	0.136	0.115	0.141	0.210	0.334	0.166	0.126	0.115	0.176
Illustrative 6	0.117	0.110	0.159	0.184	0.335	0.098	0.105	0.098	0.159

Here, the 2023 Map and Duchin's second map have the same average scores to three decimals, though Dr. Duchin's map is marginally more compact. At the same time, the 2023 Map's "worst" district is more compact than the "worst" district in any of the other maps. Note that the Plaintiffs' proposed remedial map once again scores among the worst of the maps.

Finally, I report the cut edges metric. Here, this is expressed as the fraction of edges kept as a percentage. Since this is a map-wide metric, the individual district descriptions add little to the analysis. Here the 2023 Map also performs well, coming in just behind Dr. Duchin's second map. Note, however, that the rank order for the "Edges Removed" score is similar to that for the Polsby-Popper score. Although these two metrics are not identical, they are based on similar notions of compactness. Here, Plaintiffs' Remedial map scores well, although it cuts the exact same number of edges as the 2023 Map, and 16 more than the 2021 Map.

Thus, the 2023 Map is the only map that places in the top three across all three metrics.

Fraction Kept (Lower = Better) Scores of Various Maps, Sorted By Average Score									
Map	District 1	District 2	District 3	District 4	District 5	District 6	District 7	Minimum	Average
Illustrative 6	4567	4567	4567	4567	4567	4567	4567	4567	4567
Illustrative 1	4352	4352	4352	4352	4352	4352	4352	4352	4352
Illustrative 2	4337	4337	4337	4337	4337	4337	4337	4337	4337
Illustrative 5	4142	4142	4142	4142	4142	4142	4142	4142	4142
Illustrative 3	4108	4108	4108	4108	4108	4108	4108	4108	4108
Duchin 3	3774	3774	3774	3774	3774	3774	3774	3774	3774
Illustrative 7	3670	3670	3670	3670	3670	3670	3670	3670	3670
Duchin 4	3540	3540	3540	3540	3540	3540	3540	3540	3540
Duchin 1	3417	3417	3417	3417	3417	3417	3417	3417	3417
Illustrative 4	3416	3416	3416	3416	3416	3416	3416	3416	3416
2023 Map	3246	3246	3246	3246	3246	3246	3246	3246	3246
Ps Remedial	3246	3246	3246	3246	3246	3246	3246	3246	3246
2021 Map	3230	3230	3230	3230	3230	3230	3230	3230	3230
Duchin 2	3127	3127	3127	3127	3127	3127	3127	3127	3127

5 County Splits and Split Counties

Second, I was asked to examine the number of County splits in every plan. The numbers are provided below.

Number of County Splits, by Map	
Map	**County Splits**
Illustrative 7	5
Duchin 4	6
Illustrative 1	6
Illustrative 3	6
Illustrative 4	6
Illustrative 5	6
2021 Map	6
2023 Map	6
Duchin 2	7
Illustrative 2	7
Illustrative 6	7
Ps Remedial	7
Duchin 1	9
Duchin 3	9

Note that this is distinct from "split counties." Here, if a county is split more than once, it counts as two splits. The 2023 map, like the 2021 map, performs as well as every plan except for Cooper's Illustrative 7 plan, and better than the Plaintiffs' Remedial map and Duchin's second map, the only two maps from Plaintiffs that score as well or better on the compactness measures listed above.

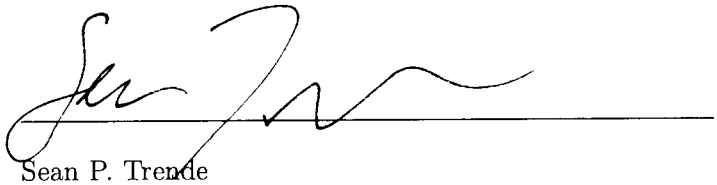
6 Communities of Interest

Third, I was asked to examine three communities of interest: The Black Belt, Mobile/Baldwin counties, and the Wiregrass. First, it is not possible to place all 18 core counties of the Black Belt in a single district, as the counties span the state, and the remaining counties to the south have too many residents to comprise a single district, but too few residents to comprise two districts. However, in the 2023 Map the core Black

Belt counties are entirely contained within two districts (as is the case with the remedial plan). At the same time, unlike Plaintiffs' maps, the proposed map does keep Mobile and Baldwin counties together.

As to the 9 Wiregrass counties, the 2023 Plan places each of them into District 2, with the exception of Covington County, which is split between Districts 1 and 2. Were all of Covington County included in District 2, then District 1 would need to add additional population from the "sometimes" Black Belt counties that are currently included with other Black Belt counties in District 7. Each of Plaintiffs' maps, on the other hand, removes at least two Wiregrass counties from the district in which the remaining Wiregrass counties are placed.

I declare under penalty of perjury under the laws of the State of Ohio that the foregoing is true and correct to the best of my knowledge and belief. Executed on August 3, 2023 in Delaware, Ohio.



Sean P. Trende

Exhibit 1

SEAN P. TRENDE
1146 Elderberry Loop
Delaware, OH 43015
strende@realclearpolitics.com

EDUCATION

Ph.D., The Ohio State University, Political Science, expected 2023.

M.A.S. (Master of Applied Statistics), The Ohio State University, 2019.

J.D., Duke University School of Law, *cum laude*, 2001; Duke Law Journal, Research Editor.

M.A., Duke University, *cum laude*, Political Science, 2001. Thesis titled *The Making of an Ideological Court: Application of Non-parametric Scaling Techniques to Explain Supreme Court Voting Patterns from 1900-1941*, June 2001.

B.A., Yale University, with distinction, History and Political Science, 1995.

PROFESSIONAL EXPERIENCE

Law Clerk, Hon. Deanell R. Tacha, U.S. Court of Appeals for the Tenth Circuit, 2001-02.

Associate, Kirkland & Ellis, LLP, Washington, DC, 2002-05.

Associate, Hunton & Williams, LLP, Richmond, Virginia, 2005-09.

Associate, David, Kamp & Frank, P.C., Newport News, Virginia, 2009-10.

Senior Elections Analyst, RealClearPolitics, 2009-present.

Columnist, Center for Politics Crystal Ball, 2014-17.

Visiting Scholar, American Enterprise Institute, 2018-present.

BOOKS AND BOOK CHAPTERS

Larry J. Sabato, ed., *The Red Ripple*, Ch. 15 (2023).

Larry J. Sabato, ed., *A Return to Normalcy?: The 2020 Election that (Almost) Broke America* Ch. 13 (2021).

Larry J. Sabato, ed., *The Blue Wave*, Ch. 14 (2019).

Larry J. Sabato, ed., *Trumped: The 2016 Election that Broke all the Rules* (2017).

Larry J. Sabato, ed., *The Surge:2014's Big GOP Win and What It Means for the Next Presidential Election*, Ch. 12 (2015).

Larry J. Sabato, ed., *Barack Obama and the New America*, Ch. 12 (2013).

Barone, Kraushaar, McCutcheon & Trende, *The Almanac of American Politics* 2014 (2013).

The Lost Majority: Why the Future of Government is up for Grabs – And Who Will Take It (2012).

PREVIOUS EXPERT TESTIMONY AND DEPOSITIONS

Dickson v. Rucho, No. 11-CVS-16896 (N.C. Super. Ct., Wake County) (racial gerrymandering).

Covington v. North Carolina, No. 1:15-CV-00399 (M.D.N.C.) (racial gerrymandering).

NAACP v. McCrory, No. 1:13CV658 (M.D.N.C.) (early voting).

NAACP v. Husted, No. 2:14-cv-404 (S.D. Ohio) (early voting).

Ohio Democratic Party v. Husted, Case 15-cv-01802 (S.D. Ohio) (early voting).

Lee v. Virginia Bd. of Elections, No. 3:15-cv-357 (E.D. Va.) (early voting).

Feldman v. Arizona, No. CV-16-1065-PHX-DLR (D. Ariz.) (absentee voting).

A. Philip Randolph Institute v. Smith, No. 1:18-cv-00357-TSB (S.D. Ohio) (political gerrymandering).

Whitford v. Nichol, No. 15-cv-421-bbc (W.D. Wisc.) (political gerrymandering).

Common Cause v. Rucho, No. 1:16-CV-1026-WO-JEP (M.D.N.C.) (political gerrymandering).

Mecinas v. Hobbs, No. CV-19-05547-PHX-DJH (D. Ariz.) (ballot order effect).

Fair Fight Action v. Raffensperger, No. 1:18-cv-05391-SCJ (N.D. Ga.) (statistical analysis).

Pascua Yaqui Tribe v. Rodriguez, No. 4:20-CV-00432-TUC-JAS (D. Ariz.) (early voting).

Ohio Organizing Collaborative, et al v. Ohio Redistricting Commission, et al, No. 2021-1210 (Ohio) (political gerrymandering).

NCLCV v. Hall, No. 21-CVS-15426 (N.C. Sup. Ct.) (political gerrymandering).

Szeliga v. Lamone, Case No. C-02-CV-21-001816 (Md. Cir. Ct.) (political gerrymandering).

Montana Democratic Party v. Jacobsen, DV-56-2021-451 (Mont. Dist. Ct.) (early voting; ballot collection).

Carter v. Chapman, No. 464 M.D. 2021 (Pa.) (map drawing; amicus).

NAACP v. McMaster, No. 3:21-cv-03302 (D.S.C.) (racial gerrymandering).

Graham v. Adams, No. 22-CI-00047 (Ky. Cir. Ct.) (political gerrymandering).

Harkenrider v. Hochul, No. E2022-0116CV (N.Y. Sup. Ct.) (political gerrymandering).

LULAC v. Abbott, Case No. 3:21-cv-00259 W.D. Tex. (racial/political gerrymandering/VRA).

Moore et al., v. Lee, et al., Tenn. 20th Dist. 2022 (state constitutional compliance).

Agee et al. v. Benson, et al., W.D. Mich. 2023 (racial gerrymandering/VRA).

Faatz, et al. v. Ashcroft, et al., (Cir. Ct. Mo. 2023) (state constitutional compliance).

Coca, et al. v. City of Dodge City, et al., Case No. 6:22-cv-01274-EFM-RES (D. Kan.) (VRA).

COURT APPOINTMENTS

Appointed as Voting Rights Act expert by Arizona Independent Redistricting Commission (2020)

Appointed special Master by the Supreme Court of Virginia to redraw maps for the Virginia House of Delegates, the Senate of Virginia, and for Virginia's delegation to the United States Congress for the 2022 election cycle.

Appointed redistricting expert by the Supreme Court of Belize in Smith v. Perrera, No. 55 of 2019 (one-person-one-vote).

INTERNATIONAL PRESENTATIONS AND EXPERIENCE

Panel Discussion, European External Action Service, Brussels, Belgium, Likely Outcomes of 2012 American Elections.

Selected by U.S. Embassies in Sweden, Spain, and Italy to discuss 2016 and 2018 elections to think tanks and universities in area (declined Italy due to teaching responsibilities).

Selected by EEAS to discuss 2018 elections in private session with European Ambassadors.

TEACHING

American Democracy and Mass Media, Ohio Wesleyan University, Spring 2018.

Introduction to American Politics, The Ohio State University, Autumns 2018, 2019, 2020, Spring 2018.

Political Participation and Voting Behavior, Spring 2020-2023.

PUBLICATIONS

James G. Gimpel, Andrew Reeves, & Sean Trende, "Reconsidering Bellwether Locations in U.S. Presidential Elections," Pres. Stud. Q. (2022) (forthcoming, available online at http://doi.org/10.1111/psq.12793).

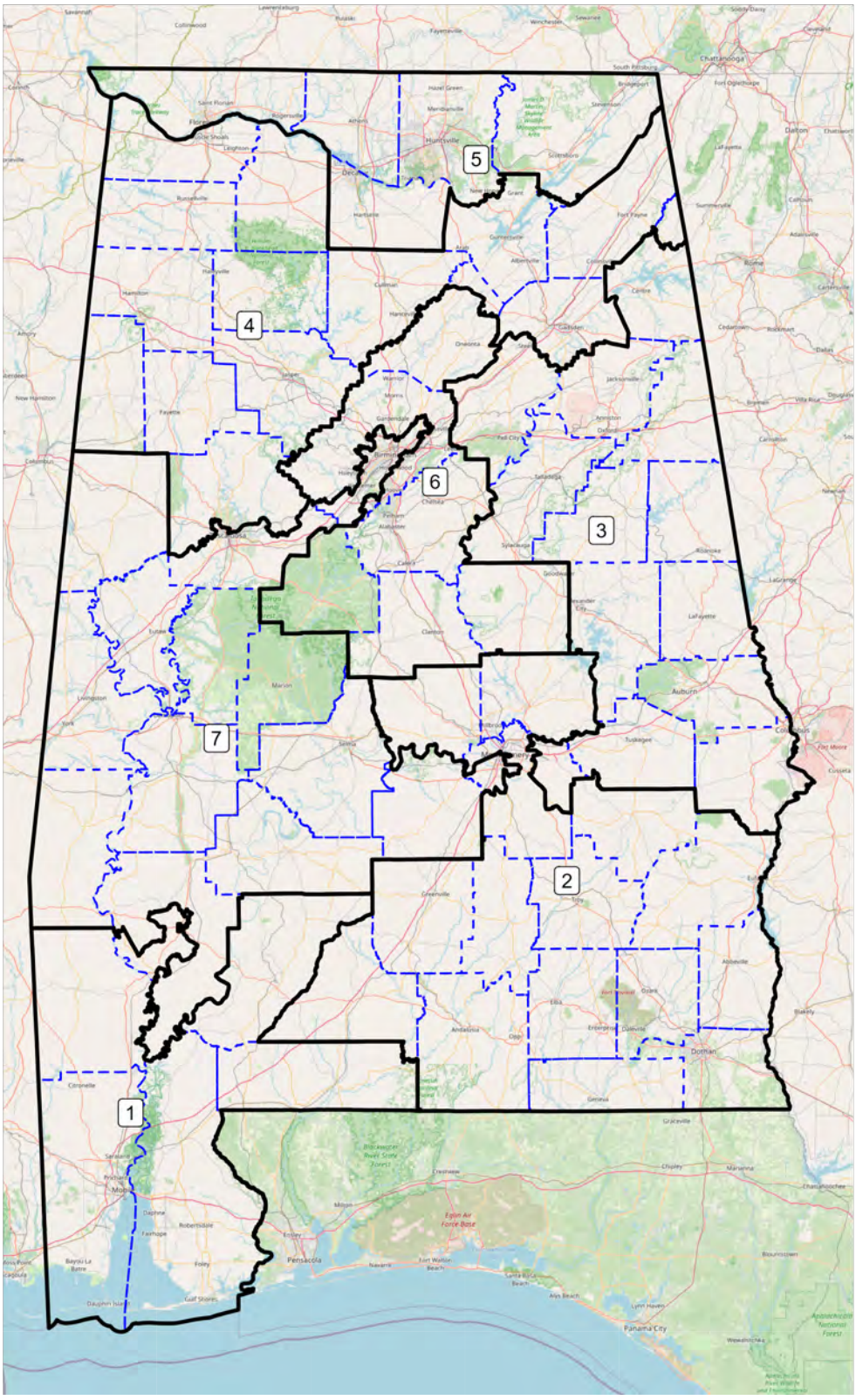
REAL CLEAR POLITICS COLUMNS

Full archives available at `http://www.realclearpolitics.com/authors/sean_trende/`

Exhibit 2

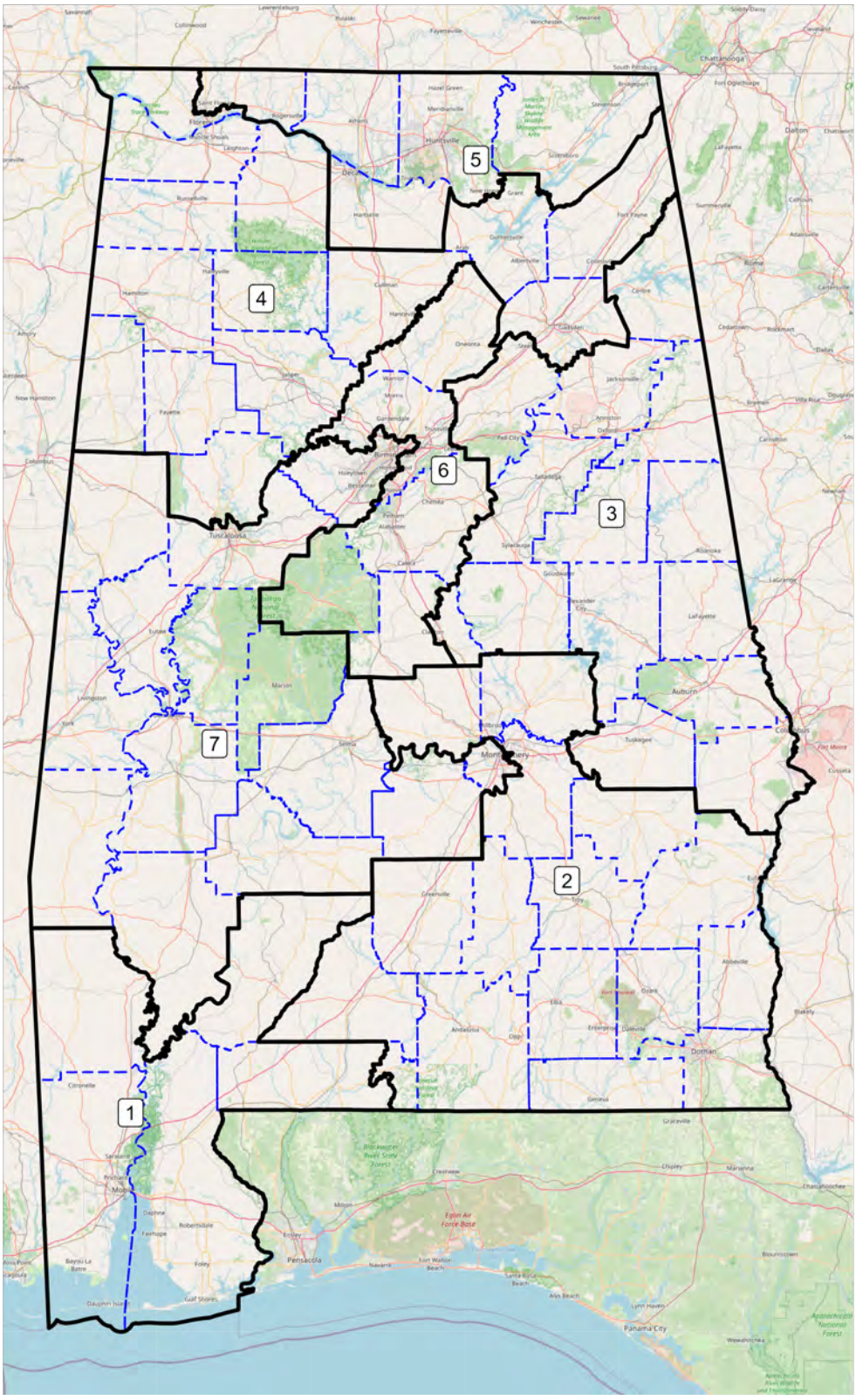
District Boundaries, 2011 Map

Dashed Blue Lines = Counties



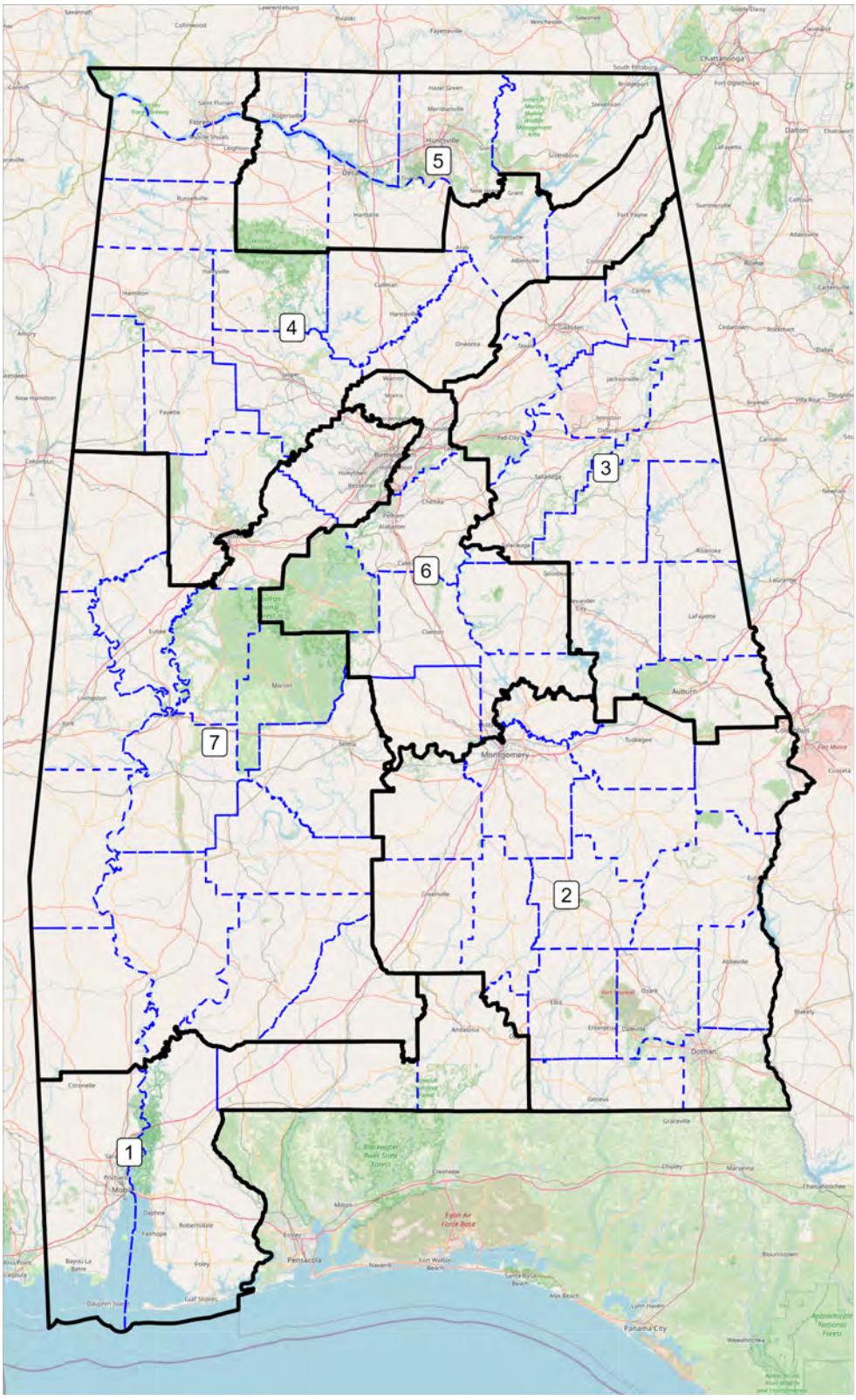
District Boundaries, 2021 Map

Dashed Blue Lines = Counties



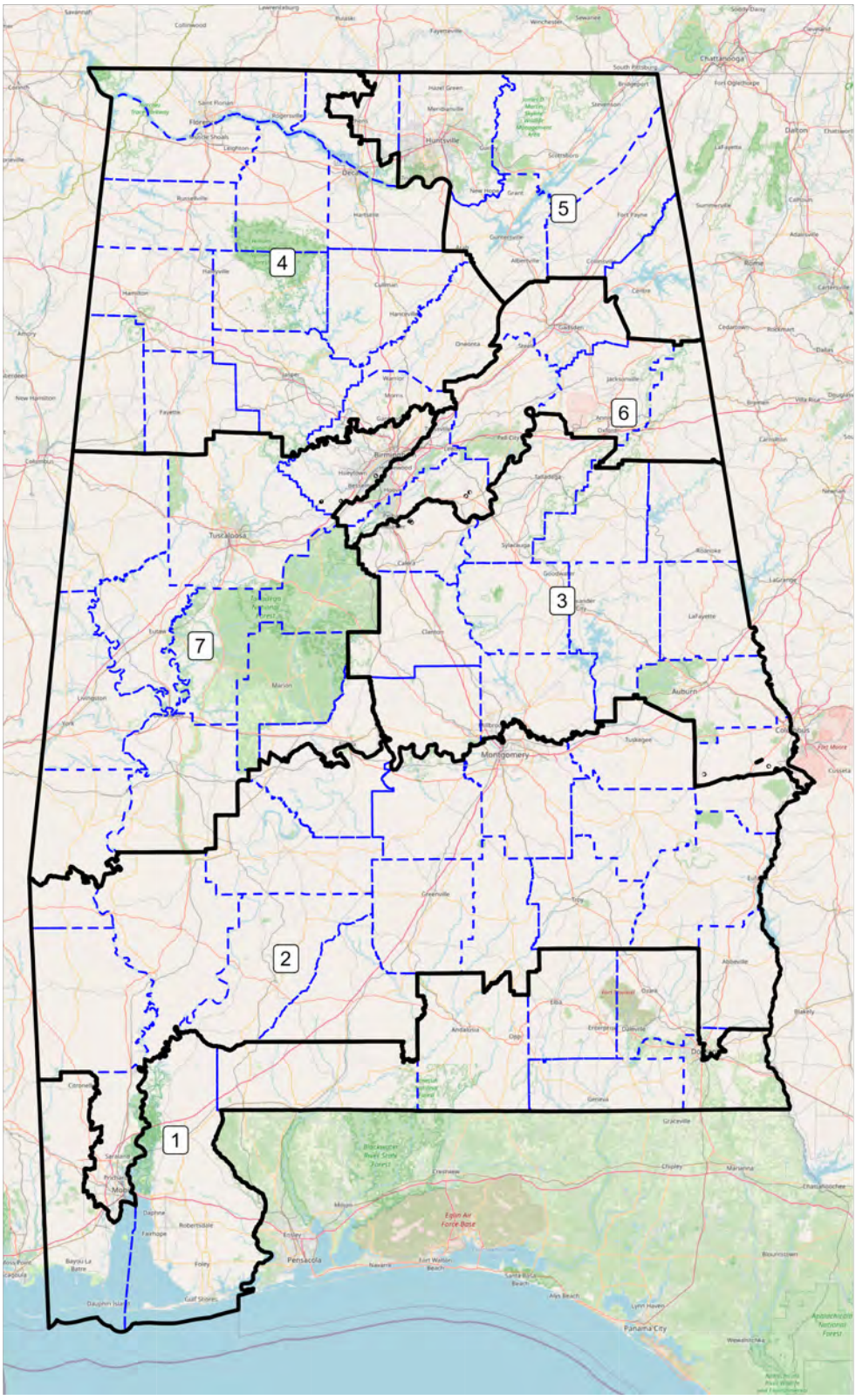
District Boundaries, 2023 Map

Dashed Blue Lines = Counties



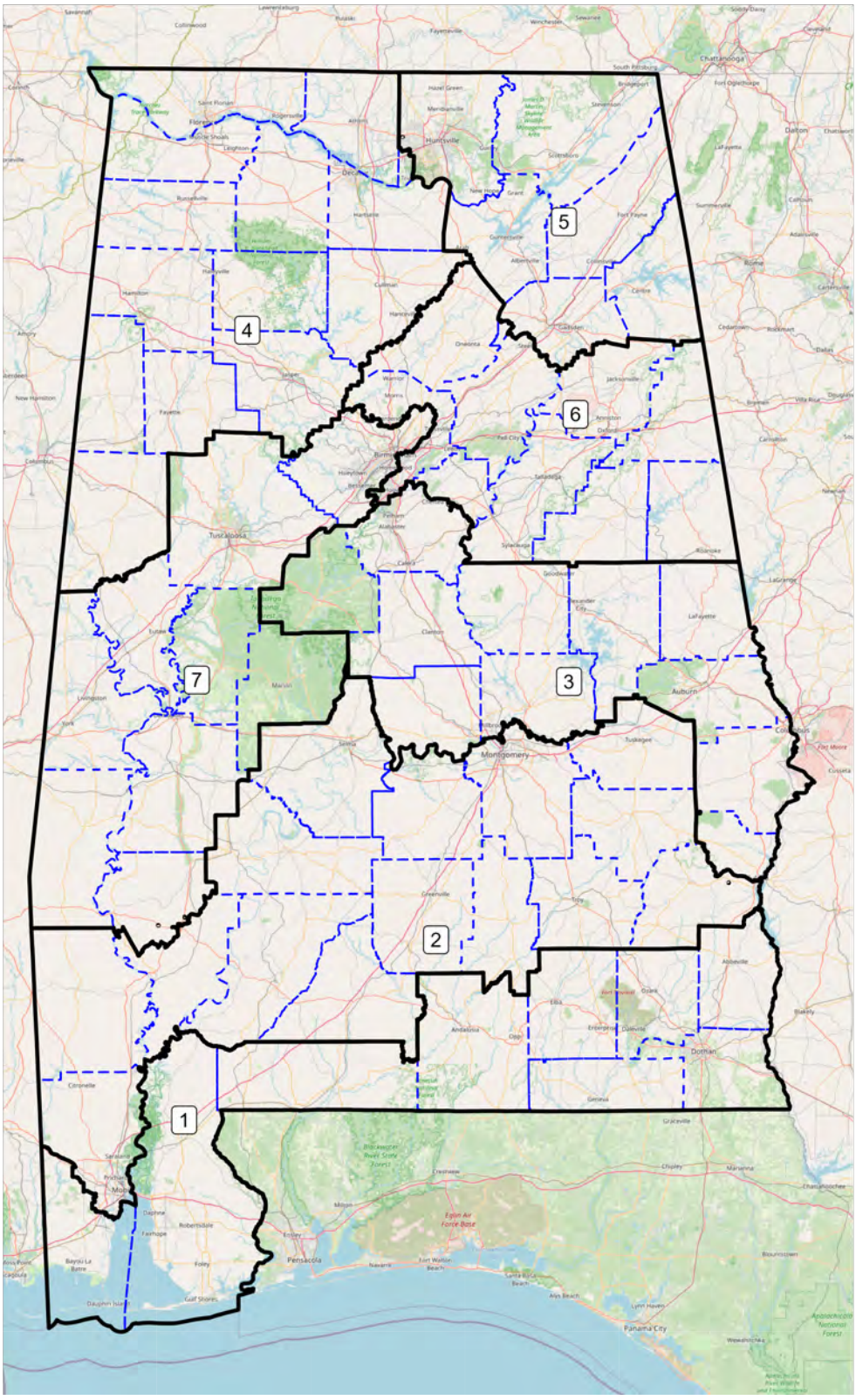
District Boundaries, Duchin 1

Dashed Blue Lines = Counties



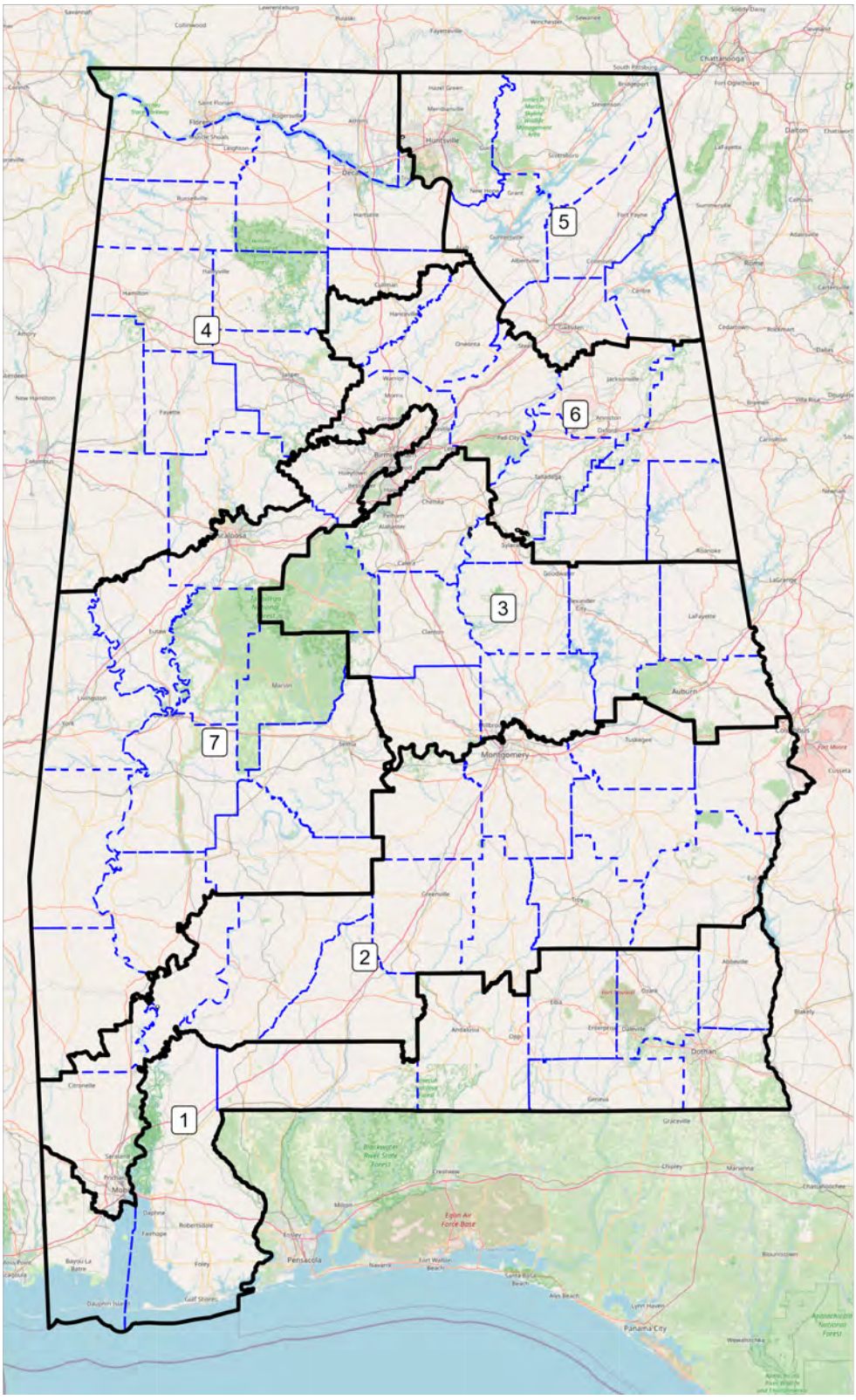
District Boundaries, Duchin 2

Dashed Blue Lines = Counties



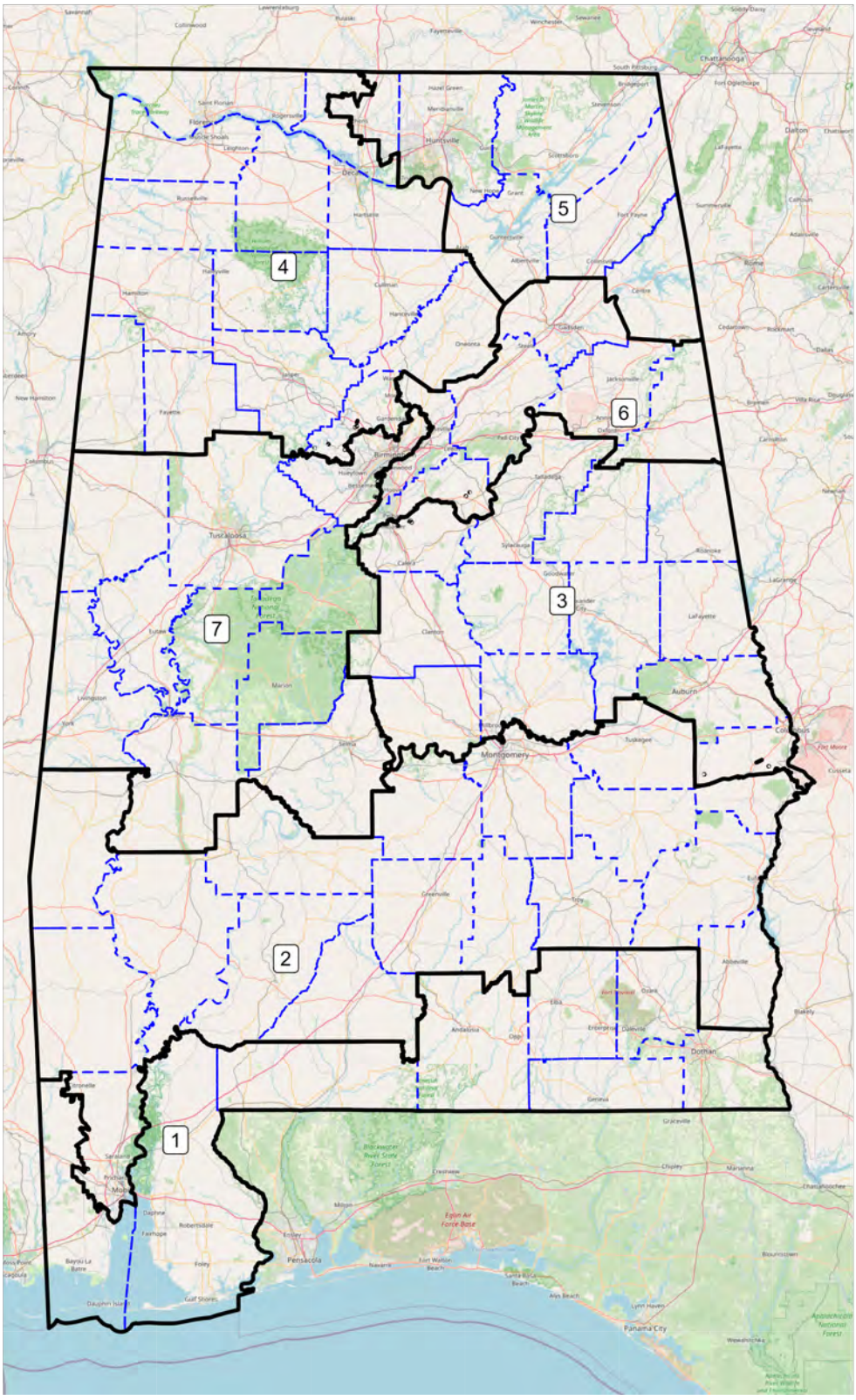
District Boundaries, Duchin 3

Dashed Blue Lines = Counties



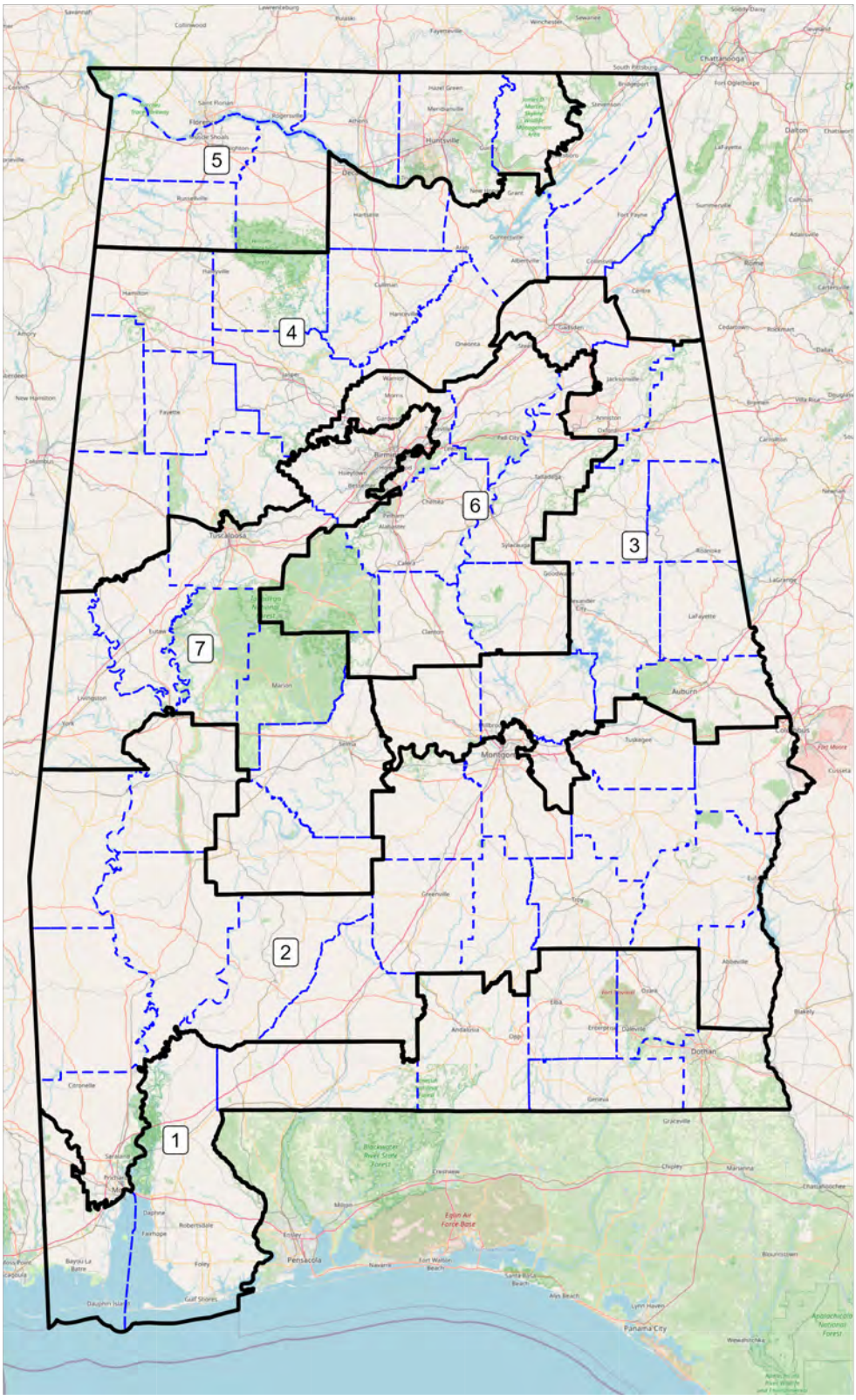
District Boundaries, Duchin 4

Dashed Blue Lines = Counties



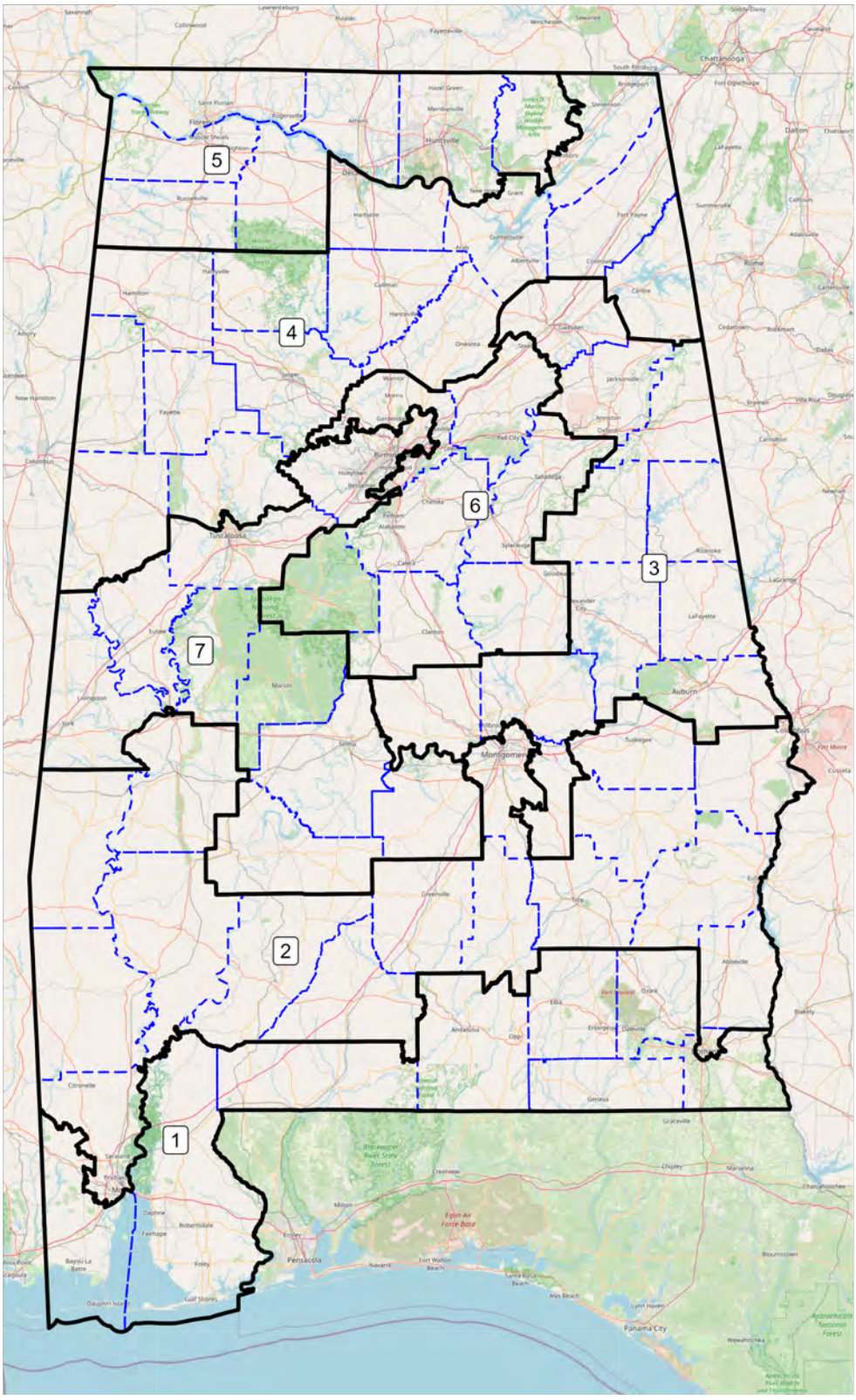
District Boundaries, Illustrative 1

Dashed Blue Lines = Counties



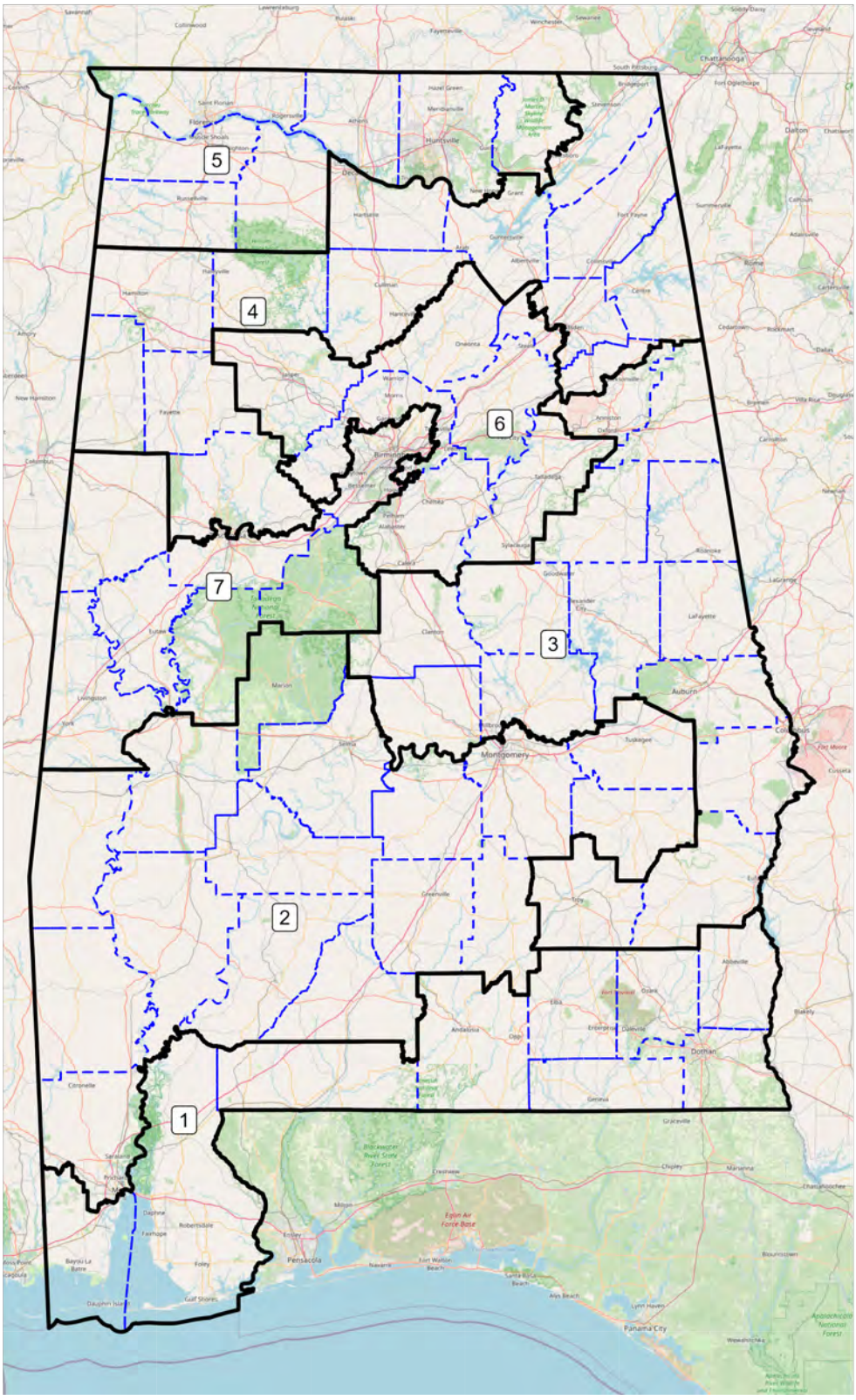
District Boundaries, Illustrative 2

Dashed Blue Lines = Counties



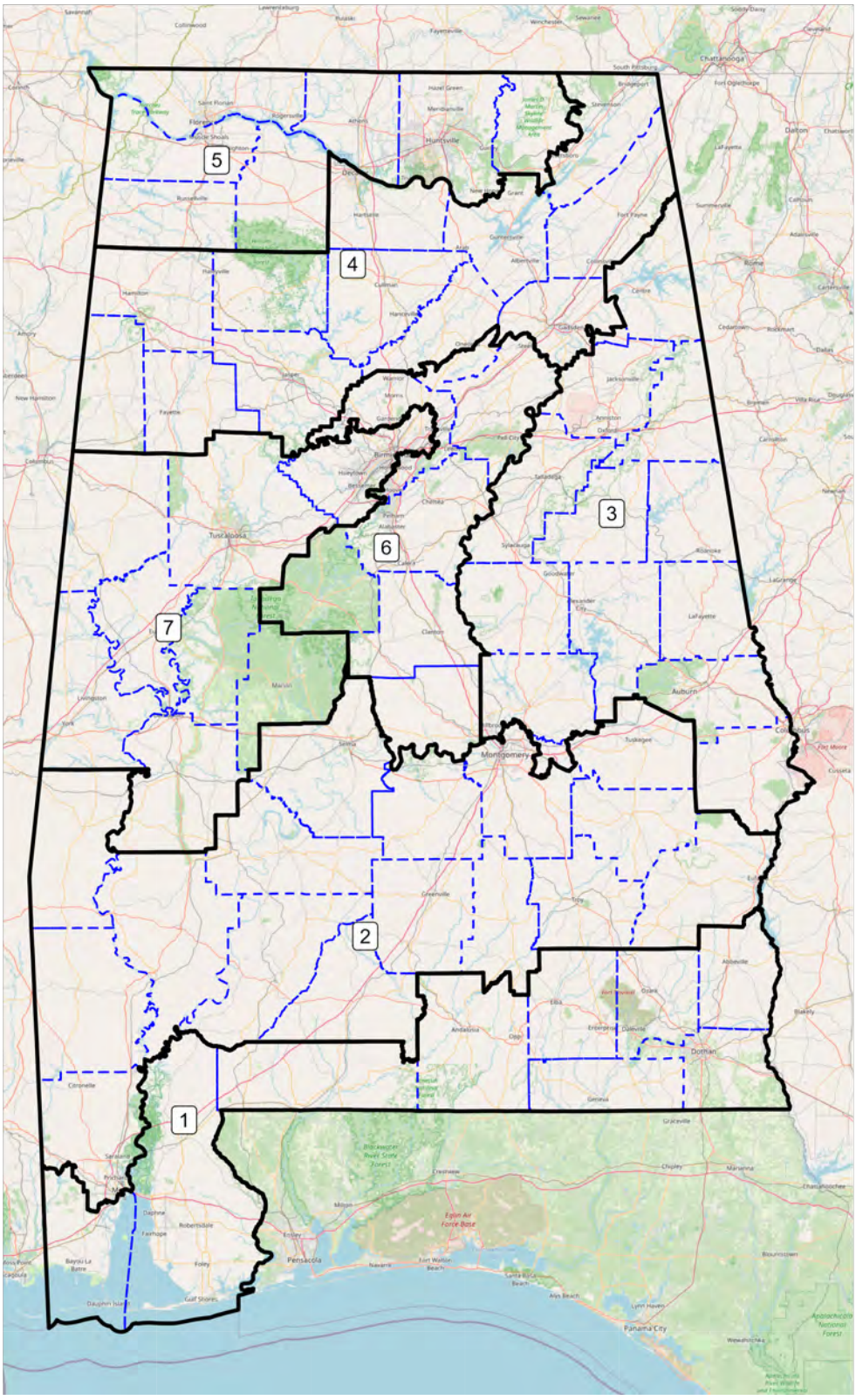
District Boundaries, Illustrative 3

Dashed Blue Lines = Counties



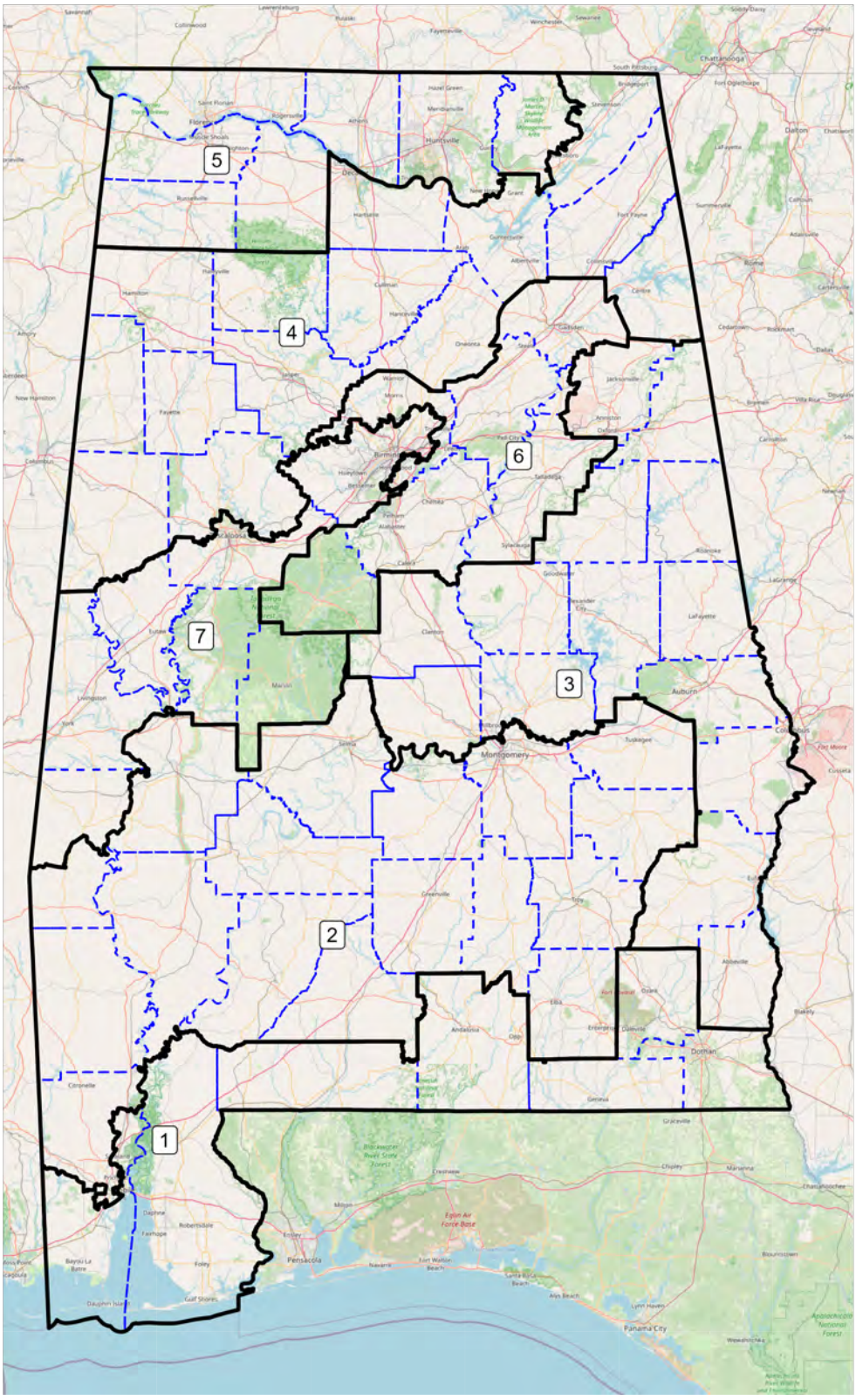
District Boundaries, Illustrative 4

Dashed Blue Lines = Counties



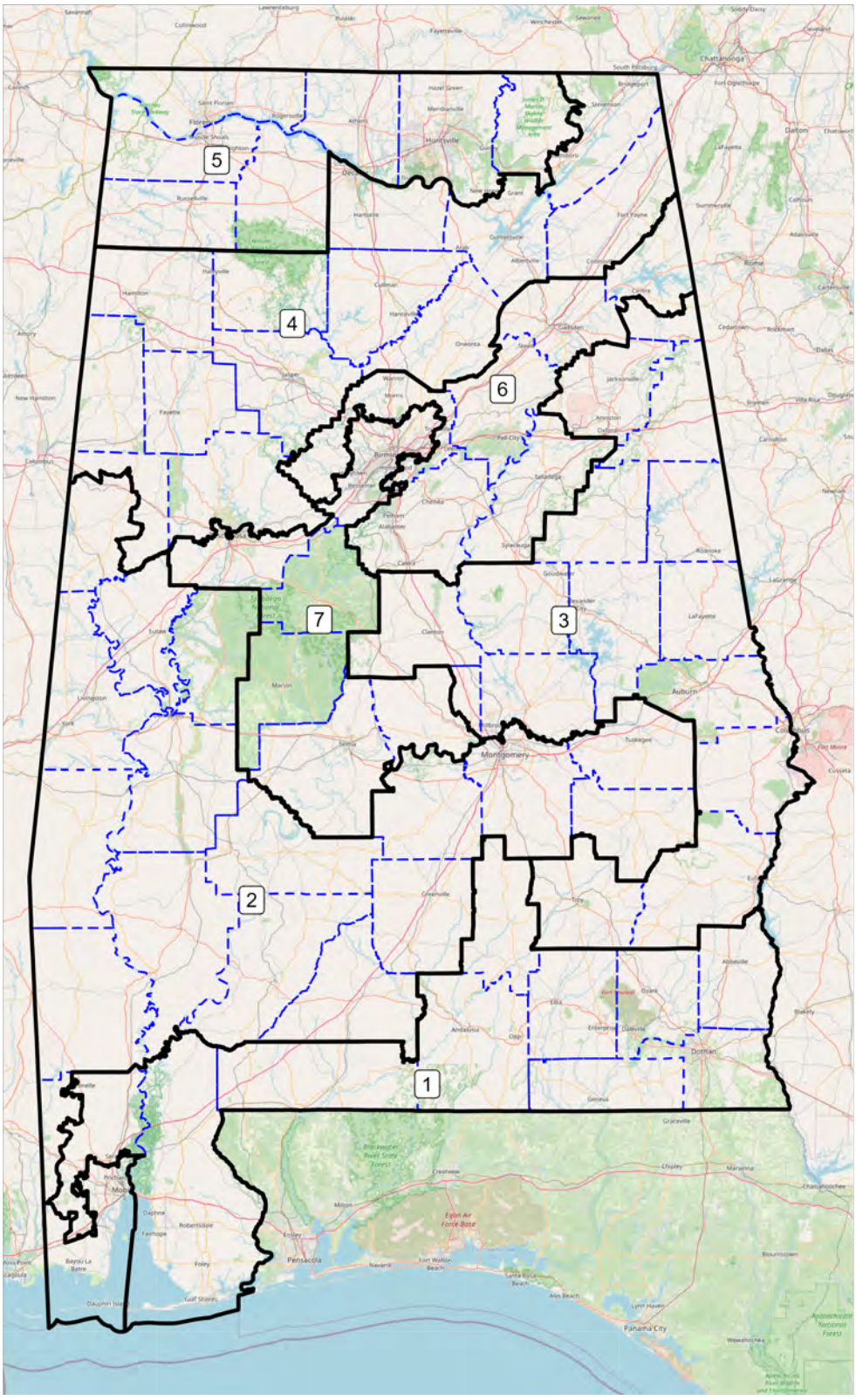
District Boundaries, Illustrative 5

Dashed Blue Lines = Counties



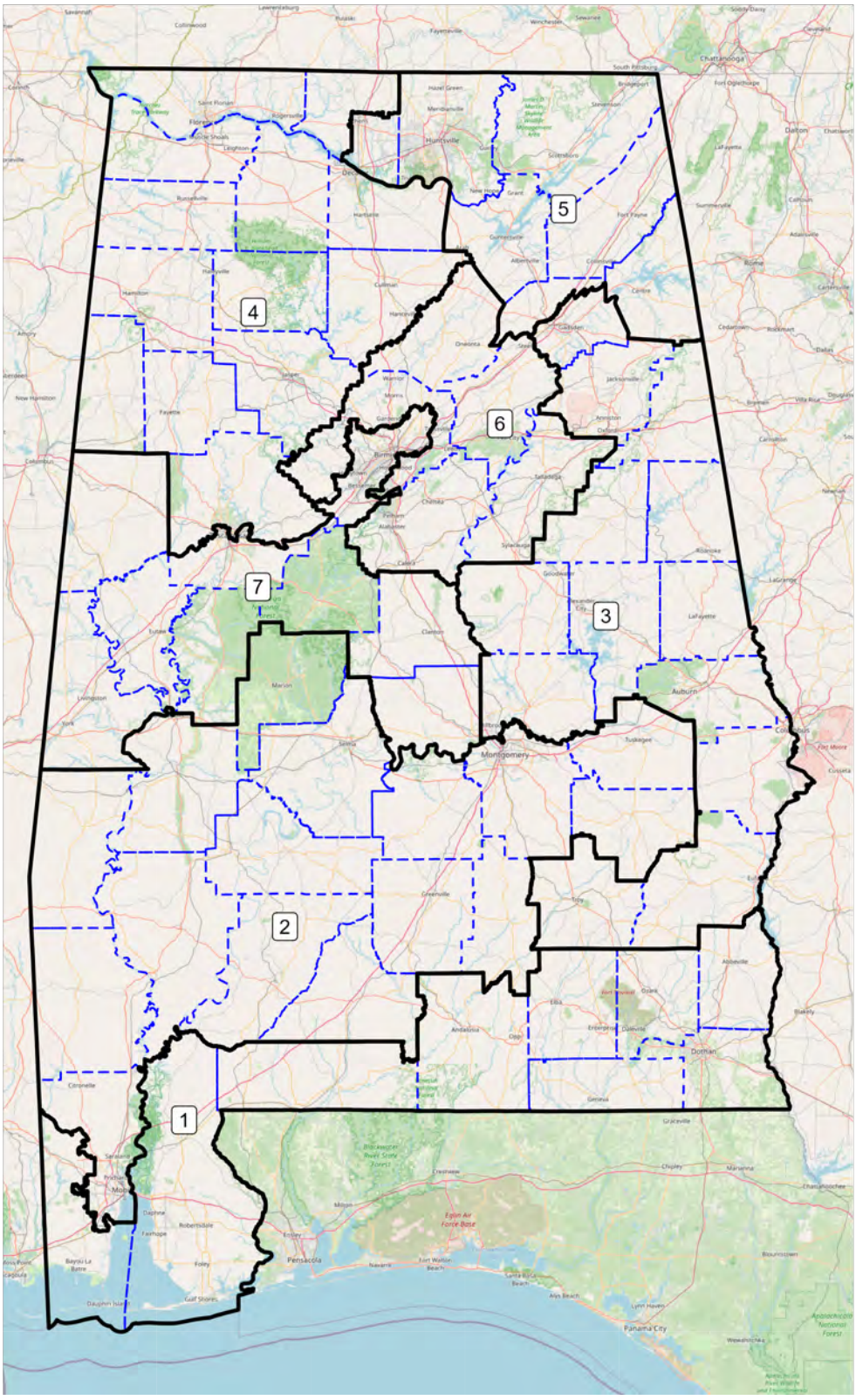
District Boundaries, Illustrative 6

Dashed Blue Lines = Counties



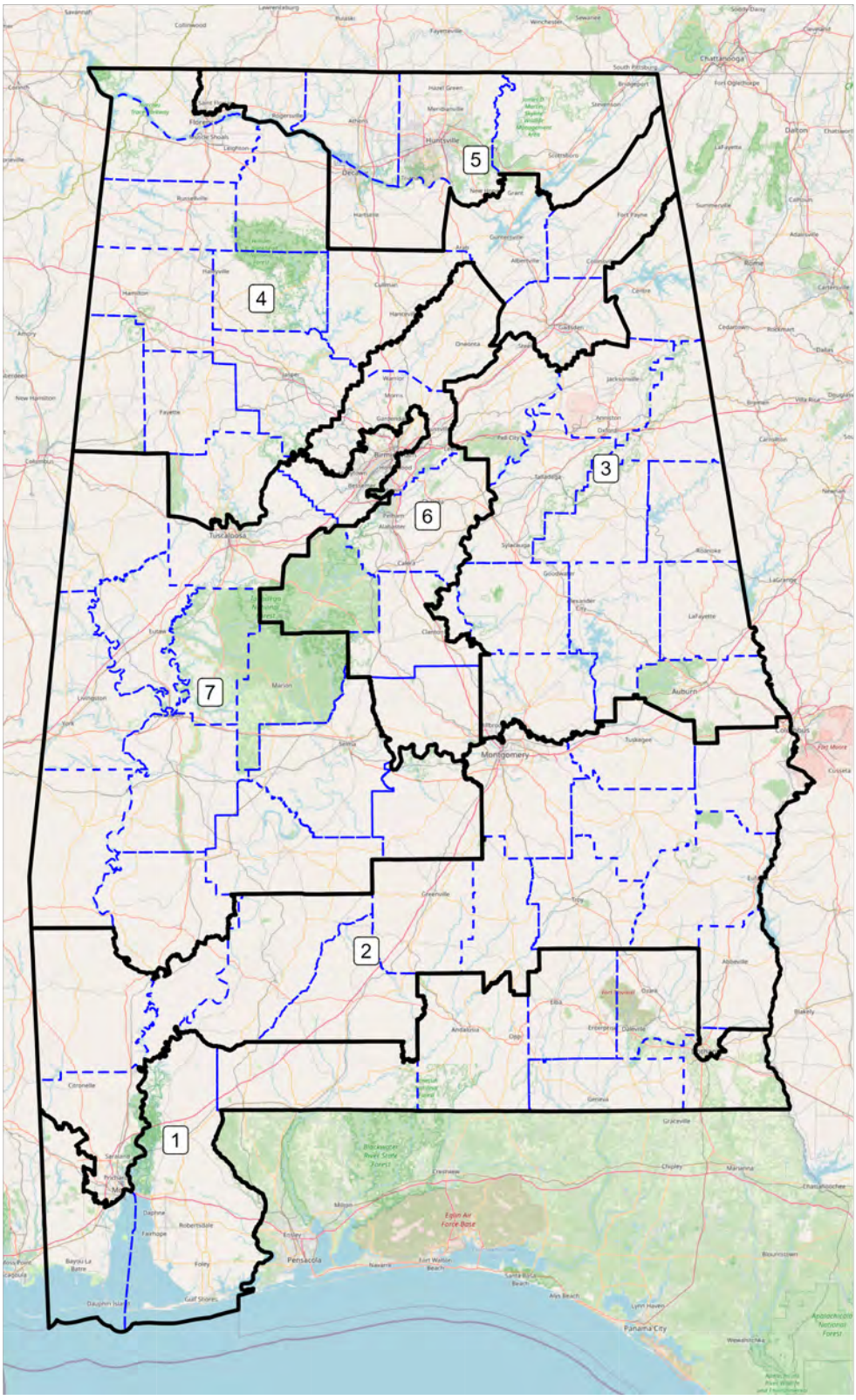
District Boundaries, Illustrative 7

Dashed Blue Lines = Counties



District Boundaries, Ps Remedial

Dashed Blue Lines = Counties



FILED
2023 Aug-04 PM 09:36
U.S. DISTRICT COURT
N.D. OF ALABAMA

IN THE UNITED STATES DISTRICT COURT
FOR THE NORTHERN DISTRICT OF ALABAMA
SOUTHERN DIVISION

BOBBY SINGLETON, *et al.*, *Plaintiffs*, v. WES ALLEN, in his official capacity as Alabama Secretary of State, *et al.*, *Defendants*.	)	Case No. 2:21-cv-01291-AMM THREE-JUDGE COURT
EVAN MILLIGAN, *et al.*, *Plaintiffs*, v. WES ALLEN, in his official capacity as Alabama Secretary of State, *et al.*, *Defendants*.	)	Case No. 2:21-cv-1530-AMM THREE-JUDGE COURT
MARCUS CASTER, *et al.*, *Plaintiffs*, v. WES ALLEN, in his official capacity as Alabama Secretary of State, *Defendant*.	)	Case No. 2:21-cv-01536-AMM

DECLARATION OF LEE LAWSON

I, Lee Lawson, declare as follows:

1. I am over the age of 19, and the testimony I have set out below is based upon my personal knowledge, which I could testifying competently about in court if requested to do so.

2. I was born and grew up in Montgomery, went to Troy University, and then eventually settled in Fairhope, Alabama. I have now lived in Baldwin County for eleven consecutive years and worked in different capacities at Baldwin County Economic Development Alliance for 14 years (BCEDA).

3. I currently serve as President of BCEDA. Our organization fosters business development in Baldwin County, which creates jobs and increases the quality of life for residents in our area. We focus on marketing, business recruitment, and workforce development, among other things. As a resident of Baldwin County and in my professional role, I see the unique interdependence of Baldwin and Mobile Counties.

4. After over fourteen years with BCEDA, I have given thousands of presentations about economic development. For every major project, the Mobile and Baldwin County economic development teams present together. I have never presented with anyone from Dothan or other Wiregrass Counties. The geographic proximity between Mobile and Baldwin County is consequential because the workforce radius for most proposed business development sites is limited to a 50-mile radius.

5. I-10 and I-65 connect Baldwin County with Mobile. I-10 runs across Mobile Bay, while I-65 runs across Mobile River, north of the bay. Highway 98, generally known as the Causeway, is an alternative route across the Bay leading from Spanish Fort to downtown Mobile's Bankhead tunnel. Together, these connections allow roughly 60,000 people to commute to work

from Baldwin County to Mobile or vice versa on a daily basis. The recent Bayway project, which will widen the lanes of I-10, is intended to reduce the traffic congestion experienced by these commuters.

6. In addition to the interstate, the intercoastal waterway connects Baldwin County with Mobile. Mobile's port operates as a major shipping thoroughfare, and Baldwin County has experienced major growth from its expansion. The Port of Mobile is currently engaged in a $400 million expansion.

7. Mobile's Regional Airport also ties Baldwin County to the City of Mobile. With plans for its expansion, more Baldwin County residents will go to Mobile for air travel. Two of the recently appointed board members for the Mobile Airport Authority, Kelly McGriff and Abe Harper, are Baldwin County residents.

8. Businesses that operate in Mobile have a direct and measurable impact on Baldwin County. For the Airbus manufacturing facility in Mobile, 90% of the executive workforce and 60% of the industrial employees live in Baldwin County. Austal, whose offices are located in Mobile and Baldwin County, relies heavily on Baldwin County for its 4000-person workforce. Similarly, the Mobile Infirmary is one of the largest employers in the region and draws heavily from Baldwin County. Of Baldwin County's 100,000-person workforce, 25,000 work in Mobile.

9. Baldwin County is Mobile's primary workforce training partner. For instance, Airbus has a training facility in Fairhope. The two counties are also the biggest trading partners in the Gulf. As just one example, component parts manufactured at Collins Aerospace in Foley are used in Airbus's final assembly line plant in Mobile. Tourism is an important component of the Baldwin County economy, and Mobile benefits from tourist activity to its neighboring county.

10. Baldwin County residents consume the same media as their neighbors across the Bay. For instance, the local news affiliates of FOX, ABC, and CBS in Mobile broadcast in Baldwin County. As for print media, I would describe *Lagniappe* as the paper of record for the Mobile-Baldwin region. Residents on both sides of the Bay watch and read the same news.

11. Baldwin County residents seek medical care in Mobile, where the only local level one trauma center and Children's and Women's Hospital are located. People in Mobile and Baldwin Counties cross each other's county lines to shop. From my experience, residents of the Mobile-Baldwin region would never go to Houston County or Montgomery to meet their healthcare or shopping needs.

12. High school students in Baldwin County matriculate to colleges in Mobile, such as the University of South Alabama (USA), Springhill College, or the University of Mobile. USA has a satellite campus in Baldwin County, and USA (Mobile campus) is Baldwin County's local four-year state university.

13. Mardi Gras is unique to the Mobile-Baldwin region. Both counties have numerous Mardi Gras balls and societies, and it is common for Baldwin County and Mobile residents to collaborate during the Mardi Gras season. Like many people I know, I go to Mardi Gras balls in Mobile.

14. Maritime interests dominate the Gulf Coast's public interest concerns. While the Gulf Coast region is focused on the Bayway Bridge project, fishing regulations, and port maintenance and expansion, the Wiregrass simply doesn't have those concerns. They are worried about Fort Rucker, peanuts, cotton, and cattle. Workforce data also demonstrate that tourism, entertainment, and recreation industries are vital to Baldwin County and benefit Mobile while having very little effect on Wiregrass cities like Dothan. Putting the Wiregrass in the same district

as the Gulf Coast would force a representative to divide their political capital between two different regions with different needs.

Pursuant to 28 U.S.C. § 1746, I declare under penalty of perjury that the foregoing is true and correct.

Executed on August _4th_, 2023.

Lee Lawson
President & CEO
Baldwin County Economic Development Alliance

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https://www.lagniappemobile.com/news/aldot-says-new-bridge-and-bayway-are-financially-viable/article_31fdce14-74d5-11ed-9dfa-5fedcfe7ba64.html

EXHIBIT
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ALDOT says new bridge and Bayway are "financially viable"

BY KYLE HAMRICK
Dec 5, 2022

The Mobile River Bridge and Bayway Project is financially viable thanks to $375 million in funding from the federal government and the State, according to a joint statement from the Eastern Shore and Mobile Metropolitan Planning o-rganizations on Monday.

"ALDOT is moving forward with this project, utilizing funds from the $125 million federal INFRA grant as well as a commitment of at least $250 million in State funding," the organization wrote in a memo to the MPOs. "ALDOT and the nationally recognized financial experts working on this project agree that this project is financially viable."

The memo attributed this confidence to "improvements in projected traffic and revenue numbers" and "recent changes in federal law and regulatory guidance" that could net the project higher TIFIA loan amounts.

Though the project will proceed with its current funding, ALDOT is waiting to hear back on its Mega Grant and Bridge Investment Program grant applications, and will keep looking for more funding opportunities with the U.S. Department of Transportation.

Eastern Shore MPO Chairman and Fairhope City Councilman Jack Burrell called the announcement "fantastic news."

"We are closer than ever before to the new bridge and Bayway that South Alabama desperately needs," he said in a statement. "This news, combined with the good progress in selecting the teams that will design and build the project, should be music to the ears of the thousands of drivers who are tired of sitting on the Bayway or in the tunnels."

Mobile MPO Chairman Mayor Sandy Stimpson said the announcement sends "a clear signal that the State of Alabama is serious about building this bridge" and charts "a clear path toward solving the worst bottleneck on the I-10 corridor."

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Design-build teams submitting their statements of qualification by Dec. 21 is the next step in the project's initial phases.

Passenger vehicles can expect tolls of up to $2.50 and trucks can expect tolls of up to $18 to cross the state-owned bridge until the debt is repaid.

The Causeway, Wallace Tunnel, Bankhead Tunnel and Africatown Bridge will remain open as toll-free options, and drivers who commute between Mobile and Baldwin counties every day can pay $40 per month for an unlimited-use option.

ALDOT estimates the project will be completed within five years.

Email news tips and story ideas to kyle@lagniappemobile.com

Kyle Hamrick

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USA: A Brief History

The University of South Alabama (USA) was founded in 1963 without a single building to call its own. Approaching 60 years and many buildings later, USA is a vibrant university that continues to serve as a catalyst for transformational change that impacts our state, the Gulf Coast region and the world.

USA's story began in the early 1960s, when Mobile's civic leaders saw the need to improve access to higher education in southwest Alabama. Realizing the region had outgrown the small extension program that operated out of a building downtown, they formulated plans for a four-year, degree-granting institution. On May 3, 1963, a bill creating a new, independent university successfully passed the Alabama Legislature, and USA was born.

Classes began in June 1964 at a new, $1 million building in west Mobile with an initial enrollment of 276. The extent of the pent-up demand for education became obvious when the first fall semester began. Enrollment leaped to 928 — and it continues to grow. Today, USA enrolls more than 13,500 students annually and has awarded more than 90,000 degrees. Its alumni are leaders in business, industry, healthcare, education and the arts.

The first campus building is now named the Frederick Palmer Whiddon Administration Building, after USA's first president. Whiddon had a vision that established the University, and he remained at its helm until retiring in 1998. His successor, longtime faculty member and administrator V. Gordon Moulton, oversaw a new era of growth into the 21st Century. Dr. Tony G. Waldrop, selected in 2014 as the University's third president, continued the USA tradition of visionary leadership focused on discovery, health and learning.

As new programs attracted more students, the University's footprint and facilities expanded. Almost from the moment USA accepted its first students, leaders began ambitiously working toward establishing a medical school. The Whiddon College of Medicine charter class began in 1973, and USA's focus on health education was later complemented by the College of Nursing and the Pat Capps Covey College of Allied Health Professions.

Today, USA provides a high-quality education in business, the liberal arts, education, engineering, computing, the sciences and healthcare. South's 1,200-acre campus has been transformed over the past decade with new facilities and resources. It offers more than 100 undergraduate, graduate and doctoral programs through its 11 colleges and schools. On the east side of Mobile Bay, USA's Baldwin County campuses provide Eastern Shore residents with convenient access to healthcare and educational programs.

USA is a comprehensive research institution where faculty have created an environment that supports curiosity and discovery. Its researchers are problem-solvers and pioneers in developing new technologies and promoting bold ideas to create targeted solutions for today's complex world.

USA Health – through Children's & Women's Hospital, University Hospital, Mitchell Cancer Institute, Academic Physician practices, Health Care Authority practices and the Whiddon College of Medicine – provides care across our region and, along with the College of Nursing and Covey College of Allied Health Professions, is an

extraordinary training ground for future physicians and healthcare professionals.

A charter member of the Sun Belt Conference, USA fields 17 Division I sports teams, and is routinely recognized for excellence in both athletics and academics. Today, USA is the proud home to Hancock Whitney Stadium, which hosts all Jaguars home football games and other events. The University of South Alabama continues upward and onward as the Flagship of the Gulf Coast.

USA Timeline

- ▼ 1960s
- ▼ 1970s
- ▼ 1980s
- ▼ 1990s
- ▼ 2000s
- ▼ 2010s
- ▼ 2020s

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About Us

Welcome to Lagniappe, your trusted source for the latest South Alabama news. As the largest independently owned weekly newspaper in Mobile, we are committed to providing top-quality **local news, sports**, music, arts, events, style, and weather updates to our readers in Mobile and Baldwin counties.

Established on July 24, 2002, **Lagniappe** has been a constant presence in the communities of Dauphin Island, Fairhope, Coden, Foley, Elberta, Lillian, Daphne, Tillman's Corner, Theodore, Gulf Shores, Orange Beach Saraland, Satsuma, Creola, Chickasaw, Bay Minette, Spanish Fort, Irvington, Theodore, Tillmans Corner, Semmes, Loxley, Prichard, Robertsdale, Grand Bay, Bayou La Batre, Wilmer and Tanner Williams bringing **breaking news** and community events to our 25,000 subscribers and 80,000 weekly readers.

We believe in the power of **local journalism** and our responsibility to keep our communities informed and engaged. Our commitment to quality reporting and features has been recognized by the Mobile Press Club and the Alabama Press Association's Better Newspaper Contest, among others. In 2018, we were honored as a finalist for the Mobile Area Chamber of Commerce's "Small Business of the Year" award.

Lagniappe is more than a newspaper; it's a platform for discussion and promotion of community involvement. We host the annual "**Nappie Readers' Choice Awards**" where people cast their votes for their favorite local people, places, and things on Alabama's Gulf Coast.

We're proud to serve our community and strive to **keep Mobile, Alabama funky!**

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IN THE UNITED STATES DISTRICT COURT
FOR THE NORTHERN DISTRICT OF ALABAMA
SOUTHERN DIVISION

BOBBY SINGLETON, *et al.*, *Plaintiffs*, v. WES ALLEN, in his official capacity as Alabama Secretary of State, *et al.*, *Defendants*.	)	Case No. 2:21-cv-01291-AMM THREE-JUDGE COURT
EVAN MILLIGAN, *et al.*, *Plaintiffs*, v. WES ALLEN, in his official capacity as Alabama Secretary of State, *et al.*, *Defendants*.	)	Case No. 2:21-cv-1530-AMM THREE-JUDGE COURT
MARCUS CASTER, *et al.*, *Plaintiffs*, v. WES ALLEN, in his official capacity as Alabama Secretary of State, *Defendant*.	)	Case No. 2:21-cv-01536-AMM

DECLARATION OF MIKE SCHMITZ

I, Mike Schmitz, declare as follows:

1. I am over the age of 19, and the testimony I have set out below is based upon my personal knowledge, which I could testify competently about in court if requested to do so. This is my personal testimony, and I am not speaking on behalf of any other person or entity.

2. I attended the July 13, 2023 meeting of the Permanent Legislative Committee on Reapportionment for the State of Alabama in order to share my views on the importance of keeping Dothan and Houston County stay in line with Montgomery and the counties in between and along the southeastern border of Alabama.

3. I am originally from Wisconsin but now call Dothan, Alabama home. I moved to Alabama in the 1980s, and have been here in the automobile business for 35 years. I sell, among others, Hyundais and Mercedes that were made in Alabama at Mike Schmitz Automotive Group on Ross Clark Circle. I had the privilege of serving as the Mayor of Dothan from 2009 until October 2017 and then, at the end of two terms, became chairman of the board with the public schools for one four-year term which overlapped with the COVID-19 pandemic.

4. About two years ago, I was appointed a Civilian Aide to the Secretary of the Army representing Alabama South. The position is described at www.army.mil/casa as follows: "Civilian Aides to the Secretary of the Army (CASAs) are business and community leaders appointed by the Secretary to advise and support Army leaders across the country. CASAs come from many professions including business, education, finance, industry, law, the media, medicine and public service. Each is proactively involved in the community and brings to the position an interest in the Army, a high degree of business and civic leadership and an ability to influence the public." In this volunteer role, I represent Fort Novosel (formerly known as Fort

Rucker), Army Reserve, JROTC, Army National Guard and anything to do with the military. I frequently speak to groups about a variety of military topics.

5. During the course of my brief testimony, I emphasized to the Committee the importance of keeping the Wiregrass together both to protect Fort Novosel and Maxwell Air Force Base and to help the communities throughout the Wiregrass continue to thrive economically.

6. I have a 20-year relationship with Fort Novosel, where the U.S. Army Aviation Center of Excellence is located, and about a four-year relationship with Maxwell. From my time serving as Dothan's mayor, I am aware that Fort Novosel contributes more than $1 billion to the Wiregrass' economy. Just last week, I flew over Fort Novosel with Sen. Tuberville and Fort Novosel officials to familiarize the Senator with the operations there. In my view, it is critical to protect Fort Novosel and Maxwell and help them grow both because of their economic impact and because of their tremendous contribution to national security in a changing world. We have partnerships in place to help with that, including with recruiters. Recruiting is a real issue for the military, and recruiting from the southeast and the Wiregrass has been stronger than in other places.

7. As someone who has been involved in economic development efforts, I am very protective of the Wiregrass. Most of our communities are small and, when we stand alone, cannot succeed. We have created partnerships that have lasted for 50 and 100 years and helped all of our communities grow, and the City of Dothan works with smaller communities to help them create jobs because we know that what benefits them benefits everyone.

8. One example of a partnership is Southeast Alabama Gas District, which was established to provide natural gas service to domestic, commercial, and industrial customers

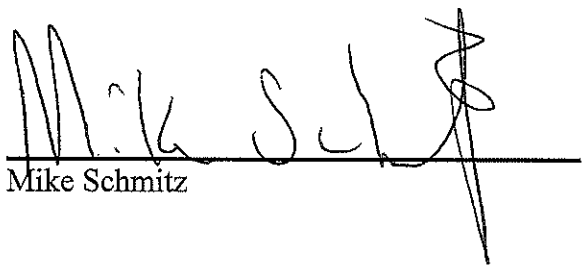
located in the southeast portion of the State. It is owned by 14 municipalities in southeast Alabama from Dothan to Greenville, and provides benefits for the communities and helps them grow. Representatives of the municipalities, usually the mayors, meet every month and work together to see how we can help each other because we don't have anyone else. We have prospered, and we are booming, and I don't want to see that change.

9. Another area of common interest in the Wiregrass is the major role that agriculture plays in the region. When I was mayor, Wayne Farms bought a chicken plant in Dothan and invested millions automating the plant to supply a major restaurant chain. In addition to chickens, the primary crops grown by our farmers are peanuts, cotton, and timber, but there are other crops grown in the Wiregrass as well, including strawberries and pecans. According to the Dothan Area Chamber of Commerce, which presented the information at a meeting I attended, approximately 40% of all peanuts grown in the United States are grown within 100 miles of Dothan. This information is routinely shared and widely-known within the community.

10. In my opinion, if the Wiregrass is split up and moved west, Dothan and Houston County will lose our voice and lose our vote.

Pursuant to 28 U.S.C. § 1746, I declare under penalty of perjury that the foregoing is true and correct.

Executed on August 4, 2023.



Mike Schmitz

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IN THE UNITED STATES DISTRICT COURT
FOR THE NORTHERN DISTRICT OF ALABAMA
SOUTHERN DIVISION

BOBBY SINGLETON, *et al.*, *Plaintiffs*, v. WES ALLEN, in his official capacity as Alabama Secretary of State, *et al.*, *Defendants*.	)	Case No. 2:21-cv-01291-AMM THREE-JUDGE COURT
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MARCUS CASTER, *et al.*, *Plaintiffs*, v. WES ALLEN, in his official capacity as Alabama Secretary of State, *Defendant*.	)	Case No. 2:21-cv-01536-AMM

DECLARATION OF BRAD KIMBRO

I, Brad Kimbro, declare as follows:

1. I am over the age of 19, and the testimony I have set out below is based upon my personal knowledge, which I could testify competently about in court if requested to do so.

2. I was born in Montgomery, Alabama in 1969. In the early 1970s, my family moved to Brantley, Alabama in Crenshaw County. I lived in Brantley until I left for college. I attended Troy University, which was then known as Troy State, and graduated in 1991 with a major in Business Administration and Marketing. After college, I worked in Dothan, Alabama, then Mobile, Alabama, and then Baldwin County, Alabama, where I started my career in the electric cooperative industry. In 2004, I moved to Tampa, Florida and then, in 2006, I returned to Alabama to work for the Wiregrass Electric Cooperative, where I remain employed today. I currently live in Ashford, Alabama, which is east of Dothan in Houston County. All in all, I have lived more than 50 years in Alabama, and the great majority of that time has been in the Wiregrass.

3. The Wiregrass Electric Cooperative primarily serves Houston County, Geneva County, Coffee County, Dale County, and Covington County. I am the Chief Operating Officer, and, in this role, I am responsible for a number of different functions including communications, public relations, member relations, and economic and community development.

4. Additionally, I am the Immediate Past Chairman of the Dothan Area Chamber of Commerce and a current member of the Executive Committee of the Board of Directors for the Chamber of Commerce. I have served on the Chamber's Board of Directors for more than a decade. The Chamber operates as more of an area Chamber than one dedicated solely to Dothan, and I have commented over the years that the name should be changed to the Wiregrass Chamber of Commerce. Though Dothan is in Houston County, we have Board members from Henry County

and Geneva County, as well as members who live in smaller communities in Houston County but outside of Dothan. I also serve as the Chairman for the Dothan-Houston County Library Association, another organization in our community that understands the importance of community education and community development.

5. I have gotten to know the Wiregrass, particularly the counties served by Wiregrass Electric Cooperative, and to see their similarities. In my experience, the Wiregrass is a rural area in the southeastern corner of the State populated by proud and hardworking people who have learned that we need to work together and speak with one voice at the State and federal level to move the area forward. Essentially, the Wiregrass is a community of small communities. By working collaboratively, we have accomplished more than we could accomplish alone, and we have seen successes for one county benefit other counties.

6. For example, a coalition of officials and community leaders from around the Wiregrass were instrumental in getting I.S.A. Corporation, which is based in Portland, Oregon, to announce earlier this year that it will open a latex factory at the Geneva County Industrial Park. This was a joint effort with PowerSouth Energy Cooperative (Wiregrass Electric Cooperative's wholesale power supplier) and the Geneva County Commission, led by the Commission Chairman and Probate Judge for Geneva County, Toby Seay. This recruitment effort included building a spec building because Matt Parker, who is the President of the Dothan Area Chamber of Commerce and was heavily involved in the effort, believed that a lack of building inventory was hampering recruiting efforts. Dothan's Mayor, Mark Saliba, was also involved and supported the project, and the Houston County Commission Chairman also supported the project. The Industrial Board Association, comprised of Houston County, Henry County and Geneva County contributed $300,000 to the project. This project is expected to initially bring 80 jobs to the Wiregrass region.

Those jobs are anticipated to pay an average of $20 per hour plus benefits. There is also some reason to believe that the Wiregrass may be able to lure an additional 200 jobs with I.S.A. Corporation to the region. That is a large number of jobs for this area, given the population.

7. A coalition of officials and community leaders were also involved in bringing HudsonAlpha Institute for Biotechnology, a company involved in genomic research, to Dothan and the Wiregrass for the creation of HudsonAlpha Wiregrass. Mayor Saliba, Dothan Area Chamber President Parker, State Senator Chesteen, State Rep. Lee, State Rep. Sorrells, former Dothan Mayor Mike Schmitz, Henry County Commission Chairman David Money, Houston County Commission Chairman Brandon Shoupe, and others, including the Wiregrass Foundation, were involved in recruiting and convincing HudsonAlpha to invest in the Wiregrass region.

8. The Wiregrass works collaboratively on workforce development for our entire Wiregrass Community.

9. As I mentioned earlier, I attended what is now Troy University for college. Many of my classmates were from the Wiregrass area, and, indeed, a number of my high school classmates attended Troy. Following our college graduation, many of my Troy classmates remained in the Wiregrass. Troy University, in my mind, is integral to economic efforts in the Wiregrass area, due to helping our Wiregrass community have an educated workforce.

10. Troy University and Wallace Community College in Dothan participate in quarterly meetings that Wiregrass Electric Cooperative hosts. Our next meeting is next week, Monday, August the 7th, and the meetings typically draw about sixty attendees. Attendees include various elected leaders from Houston County and Geneva County, and sometimes other counties, as well as representatives of Alabama's U.S. Senators and Congressional delegation and career counselors from local high schools.

11. The G-Tech career tech center was discussed at these meetings, as well as highspeed broadband initiatives that helped lead to Wiregrass Electric Cooperative's partnership with Troy Cable, now know as C-Spire, to deploy high speed broadband internet to the rural areas of the Wiregrass. When C-Spire needed employees, Wallace College designed and offered a specific course to train students to install fiber cables. Wallace College has also designed a course for linemen in response to an identified need.

12. These meetings have also led to the collaboration and team building for other infrastructure needs for the Wiregrass area, like the development of four-lane roads, such as highway 52 from Malvern to Hartford, and a study of the feasibility of making highway 167 four lanes from Enterprise, Alabama to the Florida/Alabama state line. Expanding highway 167 will likely require federal funding. I believe we will be more likely to receive funding working together. When Sen. Katie Britt, who is from the Wiregrass, worked for Sen. Richard Shelby, she pointed out that he would look for signs that people were working together when they independently sought his help for the same projects.

13. Fort Novosel, formerly Fort Rucker, is also of great importance to the Wiregrass region. I know from my involvement with the Dothan Area Chamber of Commerce that it has a large economic impact across the region. The Wiregrass would suffer if it were to leave the area. While the helicopters at the training facility can be noisy, our Wiregrass community clearly understands the economic impact for the Wiregrass area as well as the importance of national defense.

14. In terms of media, WTVY, WDHN, Dothan Eagle, and NPR's Troy affiliate broadcast throughout the Wiregrass.

15. Culturally, small communities in the Wiregrass have annual festivals and traditions that draw folks from all around the region. For instance, Slocum has the Tomato Festival and Opp has the Rattlesnake Rodeo. Dothan's Peanut Festival is a large regional event, that some see as their primary vacation or entertainment destination for the year. These are cultural touchpoints, as well as important economic events for the region.

Pursuant to 28 U.S.C. § 1746, I declare under penalty of perjury that the foregoing is true and correct.

Executed on August 3, 2023.

Brad Kimbro

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2023 Aug-04 PM 09:36
U.S. DISTRICT COURT
N.D. OF ALABAMA

LEGISLATIVE COMMITTEE

ON

REAPPORTIONMENT

PUBLIC HEARING

JULY 27, 2023

1:37 p.m

CERTIFIED STENOGRAPHER:

CAROL J. REYER (APEARING REMOTELY)

PROCEEDINGS

July 27, 2023 1:37 p.m.

THE CLERK: Senator Barfoot?
SENATOR BARFOOT: Here.
THE CLERK: Senator Bell?
SENATOR BELL: Here.
THE CLERK: Senator Chesteen?
SENATOR CHESTEEN: Here.
THE CLERK: Senator Figures?
SENATOR FIGURES: Here.
THE CLERK: Senator Livingston?
SENATOR LIVINGSTON: Here.
THE CLERK: Senator Orr?
SENATOR ORR: Here.
THE CLERK: Senator Roberts?
SENATOR ROBERTS: Here.
THE CLERK: Senator Scofield?
SENATOR SCOFIELD: Here.
THE CLERK: Senator Singleton?
SENATOR SINGLETON: Here.
THE CLERK: Senator Smitherman?
SENATOR SMITHERMAN: Here.

THE CLERK: Senator Williams?
SENATOR WILLIAMS: Here.
THE CLERK: Representative Almond?
REPRESENTATIVE ALMOND: Here.
THE CLERK: Representative Boyd?
REPRESENTATIVE BOYD: Here.
THE CLERK: Representative Carns.
(No audible response.)
THE CLERK: Representative Clouse?
REPRESENTATIVE CLOUSE: Here.
THE CLERK: Representative Ellis?
REPRESENTATIVE ELLIS: Here.
THE CLERK: Representative England?
REPRESENTATIVE ENGLAND: Roll Tide.
THE CLERK: Roll Tide.
Representative Hall?
REPRESENTATIVE HALL: Here.
THE CLERK: Representative Jones?
(No audible response.)
THE CLERK: Representative Lovvorn?

REPRESENTATIVE LOVVORN: Here.
THE CLERK: Representative Pringle?
REPRESENTATIVE PRINGLE: Here.
THE CLERK: And Representative Reynolds?
REPRESENTATIVE REYNOLDS: Here.
THE CLERK: We've got 21 present. We have a quorum.
UNIDENTIFIED SPEAKER: 21 members being present, we do have a quorum. Mr. Chairman.
CHAIRMAN PRINGLE: The next item on the agenda is the election of co-chairs for this committee. Do I have a -- Representative Clouse?
REPRESENTATIVE CLOUSE: Representative Pringle, I nominate Representative Pringle for chairman.
CHAIRMAN PRINGLE: Co-chair of the House? Go ahead. Do I have a second? Do we have a nomination for -- yes, Senator Figures.

SENATOR FIGURES: Mr. Chairman, thank you for the recognition. I think in light of us having come back here for this reason of redrawing the congressional lines for the State of Alabama, coming from the court case, I think that it's important that we show diversity in our chairmanships, and I think it would send a great message of -- in the spirit of fairness and in the spirit of bipartisanship that we have one chair from the House who is -- one chair from each house, if you will, be a minority. And I would like to yield to Representative Hall for that nomination for the House co-chair.
UNIDENTIFIED SPEAKER: And I'd like to nominate Chris England.
SENATOR FIGURES: I second.
CHAIRMAN PRINGLE: We have a motion and a second. Do we have a motion to close nominations on the House co-chair?

Page 6

UNIDENTIFIED SPEAKER: So moved.
CHAIRMAN PRINGLE: We have a motion and a second. Now we have -- do we just want to vote on the House -- do you want to vote on the House first?
UNIDENTIFIED SPEAKER: Yes, sir.
SENATOR FIGURES: I'd like to have a roll call vote, Mr. Chair.
CHAIRMAN PRINGLE: We have a roll call vote on the House co-chairman. The clerk will call the roll and you'll announce -- the members will announce who they are supporting.
UNIDENTIFIED SPEAKER: Mr. Chairman?
CHAIRMAN PRINGLE: Yeah.
UNIDENTIFIED SPEAKER: A point of order, who are the candidates?
CHAIRMAN PRINGLE: It would be me and Representative England.
UNIDENTIFIED SPEAKER: Okay. So the vote would be mention Representative England or Representative Pringle?

Page 7

CHAIRMAN PRINGLE: CHAIRMAN PRINGLE, yes, for the House co-chair. Then we'll elect a Senate co-chair.
UNIDENTIFIED SPEAKER: Thank you, Mr. Chairman.
SENATOR FIGURES: And I'm just asking that one would be a minority and the other one would be a majority, or if you will, one a Democrat and the other one a Republican.
UNIDENTIFIED SPEAKER: I second.
CHAIRMAN PRINGLE: Well, you heard the motion. The Clerk will call the roll, and the members will announce a vote for either Pringle or England.
THE CLERK: Senator Barfoot?
SENATOR BARFOOT: Representative Pringle.
THE CLERK: Senator Bell?
SENATOR BELL: Representative Pringle.
THE CLERK: Senator Chesteen?
SENATOR CHESTEEN: Representative Pringle.

Page 8

THE CLERK: Senator Figures?
SENATOR FIGURES: Representative Chris England.
THE CLERK: Senator Livingston?
SENATOR LIVINGSTON: Representative Pringle.
THE CLERK: Senator Orr?
SENATOR ORR: Representative Pringle.
THE CLERK: Senator Roberts?
SENATOR ROBERTS: Representative Pringle.
THE CLERK: Senator Scofield?
SENATOR SCOFIELD: Representative Pringle.
THE CLERK: Senator Singleton?
SENATOR SINGLETON: Representative England.
THE CLERK: Senator Smitherman?
SENATOR SMITHERMAN: Representative England.
THE CLERK: Senator Williams?

Page 9

SENATOR WILLIAMS: Representative Pringle.
THE CLERK: Representative Almond?
REPRESENTATIVE ALMOND: Representative Pringle.
THE CLERK: Representative Boyd?
REPRESENTATIVE BOYD: Representative Chris England.
THE CLERK: Representative Carns -- Representative Clouse?
REPRESENTATIVE CLOUSE: Representative Pringle.
THE CLERK: Representative Ellis?
REPRESENTATIVE ELLIS: Representative Pringle.
THE CLERK: Representative England?
REPRESENTATIVE ENGLAND: Representative England.
THE CLERK: Representative Hall?
REPRESENTATIVE HALL: Representative Chris England.
THE CLERK: Representative Jones?

Page 10

REPRESENTATIVE JONES: Representative England.
THE CLERK: Representative Lovvorn?
REPRESENTATIVE LOVVORN: Representative Pringle.
THE CLERK: Representative Pringle?
REPRESENTATIVE PRINGLE: Pringle.
THE CLERK: Representative Reynolds?
REPRESENTATIVE REYNOLDS: Representative Pringle.
THE CLERK: It's 14 to 7 for Pringle.
CHAIRMAN PRINGLE: Thank you, ladies and gentlemen.
The next order of business is to elect a Senate co-chairman. Do I have a -- the floor is open for nominations. Senator Bell?
REPRESENTATIVE HALL: Chair?
CHAIRMAN PRINGLE: Yes,

Page 11

Representative Hall?
REPRESENTATIVE HALL: I'd like to nominate Senator Singleton.
CHAIRMAN PRINGLE: Do we have a representative for --
SENATOR FIGURES: I second.
CHAIRMAN PRINGLE: Do we have a second on Mr. Livingston?
UNIDENTIFIED SPEAKER: Second.
CHAIRMAN PRINGLE: We have a second.
UNIDENTIFIED SPEAKER: We've got a second?
CHAIRMAN PRINGLE: Yeah, we've got a first and second. The question now is on Senator Singleton or Senator Livingston. The clerk will call the roll. Those in favor of Livingston will say "Livingston," and those for Singleton will say "Singleton."
Clerk, call the roll.
THE CLERK: Senator Barfoot?
SENATOR BARFOOT: Senator

Page 12

Livingston.
THE CLERK: Senator Bell?
SENATOR BELL: Senator Livingston.
THE CLERK: Senator Chesteen?
SENATOR CHESTEEN: Senator Livingston.
THE CLERK: Senator Figures?
SENATOR FIGURES: Senator Singleton.
THE CLERK: Senator Livingston?
SENATOR LIVINGSTON: Livingston.
THE CLERK: Senator Orr?
SENATOR ORR: Senator Livingston.
THE CLERK: Senator Roberts?
SENATOR ROBERTS: Senator Livingston.
THE CLERK: Senator Scofield?
SENATOR SCOFIELD: Senator Livingston.
THE CLERK: Senator Singleton?
SENATOR SINGLETON: Singleton.
THE CLERK: Senator Smitherman?
SENATOR SMITHERMAN: Senator

Page 13

Singleton.
THE CLERK: Senator Williams? Senator Williams?
SENATOR WILLIAMS: I'm sorry. Livingston. I was looking at my map just for a minute.
THE CLERK: Representative Almond?
REPRESENTATIVE ALMOND: Senator Livingston.
THE CLERK: Representative Boyd?
REPRESENTATIVE BOYD: Senator Singleton.
THE CLERK: Representative Clouse?
REPRESENTATIVE CLOUSE: Senator Livingston.
THE CLERK: Representative Ellis?
REPRESENTATIVE ELLIS: Senator Livingston.
THE CLERK: Representative England?
REPRESENTATIVE ENGLAND: Senator Singleton.
THE CLERK: Representative Hall?

Page 14

REPRESENTATIVE HALL: Senator Singleton.
THE CLERK: Representative Jones?
REPRESENTATIVE JONES: Senator -- Senator Singleton.
THE CLERK: Representative Lovvorn?
REPRESENTATIVE LOVVORN: Senator Livingston.
THE CLERK: Representative Pringle?
CHAIRMAN PRINGLE: Senator Livingston.
THE CLERK: Representative Reynolds?
REPRESENTATIVE REYNOLDS: Senator Livingston.
THE CLERK: It's 14 to 7 for Livingston.
CHAIRMAN PRINGLE: Moving on to the next item of business to review and approve the minutes from the last meeting. They're inside your packet. So do I have

Page 15

a motion?
UNIDENTIFIED SPEAKER: So moved.
CHAIRMAN PRINGLE: I have a motion. Do I have a second?
(Inaudible.)
CHAIRMAN PRINGLE: I have a second. All in favor say "aye."
(Collective aye.)
CHAIRMAN PRINGLE: The minutes are approved.
I'd like to thank everybody for being here today. I'd like to remind everybody that July the 7th at 5:00 p.m. is the deadline to submit plans to the committee. I believe we already have over 100 from as far away as France, so we will -- we are processing them as fast as possible, and we will talk about those at the next meeting, which will be July the 13th in Room 200 here.
UNIDENTIFIED SPEAKER: You need to submit your name.
CHAIRMAN PRINGLE: Yeah, and if

Page 16

you're submitting a plan, we need your name, your address, and your phone number. And if you're submitting on behalf of another organization, we need the name of that organization, its address and phone number. That way if we have any questions from the committee, we'll know who to contact to address those questions.
As you know -- yes. Yes, Senator?
UNIDENTIFIED SPEAKER: Will we adopt -- wait unit that July 13th meeting to adopt or whatever (inaudible) at the next meeting?
CHAIRMAN PRINGLE: We have on the agenda today to adopt the guidelines.
UNIDENTIFIED SPEAKER: Okay.
CHAIRMAN PRINGLE: Yeah. Anyway, we'll discuss the guidelines today. As you well know, the Governor has called a special extraordinary session for July 17th to start. After that session, the plan will be presented to the Federal Court in Birmingham on August the 14th,

Page 17

and then we'll have a hearing in Birmingham when the Court schedules it. But this is just one of many steps we have to go through on this process.
Everybody on the committee has been given a copy of the guidelines. We ask you to please review those guidelines. Since today is just a public hearing, we're not going to adopt anything. But we do want to hear -- we want you to read the guidelines, review them, and we'll discuss them and we'll vote on them the next meeting. So that gives you plenty of time to look at them and review them.
SENATOR FIGURES: Mr. Chairman?
CHAIRMAN PRINGLE: Yes, ma'am.
SENATOR FIGURES: So am I looking at the -- what's the heading that you've got? Just what's the name?
CHAIRMAN PRINGLE: Reapportionment Committee Redistricting Guidelines.
SENATOR FIGURES: What's the date? Do you have a date on there?

Page 18

CHAIRMAN PRINGLE: May 5th, 2021. They're carried over from the last adopted guidelines. That's the reason we want everybody to read them and look at them.

Yes?

UNIDENTIFIED SPEAKER: I'm looking at these, but they seem to me to be the --

CHAIRMAN PRINGLE: Will you please turn your microphone on?

UNIDENTIFIED SPEAKER: I thought I had it on.

CHAIRMAN PRINGLE: No. There you go.

UNIDENTIFIED SPEAKER: Thank you so much, Mr. Chairman.

I'm looking at these dated May 5, 2021. These are the ones that we had last time. My question is: How do these differ in any way from those we used before if they're the same, or what?

CHAIRMAN PRINGLE: They're the same. We gave you the ones that we had to adopt last time for your review and input,

Page 19

and we're going to talk about them and vote on them next time.

UNIDENTIFIED SPEAKER: Well, I'm saying this because I already had a copy of these from last year, and I just wanted to make sure that I'm on the right page.

CHAIRMAN PRINGLE: Yes, ma'am.

UNIDENTIFIED SPEAKER: Start off right --

CHAIRMAN PRINGLE: Yes, ma'am.

UNIDENTIFIED SPEAKER: -- in unity --

CHAIRMAN PRINGLE: Yes, ma'am.

UNIDENTIFIED SPEAKER: -- the way we are. Thank you.

CHAIRMAN PRINGLE: We're not hiding anything. These are the existing guidelines, and we want everybody to look at them and review them, and we'll talk about them next time.

Yes, sir?

UNIDENTIFIED SPEAKER: Will there be -- I guess there will be some sort of

Page 20

procedure that we'll adopt if we're offering amendments to these guidelines?

CHAIRMAN PRINGLE: We're going to have a meeting to discuss them, yes, sir, in the next meeting.

UNIDENTIFIED SPEAKER: It would seem to me that it would be important for us to try to change the procedure considering the initial procedure got us in a little bit of hot water. So maybe over the course of the next couple of weeks we can take a look at these guidelines and see if there's some things that need to be tweaked so we can avoid any back in court for doing the same thing and expecting a different result.

So do I need to submit any changes to these guidelines in writing prior to the next meeting, or do I need to wait until we get there?

CHAIRMAN PRINGLE: It would be helpful, yes, sir. That way we can have the lawyers review the changes to make

Page 21

sure they're compliant with the Constitution and Section 2 of the Voting Rights Act.

Yeah, we want input. Everybody look at it, everybody read it, and if you've got a suggestion, make a suggestion. So we'll be glad to look at it.

MR. WALKER: I'd also like to point out the big white sign in the back of the room that's got if you have questions or comments, it's got an email address you can send it to. So if the cameras could catch that, it would be greatly appreciated.

CHAIRMAN PRINGLE: Yeah, we need to get -- we need to get that sign up front, and we need the sign-up sheet.

MR. WALKER: If we can get that email, we want the people -- we're going to live stream this meeting, the public hearing so everybody can watch it, and we want that email up front so anybody

watching can send an email comment in or ask a question that the clerk will read to us.

CHAIRMAN PRINGLE: Thank you.

MR. WALKER: But I need the clerk to bring me the sign-up sheet for the public hearing. Thank you.

CHAIRMAN PRINGLE: Mr. Walker, are you ready for the public hearing?

Come forward.

MR. WALKER: Do you want me to sit down here?

CHAIRMAN PRINGLE: Yeah. We'll need -- we'll need a microphone for you, so. Let me -- I know Mr. Blacksher is here. I've seen him, and he's an attorney representing some of the plaintiffs. And I want to give great deference to the attorneys. If there are any attorneys here representing plaintiffs, will you raise your hand?

Is there anybody here representing one of the plaintiffs that's not an

attorney?

Okay. Mr. Blacksher, would you like to kick us off today?

MR. WALKER: I need a little preamble before we start.

CHAIRMAN PRINGLE: Okay.

MR. WALKER: Am I on?

CHAIRMAN PRINGLE: Yeah.

MR. WALKER: Good afternoon and welcome to this hearing. My name is Dorman Walker. I'm a lawyer who represents the Reapportionment Committee. I'm the committee's hearing officer for this hearing.

The committee has two chairs: Senator Steve Livingston is the chair for the Senate, and Representative Chris Pringle is the chair for the House of Representatives. The members of the committee are Senator Barfoot; Senator Bell; Senator Chesteen; Senator Livingston; Senator, excuse me, Figures; Senator Livingston; Senator Orr; Senator

Roberts; Senator Scofield; Senator Singleton; Senator Smitherman; and Senator Williams. And, also, Representative Almond, Representative Boyd, Representative Carns, Representative Clouse, Representative Ellis, Representative England, Representative Hall, Representative Jones, Representative Lovvorn, Representative Pringle, and Representative Reynolds.

Following the release of the 2020 census, the Alabama Legislature enacted new districts for Alabama's members of Congress. The new congressional districts were challenged in Federal Court by three lawsuits: Singleton v. Merrill, which challenged the new congressional districts as unconstitutional racial gerrymanders; Caster v. Merrill, which alleges the new congressional districts violate Section 2 of the Voting Rights Act; and Merrill -- Milligan v. Merrill, which alleges the new congressional districts violate both the

Constitution and the Voting Rights Act.

In 2022, a federal trial court in Birmingham entered a preliminary injunction forbidding the State from using the new congressional districts. The basis for the trial court's ruling was its preliminary determination that the new congressional districts violate Section 2 of the Voting Rights Act. The trial court did not address the argument that the new congressional districts are unconstitutional.

On June 8, 2023, the United States Supreme Court affirmed the trial court's preliminary ruling. This means that the new congressional districts must be redrawn in a way that complies with Section 2 of the Voting Rights Act.

At the 2022 preliminary injunction hearing, the Caster and Milligan plaintiffs introduced 11 proposed remedial plans. The Singleton plaintiffs had previously introduced three proposed

Page 26

remedial plans. Additional remedial plans were submitted in amicus filings to the Supreme Court and more recently after the announcement of this hearing, including a new remedial plan jointly proposed by the Caster and Milligan plaintiffs.

The purpose of this hearing is for the Reapportionment Committee to take public comments on a potential new map. Speakers may reference any plan that has been submitted, but they do not have a reference to -- they do not have to reference a particular plan.

Speakers will be called to speak from the list of persons who signed up before the hearing. If time allows, after all of the registered speakers have been called upon, I will ask if anyone else wants to speak. So if you did not sign up but have now decided you want to speak, I'll try to give you an opportunity to do so.

When your name is called, please

Page 27

come up to the lectern to speak. It's important to be able -- to enable the court reporter, who is not physically present, to be able to hear you. When you start to speak, please identify yourself by stating your name for the record. Please limit your comments to the topic of this hearing, which is how new congressional districts should be drawn. Because of the purpose -- because the purpose of the hearing is to take comments, committee chairs will not take questions or the committee members will not take questions.

Each speaker will have three minutes. I will give you a one-minute warning. Persons listening to this hearing remotely may submit by email comments to be included on the record using the email address displayed near me. That is district@alsenate.gov. That's district, d-i-s-t-r-i-c-t, at a-l-s-e-n-a-t-e dot gov, g-o-v.

Page 28

Before I call the first speaker, I will add to the record of this hearing a letter jointly submitted by the Caster and Milligan plaintiffs in support of their jointly proposed remedial plan, which will be Exhibit No. 1 to the hearing transcript.

(Exhibit No. 1 marked for identification and attached hereto.)

MR. WALKER: And I don't have a list of people who signed up.

CHAIRMAN PRINGLE: I'll call them.

MR. WALKER: Okay.

CHAIRMAN PRINGLE: Are we ready?

MR. WALKER: Yeah.

UNIDENTIFIED SPEAKER: Mr. Chair?

CHAIRMAN PRINGLE: Yes, sir.

UNIDENTIFIED SPEAKER: Just a point of order to kind of -- there's some confusion that I want to make sure the record is clear. There are -- the plaintiffs in the case that got us here

Page 29

today are the Caster and Milligan plaintiffs, correct?

CHAIRMAN PRINGLE: Yes, sir.

UNIDENTIFIED SPEAKER: Okay. Because there was some mention about the Singleton map, but that is not an issue we're talking about today, correct?

CHAIRMAN PRINGLE: The Singleton map is on the agenda today.

UNIDENTIFIED SPEAKER: Well, no, I guess what I'm asking is because it appears that the plaintiffs in the relevant case are the plaintiffs from the Miller -- Milligan and Caster. And those are the maps that were provided also, correct?

CHAIRMAN PRINGLE: Correct.

UNIDENTIFIED SPEAKER: All right. Because I just want to make sure the record is clear that the Singleton map and that plaintiff is not a party to what we're doing today.

CHAIRMAN PRINGLE: But the

Page 30

Singleton map was introduced as a bill, and I understand the plaintiff's attorneys did not show up. Now, nobody from the plaintiffs are here. Well, the attorney -- are you an attorney for the plaintiffs?

UNIDENTIFIED SPEAKER: No, we're the plaintiffs.

CHAIRMAN PRINGLE: Oh, you're a plaintiff. Okay. Well, I'm going to call on you, okay. So thank you.

UNIDENTIFIED SPEAKER: So I just want to make sure that there's no confusion about why we're here and what the -- so we're here because of the Milligan and Caster plaintiffs.

CHAIRMAN PRINGLE: I understand.

Yes, sir, Senator?

UNIDENTIFIED SPEAKER: I also wanted to be clear as well is the fact that in this process there are two phases. The first phase is what the Court has addressed. This is a totally independent

Page 31

phase dealing with remedy. And I think if you read those orders, they will address remedy totally independent from the fact that they've decided on this particular case. And because of that, it's not a bridge that carries over; it's a bridge that guides us over. Now we're over here in the remedy phase. That's a whole different process in terms of us. The Court is going to apply strict scrutiny to the process to which we put together, and because of that, those procedures and processes have to be addressed just as much as the fact of what got us to that point. Thank you.

CHAIRMAN PRINGLE: And thank you. With that, I would like to -- ma'am?

UNIDENTIFIED SPEAKER: I cannot hear you.

CHAIRMAN PRINGLE: Would you like to address the committee first? You are a plaintiff in the case, correct?

UNIDENTIFIED SPEAKER: There are

Page 32

three plaintiffs here.

CHAIRMAN PRINGLE: Okay. Let's start with those three plaintiffs. If you'll come up. I'm going to give a plaintiff five minutes instead of three.

UNIDENTIFIED SPEAKER: I was about to ask you what you --

CHAIRMAN PRINGLE: Yeah, I'm going to give y'all a little extra time. So please coma forward. And I need you to stand at the microphone, announce your name very clearly for everybody to hear, and I'm going to give you five minutes.

MR. WALKER: Be sure -- and be sure to speak clearly.

MR. MILLIGAN: Good morning or good afternoon. My name is Evan Milligan.

CHAIRMAN PRINGLE: Well, I'm going to give you five minutes each.

MR. MILLIGAN: Really?

CHAIRMAN PRINGLE: Oh, yeah. We want to hear from you. So, yeah, give five minutes each. That's fine.

Page 33

MR. MILLIGAN: Sure. Well, do all of you have copies of the letter that was submitted into the record today? Okay. What's the best way for me to get them to the folks on the panel?

CHAIRMAN PRINGLE: We'll get copies and send them out.

MR. MILLIGAN: Okay.

MR. WALKER: Have you got copies?

MR. MILLIGAN: Yeah, there's enough for every member of the committee. If you'd just -- if you'd just hand them the envelope, then they can sort out the distribution. But thank y'all for hearing from us. We won't actually take the whole 15 minutes you've allotted, I don't think, right.

But we want to say we are -- as one of the members just indicated, our case was the one that the Supreme Court ruled on in terms of hearing our argument about the opportunity districts here in the State of Alabama.

Page 34

The three -- the three-judge district court panel held unanimously that there was evidence of racial polarization in voting here to a degree that without opportunity districts for Black voters in the state you wouldn't have an additional -- you wouldn't have black voters here in Alabama outside of District 7 able to elect a candidate of their choice. That ruling, that was from the lower district panel. And when the Supreme Court ruled on June 8th in our favor, they affirmed that lower court's ruling.

The map that we're presenting to this body is one that features two opportunity districts. It addresses other issues with the -- with HB1, which is the map that we filed the lawsuit against particularly in regards to cracking the voting strength of Black voters in the Black Belt. So the map that we're producing actually keeps hold the 18

Page 35

counties that form the core of the Black Belt. They're either placed in District 7 or District 2 of our remedial map. So that addresses the cracking problem.

And this is also a map that splits a very -- it only splits seven counties and ten precincts. It doesn't touch the northern part of the state. I believe that's districts -- Districts 4 and 5 in the Huntsville area and around Decatur. So this is a map that we're keeping.

What you already voted into law in 2021, it preserves the northern part of the state. And the alterations to the map actually mirror what this body did with the State Board of Education map as far as uniting Mobile with Montgomery, and some of the other alterations. We feel like this is a map that keeps the State of Alabama on the right side of the Voting Rights Act. It addresses the issues with our current congressional map that the lower federal panel took issue with and

Page 36

found out of compliance, and then also that the Supreme Court also recognized were out of compliance with Section 2 of the Voting Rights Act.

And we strongly urge you to consider our remedial map. Thank you for having given me the opportunity to speak. We hope that the materials we provided are also helpful.

CHAIRMAN PRINGLE: Thank you so much, Mr. Milligan.

And you are, sir?

MR. SIMELTON: I'm not quite as tall as Mr. Evan, so I'll raise -- lower the mic.

Good afternoon, ladies and gentlemen. My name is Bernard Simelton. I'm president of the Alabama State Conference of the NAACP. The NAACP is one of the plaintiff organizations in the Allen vs. Milligan case, and we are here today to express our full support of the map that has been approved by all of the

Page 37

plaintiffs and submitted by our lead attorney. So we want to be sure that you-all understand the plaintiffs' map and that it has the full support of all of the plaintiffs.

The plaintiffs' map also meets the standard that the Supreme Court has laid out as far as what's required -- what will be required as we redraw these maps. The SCOTUS, the Supreme Court, ensured that African-Americans are able to select or elect a person of choice when it comes to representing them in the -- in Congress, and we want to be sure that everyone understands that this -- these maps will certainly give people of color, African-Americans the opportunity to select the person of choice that will represent them in Congress, and be able to work with them in the district in which they live in.

We're urging the redistricting committee and the Alabama Legislature

Page 38

later on to adopt this map so that we can move this process forward and be ready for our next election. The NAACP and its members across the State of Alabama and the plaintiffs look forward to working with the redistricting committee to answer any other questions that you may have through our attorneys so that we can meet the deadline that has been set by the courts of the United States of America. Thank you very much.

MR. WALKER: Mr. Simelton, just to correct the record for a second and make sure it's clear, you said the map -- the remedial map that's been handed out, the one titled "VRA Plaintiffs' Remedial Map," is supported by all the plaintiffs. And am I correct in understanding you meant all of the Milligan plaintiffs?

MR. SIMELTON: Yeah, all the Milligan plaintiffs, right.

MR. WALKER: Okay. Thank you.

And do you know if it's also

Page 39

supported by all of the Caster plaintiffs?

MR. SIMELTON: Yes.

MR. WALKER: But you don't speak for the Singleton plaintiffs?

UNIDENTIFIED SPEAKER: Correct.

MR. SIMELTON: No, we're not speaking about the Singleton.

MR. WALKER: Thank you very much.

MR. SIMELTON: All right. Thank you.

MS. JACKSON: Thank you. Good afternoon, Mr. Chairman. My name is Letetia Daniels Jackson. I'm one of the plaintiffs. And for the benefit of those in attendance and those watching, I'd like to actually read into the record our letter that supports our remedial map and particularly lays out all of our claims -- all of what we are trying to accomplish.

I know you have a copy, but everybody doesn't, so I would like to read it into the record --

CHAIRMAN PRINGLE: That's fine.

Page 40

MS. JACKSON: -- if it's okay with you. Is it okay with you?

CHAIRMAN PRINGLE: Yes, ma'am.

MS. JACKSON: Okay. Dear Apportionment [sic] Committee Members, Evan Milligan, Shalela Dowdy, Letetia Jackson, Khadidah Stone, Greater Birmingham Ministries, and the Alabama State Conference of the NAACP, collectively known as the Milligan plaintiffs, and Marcus Caster, Lakeisha Chestnut, Bobby L. Dubose, Benjamin Jones, Rodney Love, Manasseh Powell, Ronald Smith and Wendell Thomas that are collectively known as the Caster plaintiffs jointly submit the attached remedial plan.

As you know, on June 8, 2023, the Supreme Court of the United States ruled in favor of both the Milligan and Caster plaintiffs in holding that Alabama's 2021 congressional redistricting plan HB1 violated Section 2 of the Voting Rights Act. No other group of plaintiffs have

Page 41

successfully challenged HB1. Because the Alabama Legislature's enactment of this plan would likely resolve the pending case, we urge the committee to give careful consideration of our VR [sic] Plan.

In affirming the three-judge district's preliminary injunction against HB1, the Supreme Court upheld the district court's findings that, quote, Black Alabamians enjoy virtually zero success in statewide elections; that political campaigns in Alabama have been characterized by overt and subtle racial appeals; and that Alabama's extensive history of repugnant racial and voting-related discrimination is undeniable and well-documented, close quote. The Court also held that the district court had, quote, faithfully applied our precedence and correctly determined that HB1 violated Section 2, close quote. The Court also held that the

district court had, quote, "faithfully applied our precedents and correctly determined that HB1 violated Section 2," close quote.

The Supreme Court also affirmed the findings that the elections in Alabama were racially polarized. Quote, "On average, Black voters supported their candidates of choice with 92.3 percent of the vote, while White voters supported Black preferred candidates with 15.4 percent of the vote," close quote. And according to all the trial experts, racial polarization in Alabama is, quote, "intense, very strong, and very clear," close quote.

Given the extreme degree of racially polarized voting in Alabama, the trial court's preliminary injunction order, which was upheld by the Supreme Court, emphasized the practical reality that any remedial plan will need to include two districts in which Black

voters either comprise a voting age majority or something quite close to it. For this reason, any plan that proposes remedial districts in which Black voters constitute less than a voting age majority or something quite close to it almost certainly will not conform to the district court's order.

The VRA Plaintiffs' remedial plan carefully adheres to the decisions of both the United States Supreme Court and the federal district court. The Voting Rights Act plan contains two districts that perform consistently for Black voters in primary and general elections. It also remedies the cracking of the Black Belt community of interest, identified by the courts, by keeping the eight core Black Belt counties together within these two remedial districts, does not split Montgomery County or any other core Black Belt county, and has zero population deviations.

And then I'll move forward to our final. Indeed the overall core retention -- in addition to that, we -- for instance, we leave -- Districts 3, 4, 5, 6, and 7 largely maintain the core of the districts as drawn by the legislature in HB1, and Districts 1 and 2 reflect modest changes necessary to bring Alabama into compliance with the Voting Rights Act. Indeed, the overall core retention percentage of the Voting Rights Act remedial plan is over 80 percent. In further deference to the legislative's past policy -- Legislature's past policy choices, the VRA plan splits Jefferson County in essentially the same manner as HB1, and it splits Mobile County similar to the way in which the Legislature did so in its enacted 2021 state board of election [sic] plan. Finally, the VRA Plaintiffs' Remedial Plan is based on the plaintiff's illustrative plans, including Cooper Illustrative Plan 2 and Duchin

Illustrative Plan A, which the Supreme Court identified as legally acceptable remedies, but makes specific changes to better reflect legislative choices like limiting the number of county splits and protecting district cores.

For this reason -- for these reasons, the Milligan and Caster Plaintiffs strongly and respectfully urge the Legislature to adopt our plan. Thank you.

CHAIRMAN PRINGLE: Thank you so much for coming today. I will now recognize for three minutes the people who have signed up, and the first person will be Trey Bruce.

MR. BRUCE: Good afternoon. My name is Trey Bruce, and I live in Birmingham where I was raised. I graduated from Vestavia Hills High School in 2016 and then Auburn University in 2019.

I'm here today just to share my

Page 46

opinion as a citizen regarding the redistricting of Alabama. I'm not with a particular group or organization. I had the privilege when I was at Vestavia High School to learn from a wonderful teacher named Amy Maddox, who taught me for two years in US History, as well as in a program called We the People, a mock congressional hearing program that taught us the importance and relevance and constitutional principles to the governance of our nation. And she really instilled in all of us students that even if we didn't end up going on to be historians or lawyers or politicians, that all of us needed to be active and informed citizens, so that is why I'm here to give my public testimony.

For as long as I have known what congressional districts were and was taught that in school, Alabama's map never particularly made sense to me in the way that 25 to 30 percent of our state's

Page 47

population is made up of Black individuals and that only one of our seven districts presented an opportunity for Black people to choose the representative of their choice. And, of course, as we know, on June 8th the Supreme Court ruled that Alabama's congressional elections in 2020 likely violated Section 2 of the Voting Rights Act.

I have had a chance to review the letter and plan that the Milligan and Caster plaintiffs have just shared with you and just discussed, and it makes a lot of sense to me. Again, some of the key points that they pointed out, this would allow for two majority Black districts in the map, two opportunities for Black individuals in our state to elect the representative of their choice. They indicate that there's 80 percent core retention with this map compared to the previous map, and this would also keep protection for all of our Black Belt

Page 48

counties.

So for all of those reasons, I'm in support of what is known as the VRA plan presented by the Milligan and Caster plaintiffs, and I look forward to seeing our state move in a direction that is more representative for all of our citizens. Thank you.

CHAIRMAN PRINGLE: Thank you so much. The Chair now recognizes Travis Jackson of Montgomery.

MR. JACKSON: Thank y'all for allowing me the opportunity to speak. Reapportionment Committee, my name is Travis Jackson. I'm a Black Lives/Voter Matter activist who volunteers with an organization by the name of Rolling to the Polls, a voting rights advocate group of likeminded people driving voters to their proper or accurate voting locations.

Also, I am an Iraq veteran. I mention this because I fought for the rights of all Americans, and that includes

Page 49

Black voters.

In this testimony, I would like to elaborate on the importance of drawing more majority minority voting districts. I do so by explaining Black voters' obstacles. Black voters have always been the major factor for a much wider democracy. This is a proven fact throughout our American history. When it pertains to repairing human or civil rights, whether that's voting, healthcare, education, employment, housing, and feeding our neighbors or homeless people, Black voters were and have continued to become the political super heroes within our economy.

On June 8, 2023, the US Supreme Court declared the current Alabama voting district map, which was made in 2022, is discrimination towards Black voters. The Black or, as we call it, the woke vote has always been under attack by the Alabama government. Even though the Voting Rights

Page 50

Act of 1965 was signed into law, Alabama voters are still to this day facing systemic racism, voter suppression or, as I like to call it, Jim Crowe 2.0.

A prime example of voter suppression or Jim Crowe 2.0 towards Black voters to this day is strict voter ID laws. These type of voting laws have influenced a decrease in Black voter turnout. In return, White voter turnout has definitely increased.

Under these unethical laws, it is a requirement to show specific photo ID. According to Brennan Center for Justice data, 25 percent of Black voters don't have photo IDs compared to 11 percent of all races combined. Other difficulties Black voters face on election days are lengthy lines, heavy police presence inside and outside voters' buildings, and being directed to incorrect voting locations.

Also, I have experienced myself

Page 51

being misguided phone calls.

CHAIRMAN PRINGLE: You have 30 seconds, sir. Go ahead.

MR. JACKSON: All right. Six of Alabama's seven congressional districts have a majority White voter population, Alabama's Black population is 27 percent. In the Pledge of Allegiance, it states "Liberty and justice for all." Therefore, Black voters should be in that word "all" through moral legislative action. Therefore, I strongly plead for the committee members to sketch a second reasonable majority minority district. This is 2023, not 1953.

Thank you for your consideration.

CHAIRMAN PRINGLE: Thank you so much. We appreciate you being here today.

And the next -- the Chair now recognizes, is it Adia Winfrey from Talladega?

MS. WINFREY: Good afternoon. My name is Dr. Adia Winfrey. I'm from

Page 52

Talladega, Alabama. In 2020, I was a congressional nominee for Congress in Alabama's third congressional district. I'm also the executive director and co-founder of Transform Alabama, a 501(c)(3) dedicated to improving voter turnout and voter engagement using hip hop culture.

Our organization was intimately involved in the redistricting process beginning in 2021. We helped mobilize people to the public hearings in Anniston and Calhoun County, Representative Boyd, and we had a great turnout and had voices from all over Talladega and Calhoun County expressing their concern with how the maps were drawn. This coalition was a multiracial group, a group that came from various backgrounds. So, again, we've been watching this case closely.

The SCOTUS decision on June the 8th, like so many times in Alabama history, has propelled the State of

Page 53

Alabama and the people of Alabama to the forefront of voting rights change. And like the last few centuries, we are the pinnacle of that change, but often Alabamians do not see the benefit. And my concern is that we are already seeing -- we're less than three weeks out from the Supreme Court decision, and we already see how the plaintiffs in Alabama are changing the country and what voting rights mean in other states. But where does that leave us in Alabama?

So what I implore each of you to do is put your politics aside and put the people of Alabama in the forefront. I stand with the plaintiffs in the Milligan case. I stand beside this map, and I really implore you guys to make decisions for the people because, as the previous speaker stated, when Black Alabamians and Black voters are given the opportunity for their voice to be heard, everybody benefits. It's not just about two

Page 54

districts. It's about the entire State of Alabama. Thank you.

CHAIRMAN PRINGLE: Thank you, Dr. Winfrey.

The Chair now recognizes Tyrone Maye from Jackson. Is Tyrone Maye here?

MR. MAYE: (Inaudible), but I didn't sign up. (Inaudible), but I didn't sign up.

CHAIRMAN PRINGLE: The Chair now recognizes Rhondel Rhone from Fulton --

UNIDENTIFIED SPEAKER: (Inaudible).

CHAIRMAN PRINGLE: Okay. All right. That's fine. The Chair now recognizes Felicia Pond from Montgomery. Okay. The Chair -- hasn't Rhondel James already spoken?

Rhondel James from Montgomery?

UNIDENTIFIED SPEAKER: Ronald.

CHAIRMAN PRINGLE: Ronald. I'm sorry.

MR. JAMES: Good evening. My name

Page 55

is Ronald James. I'm the state organizer for Black Voters Matter Here in the State of Alabama. We could stand up here and repeat over and over things that we already know. Numbers don't lie.

A great professor of mine once told me that if we don't know our history that it will tend to repeat itself. Alabama has a history of being disobedient or not recognizing the federal mandates in its history. We stand here today at the same precedence again with the mandate that's been handed down. We just ask that we follow the mandate and make the maps equal and fair. The maps that are represented here today by the plaintiffs, the people of Alabama, especially in the Black Belt, which would be most affected by how these maps are drawn, support these maps.

We're not begging for anything. We're just asking to have a fair shot, have a fair chance to represent people in

Page 56

the district that's going to represent what we look like, the minds and the concerns of the people that are in those districts. Don't split us up. Keep us together. Let us be effective so that we can push Alabama forward. Because when we all vote, we all win. So thank you so much for hearing us today. We ask that you do what's right and we continue to do what's right, and let's push Alabama forward progressively together.

CHAIRMAN PRINGLE: Thank you so much for being here today.

The Chair now recognizes Dr. Joe L. Reed from Montgomery. Welcome, Dr. Reed.

DR. REED: Thank you, sir. To the chairs of this important committee, to the members of the committee, to all who are listening, my name is Joe L. Reed. I'm chairman of the Alabama Democratic Conference, the Black Political Democratic Caucus of Alabama. I'm also vice chair

Page 57

for minority affairs of the Democratic party of Alabama. And I appreciate the opportunity to come before this committee and express some thoughts I have about the plan.

Before going further, I want to commend the plaintiffs in this lawsuit. You're to be commended for moving forward. I've always thought we would win. I've got to get my -- collect my stake for one of my friends, who told me we weren't going to win it, and I told them we would win it. And I'm going to get my stake pretty soon, and I want it to be a real good stake and not some little stake.

Back to the real issue. I have been privileged for the last 45 to 50 years of participating in reapportionment plans, and by and large, we've been very successful. I've worked with everybody I possibly could to get plans done, and one of the most enjoyable times I had to work with someone was Speaker Jimmy Clark of

Barbour County. It's amazing that Speaker Clark used to chair the Sovereignty Commission, and yet we put together a reapportionment plan that never left Montgomery County, Alabama. It was approved by the state courts.

I want to mention two or three things about this plan, and I'm going to try not to repeat what others have already said. We believe that -- we know that the plan has to be constitutional. You've got to protect the one person, one vote. We understand that. We also realize and accept the fact you've got to be racially fair.

Now, let me say this. With all due respect to everybody here, I'm not here to down any plan. I'm here to promote a plan. My goal very simply is to get two majority Black safe districts. That's what I'm here for, to ask the Legislature to pass two solid majority, safe Black districts. Anything less than

that is a hollow log.

I've looked at these -- some of these other plans, and I'm going to say that with all due respect, I differ with them because I noticed one of the plans that my friends have produced, one is about 51 percent Black and voting age. They forgot to count the prisoners. There are prisoners in these districts, and these prisoners can't vote. And that's going to reduce the voting age population in these districts. That's very important. We saw what happened in Grimsley's district down in Henry County when you reapportioned the Alabama Legislature recently. I'm not condemning his appointment or nothing like that at all. But we saw he represented that district for some time. But the minute it changed just a little bit, he was, what, gone with the wind.

So I don't believe that we've got a safe Black district in the second -- in

the second district. I don't believe that. And we're going to -- the Alabama Democratic Conference is going to advance a plan, and I understand we've got some time to draw some lines, but we're going to advance a plan that gives us a little more help than these other plans do. I'm not condemning, I'm not fussing, or nothing like that. I'm talking about the -- I'm a results person. I'm for the results. And that is when the end comes, when the sun goes down at the end of the day, what do you have. And my point is, unless we have a majority voting age population, a sizable one, we will have nothing. And I'm not mad with anybody at all, but you've got to be real and do a reality check.

Also, there are some kind of lines that are going to have to be -- you're going to have to split them. There are some splits, yes, necessary splits. I've drawn some in the past where I've split

some counties, and I'll draw some more. We have to split some counties. But there are some unnecessary splits because there are some arguments over who will get Sugar Hill, Harper Valley, and Peyton Place. That's irrelevant here.

What we want and what we need, and I'm going to stop with this, we need a clear, safe, two majority Black districts, not with 1 percent here and 1 percent there, a half a percent. I'm talking about something that's realistic.

So I want to say again, Mr. Chairman, we're going to submit something to you. I want to say to the plaintiffs, I thank you, you've done a good job. And I'm going to commend your lawyers for it. Some of them I know very well. I don't have no fight. I just want results, and right now I have not seen a plan yet advanced that would give us the comfort in getting two majority Black districts to the United States Congress

Page 62

and the Alabama Democratic Conference will be one.

And I do -- I will say this. I would also encourage to the plaintiffs, we need to just sit down and talk because we're all on the same wavelength. We're all trying to get the same thing. So we don't have a fight. Let's sit down and talk and try to put one together we all get behind. And we know -- and I'll say to the White legislators here, there are going to be two Black districts.

CHAIRMAN PRINGLE: Thank you, Mr. Reed.

DR. REED: So why don't you help us.

CHAIRMAN PRINGLE: And I look forward to seeing you on July the 14th. But we'll put your plan up on the screen if you'll have it submitted by 5:00 p.m. July the 7th.

DR. REED: Thank you, sir.

CHAIRMAN PRINGLE: And I know you will. Thank you so much, Dr. Reed.

I'm going to take a moment and recognize Mr. Jim Blacksher from Birmingham.

DR. REED: He deserves it. Give him a hand.

CHAIRMAN PRINGLE: Jim, I'm going to do you like I just did Dr. Reed. I'm going to give y'all five minutes because y'all are so deeply involved.

MR. BLACKSHER: So thank you very much, Mr. Chair. I, too, want to congratulate --

CHAIRMAN PRINGLE: Can I get the clerk to change the map to the plan that Mr. Blacksher --

Do you want your plan up there, Mr. Blacksher?

MR. BLACKSHER: Yeah, if --

CHAIRMAN PRINGLE: If you'll convert the map for me, please.

MR. BLACKSHER: -- you'll get Donna to put the --

Page 64

CHAIRMAN PRINGLE: Is that it? I think that's it.

MR. BLACKSHER: That's it, that's it.

CHAIRMAN PRINGLE: Okay. Thank you.

MR. BLACKSHER: Thank you, yeah.

The map that's up on the screen now is the map that the Singleton plaintiffs are supporting. The Singleton plaintiffs' constitutional claim is still pending before the district court. It's consolidated with the other two cases, Milligan and Caster.

And the victory in the Supreme Court establishes that the plan enacted in 2021 violated Section 2 of the Voting Rights Act, but it did not address what the remedy should be. However, the Supreme Court did affirm the ruling of the three-judge district court, and I need to read the district court's opinion as follows.

Page 65

This is the -- this is the injunction that this -- this Legislature is going to have to enforce. It's because there was a violation, we know there have to be two opportunity districts in order to correct the Section 2 violation, but those opportunity districts must also satisfy the Constitution.

And here's what the pending injunction says: If we determine that the plan violates Section 2 of the Voting Rights Act, that would not be a determination that the Milligan plaintiffs are entitled to a map of their choice or to one of the remedial maps submitted to establish the first Gingles requirement. Those maps are illustrative maps submitted for the purposes of establishing liability under Section 2 of the Voting Rights Act.

The Legislature retains flexibility in their work subject to the rule that a district drawn in order to satisfy Section 2 of the Voting Rights Act

Page 66

must not subordinate traditional districting principles to race substantially more than is reasonably necessary to avoid Section 2 liability.

And the question then before this committee is what plans can they enact that will at once provide a remedy consistent with Section 2 of the Voting Rights Act; and, two, still comply with the Constitution. And the governing case is Cooper vs. Harris in the Supreme Court 2017. It says that this committee must have a strong basis in evidence to conclude that Section 2 demands such race-based steps as splitting counties along racial lines. The State must carefully evaluate whether a plaintiff could establish all the Gingles preconditions, including effective White block voting in a new district created without those measures, and we see nothing in the legislative record that fits that description.

Page 67

So what I'm pointing out here is that the -- and the lawyers can provide better explanation of what this is referring to, but this committee, in addition to adopting a plan, has to make sure it has before it evidence that it does, in fact, perform as an opportunity district.

And in Cooper vs. Harris, the Supreme Court looked at election returns to see how the districts performed in past elections to determine whether or not candidates favored by Black voters won that district -- could win that district.

So the Singleton plaintiffs introduced early on in the litigation, in fact, back before this committee convened in October of 2021, three plans, the whole county plans that we stand by.

UNIDENTIFIED SPEAKER: One minute.

MR. BLACKSHER: One minute.

But the Campaign Legal Center, in a brief submitted to the Supreme Court,

Page 68

adopted -- proposed this map called CLC Map No. 1, and it provides two opportunity districts without splitting a single county along racial lines. Jefferson County, Mobile County, Montgomery County. Tuscaloosa is split the way the Legislature split it in 2021 in order to equalize population.

All of the Black Belt counties, except for Barbour, are in one district, not two, but one district, and the second opportunity district is Jefferson County itself, which depends on crossover voting with White voters in Jefferson County. Jefferson County is the one county in Alabama that has demonstrated that there is crossover voting that can support Black candidates' choices.

So I point out that problem to the Court -- to the committee about how it must follow its work and the rules it must follow in doing this work. Thank you.

CHAIRMAN PRINGLE: Thank you,

Page 69

Mr. Blacksher, and I know we'll see you on July the 13th.

REPRESENTATIVE ENGLAND: (Inaudible) a question?

CHAIRMAN PRINGLE: No, we're not going to -- today is just input from the public.

REPRESENTATIVE ENGLAND: Can we not ask a presenter a question?

CHAIRMAN PRINGLE: We, we -- all right. I'll let you ask a question, Representative England.

REPRESENTATIVE ENGLAND: (Inaudible.)

CHAIRMAN PRINGLE: Well, it's a public hearing, so let's go. You can ask a question.

UNIDENTIFIED SPEAKER: We ask witnesses in public hearings questions all the time.

CHAIRMAN PRINGLE: Okay. I'm sorry, I'm sorry.

Ask the question, Mr. England.

Page 70

REPRESENTATIVE ENGLAND: Mr. Blacksher, could you come back up?
CHAIRMAN PRINGLE: That's his map right there. It was actually in your folder. It's one of -- it's one of the Singleton plans that we sent to you. It's in your package. It's one of the Singleton plans in your package, yes.
UNIDENTIFIED SPEAKER: Representative England.
REPRESENTATIVE ENGLAND: Yeah, just -- I'm not going to keep you long. I just want to make a -- I just want to make a very clear distinction. You -- your case, the case that you represent is still pending, correct?
MR. BLACKSHER: We're representing the Singleton plaintiffs in a case that's still pending before the three-judge court, and it's not been -- our constitutional plan against the 2021 plan has not been addressed, yes.
REPRESENTATIVE ENGLAND: All

Page 71

right. So you aren't a party to the case that we're here on -- like, what got us here, correct?
MR. BLACKSHER: No, we're consolidated. We are parties in the consolidated litigation, and we are parties to what remedy is adopted by the three-judge court, yes, sir.
REPRESENTATIVE ENGLAND: All right. Mr. Walker asked you a question initially that said -- or not asked you a question, but asked the other presenters a question saying were you -- whether or not you agreed with or were presented with the maps from the Milligan and Caster plaintiffs. Have you seen those maps?
MR. BLACKSHER: Yes.
REPRESENTATIVE ENGLAND: All right. Do you agree with those maps?
MR. BLACKSHER: I agree that those maps provide opportunity districts for Black voters, but I have my doubts about whether it could satisfy strict scrutiny

Page 72

under the Constitution because of the way it splits Mobile and Jefferson County along racial lines.
REPRESENTATIVE ENGLAND: All right. So, but the question is do you -- so you do not agree with the maps from the Caster or Milligan -- the map that was presented from the Caster and Milligan plaintiffs, correct?
MR. BLACKSHER: It's not a question of whether I agree with it or not. I think it's a good map for the purpose for which it was drawn. I'm just saying that I don't believe it's going to be able to pass strict scrutiny if it goes before the three-judge court for that decision.
REPRESENTATIVE ENGLAND: And you say strict -- satisfying the standard of strict scrutiny because why?
MR. BLACKSHER: Because it splits counties along racial lines to achieve a racial target of 50 percent plus one.

Page 73

REPRESENTATIVE ENGLAND: But your -- each map that you presented also does that?
MR. BLACKSHER: No.
REPRESENTATIVE ENGLAND: Well, I mean, because Tuscaloosa is split.
MR. BLACKSHER: Tuscaloosa is split, as are five other counties in order to accomplish zero deviation. And that split in Tuscaloosa County was not drawn by us, but by this committee back in 2021.
REPRESENTATIVE ENGLAND: So you would agree that in order to satisfy the Voting Rights Act you are allowed to split precincts, split counties, and whatever is necessary to accomplish that objective? I think that's actually dictum from one of the opinions.
MR. BLACKSHER: As long as it's not done along racial lines, the splits have to be done to accomplish zero deviation.
REPRESENTATIVE ENGLAND: Doesn't

Page 74

one of the maps you present actually have small percentages of deviation?
MR. BLACKSHER: No. Well, Singleton's -- Singleton 1 and 2 had deviations that were not zero. Singleton 3 has a zero deviation.
REPRESENTATIVE ENGLAND: And the purpose of that deviation --
MR. BLACKSHER: This one here has a zero deviation, the CLC plan.
REPRESENTATIVE ENGLAND: So some of the plans that you presented, the purpose of the deviation was to attempt to find a way to satisfy the Voting Rights Act requirements, correct?
MR. BLACKSHER: I'm sorry. Say again.
REPRESENTATIVE ENGLAND: So two of the maps that you presented had small deviation in an attempt to make -- to try to satisfy the requirements of the Voting Rights Act, correct?
MR. BLACKSHER: No.

Page 75

REPRESENTATIVE ENGLAND: So why do you have deviation in those two maps?
MR. BLACKSHER: You're talking about Singleton 1 and Singleton 2?
REPRESENTATIVE ENGLAND: Yes, sir.
MR. BLACKSHER: Well, because Singleton 1 was drawn without splitting a single county for any reason. And by the way, this is not something that's not going to be taken up at this time, but this committee needs to know that you can keep -- you can draw a plan that keeps all the counties whole and produces two opportunity districts, but it has -- Singleton 1 had a maximum population deviation of 2.47 percent. 2.47 percent. And the Supreme Court has said if you had adopted that, it's likely that that would have satisfied the Supreme Court standard for equal population in congressional districts because it's done to keep from splitting any counties.
You know, this state did not have

Page 76

congressional districts that split a single county from 1819 until, I guess, 1965 when the first plan was drawn in response to Westberry vs. Sanders. So for over a century, no counties were split, and the good thing about that is that it means that districts are drawn according to political communities, the counties themselves, and it helps constrain gerrymandering of any type. It doesn't prevent gerrymandering.
REPRESENTATIVE ENGLAND: I'll ask you just this one question and I'll let it go.
MR. BLACKSHER: Sure. Sorry. I'm --
REPRESENTATIVE ENGLAND: Why did the -- over the course of time, why did we increase the number of counties being split?
MR. BLACKSHER: Because Westberry vs. Sanders was developed by the Supreme Court in subsequent cases in the 1970s to

Page 77

say you had to achieve close to zero deviation for congressional districts only, not for house and senate districts, not for state board districts, not for county commission or school board districts. But just for congressional districts the Supreme Court was looking to require zero deviation, plus or minus one person, and that necessarily requires splitting at least six counties. Every map out there that you've seen has to split at least six counties in order to accomplish zero deviation.
REPRESENTATIVE ENGLAND: So I just want to make sure we understand. Splitting counties and deviation is allowed when it's necessary, correct? Is that correct?
MR. BLACKSHER: When it's necessary to achieve population deviation, that's correct.
REPRESENTATIVE ENGLAND: Okay. Because I don't want anybody walking away

Page 78

from this process believing that we are required to have zero deviation and no county lines split because, again, we're trying to accomplish the objectives of the Voting Rights Act.

MR. BLACKSHER: Yeah.

REPRESENTATIVE ENGLAND: We are allowed certain -- we are afforded certain deviations and also splitting of precincts and counties to accomplish that objective, and I just want to make sure we all understand that as we go through this process.

MR. BLACKSHER: Representative England, you are preaching to the choir. I am only pointing out that you've got a problem when those splits are done intentionally along racial lines.

CHAIRMAN PRINGLE: Mr. England -- the Chair now recognizes -- is there anybody else that has a question for Mr. Blacksher?

(No audible response.)

Page 79

CHAIRMAN PRINGLE: Thank you, Mr. Blacksher. I'm sure we'll have further discussions on July the 13th.

With that, I believe we have -- Mr. Walker, do you have some questions that have been emailed in or comments?

MR. WALKER: I do. Let me read the two comments that we've received over the course of the hearing.

One is from Kay Smith. "Dear Redistricting Committee, I would like to add my support to the plaintiffs and other speakers and their suggested remedial map to fairly represent the voters of Alabama. I submit that as a White voter in Birmingham I, too, have felt a lack of representation for many years now. I would hope that the new plan would give progressive voters like me, regardless of race, a voice at long last. Thank you for considering this suggested plan."

The other comment that was received is from Tiffany West. "In the redrawing of the congressional map, I would not support a map that shrinks Congressional District 7. I would, however, support a map that includes all of Jefferson County and Tuscaloosa County and Black Belt in District 7, and all of Montgomery and Mobile in District 2."

Page 80

Those are the comments I have, Chairman Pringle.

CHAIRMAN PRINGLE: Thank you so much.

The Chair now recognizes Mr. Mike Bunn from Baldwin County.

MR. BUNN: Yes, sir.

CHAIRMAN PRINGLE: If you'll tell us what you're here to talk about, sir.

MR. BUNN: Well, just a little historical perspective for what it's worth. I was asked about this. I run Historic Blakeley State Park and --

CHAIRMAN PRINGLE: Would you speak into the microphone?

MR. BUNN: I run Historic Blakeley

Page 81

State Park.

CHAIRMAN PRINGLE: We have several hundred people watching us online.

MR. BUNN: Okay. So I'm in the Mobile-Tensaw Delta. And just want to point out, historically speaking, that that's been a united community for a long time, if you go back in all the Colonial eras, which you don't need a whole history lesson. I write books, and I won't bore you with all that. But if you go all the way back from the 1700s up until when the battle that was fought at our park was fought was actually in Baldwin County, but was fought defending the City of Mobile. So I was asked a little bit about that, and just for historically speaking we've been a united community on both sides of the bay for a long time.

We even had a history of ferries running between the communities for a long period of time before the Cochrane-Africatown Bridge was built and

Page 82

opened in the 30's that united those communities a little bit more efficiently than the ferries. So there's a little bit of a community on both sides of the bay that I think we're very cognizant of down in the Mobile Bay region.

CHAIRMAN PRINGLE: Thank you so much for being here today.

MR. BUNN: Thank you.

CHAIRMAN PRINGLE: And forgive me, but the Chair now recognizes Rodreshia Russaw from Dothan. Did I butcher that? I'm sorry.

MS. RUSSAW: Good afternoon. Hi, my name is Rodreshia Russaw Glasgow. I am the executive director of The Ordinary People Society, known as T.O.P.S. Also a board member of Alabama Forward and vice chair second congressional district ADC, Alabama Democratic Conference.

I am here and standing with our plaintiffs, the Evan vs. Milligan -- I'm sorry, the Milligan vs. Allen plan that

Page 83

has been presented before you. I just wanted to raise a couple of concerns of mines specifically because, as we know, Mr. Joe Reed explained how this affects those that are incarcerated in our prisons specifically.

And as we know, in 2008 the NAACP Legal Defense Fund held the back of Pastor Glasgow on the Glass vs. Allen lawsuit against ADOC for those that are incarcerated to be able to vote while they're in prison as long as they did not have a crime involving moral turpitude.

Why is that important to today? Because there's still thousands of incarcerated people who are eligible to vote inside of the prisons. And, unfortunately, because of the lack of voter education, they are voting from where they're housed and not where they live in their particular county, increasing prison gerrymandering, which is my concern.

Page 84

Some of the maps that I have seen specifically splits in two some of the highest populated counties, particularly in Elmore where there is 1,154 inmates. Limestone, 2,302 inmates. Montgomery really didn't break down. I didn't see too much variance in Bullock. But I just -- for the numbers record, Bullock has 1,485. Tutwiler, 714.

And so as we know, Alabama is still among five -- the fifth state in the United States that has the highest incarceration rate. I ask that you would adopt this map on behalf of the plaintiffs because it also shows that it is not cutting the district lines particularly impacting those that are eligible to vote within those districts.

And so I thank you for hearing us today, and we look forward to the upcoming meetings that we have. Thank you so much.

CHAIRMAN PRINGLE: Thank you so much.

Page 85

The Chair now recognizes Mary Williams from Montgomery.

UNIDENTIFIED SPEAKER: (Inaudible) the next person.

CHAIRMAN PRINGLE: The next person, David Russell from Birmingham.

MR. RUSSELL: I really just signed up to just let them know -- to keep the numbers high. But while I'm here, I did -- I do make quite a few observations. I love what the senator from Mobile stated, that at least when you're doing the president and vice president, at least we should have a minority in one of those seats because it is not what it is, but what it's projected to look like outside the public.

It appears that the public probably would see that, you know, even those these are two Black districts, but yet still we have two White chairpersons. So I wish you-all would kind of over -- look at those appointments again. So if

you have a White chair, at least we can get a Black vice chair.

Thank you.

CHAIRMAN PRINGLE: Thank you.

The Chair now recognizes Gregory Clarke from Birmingham.

MR. CLARKE: My appreciation to the Chair, Committee Members. I'm JaiGregory Clarke, representing Faith in Action Alabama. We're a multi-faith, multiracial organization whose mission is to dismantle systemic racism in order to produce pathways of opportunity for every Alabamian.

Today I implore you to draw congressional maps that empower and give voting power to Black and Brown communities in Alabama. For far too long, minority communities, particularly Black and Brown citizens, have faced significant obstacles in exercising their right to vote and achieving fair representation.

Historical injustices and systemic

barriers have hindered our ability to fully participate in the democratic process, but we stand at a critical juncture where we have the opportunity to right these wrongs and ensure that every voice is heard. We must acknowledge the painful history of voter suppression and disenfranchisement by Black and Brown communities in Alabama.

Our communities have persevered, fought for or rights, and contributed immensely to the fabric of our state. It is time to recognize our resilience and address the longstanding inequalities we continue to face. Drawing congressional maps that give voting power and representation to our communities is not only a moral imperative, it is -- it is a legal obligation.

We must uphold the Voting Rights Act of 1965 and protect the rights of minority voters. To achieve this, I urge this committee to prioritize the following

principles in the redistricting process: First, we must ensure that Black and Brown communities are not fragmented or diluted through gerrymandering tactics. By respecting the geographic, cultural, and socioeconomic boundaries of our communities, we can allow for cohesive representation that truly reflects our interests and needs.

Secondly, majority minority districts must be established to empower our communities to elect representatives who understand our unique experiences and concerns. It is through these districts that we can overcome historical barriers and provide opportunity for underrepresented communities to have our voices heard.

Transparency and public participation are paramount. I implore the committee to conduct the redistricting process openly, engaging community organizations, advocacy groups and

residents in meaningful dialogue.

Finally, I implore you members -- I implore you members of the Alabama Reapportionment Committee to seize this moment, to be on the right side of history, and to draw congressional maps that give voting power to Black and Brown Alabamians. Together, let us build a future where every Alabamian has a voice, where fairness prevails, and where our democracy truly shines.

Thank you for your time.

CHAIRMAN PRINGLE: Thank you so much. We appreciate you being here today.

And now the Chair recognizes Donald J. Williams from Montgomery.

MR. WILLIAMS: I yield.

CHAIRMAN PRINGLE: Yield. Mr. Williams yields.

Now the Chair recognizes Byron Evans from Selma.

MR. EVANS: I yield.

CHAIRMAN PRINGLE: Do you yield?

Page 90

Mr. Walker, do you have any more comments that have come in on the email address?

MR. WALKER: Chairman Pringle, I don't have any other comments. Oh, wait, I've got one. A late arrival.

This is from James Butler. "I'd like to leave a comment to the committee in this hearing that I hope that the map which I, James Butler, proposed to the committee in an email earlier this week is shown to this committee. I believe its compactness and ability to secure two opportunity districts would satisfy the plaintiffs of both cases."

That's all I have.

CHAIRMAN PRINGLE: Are there any additional comments while you're here? Yes, sir. Please come forward and state your name, and you'll have three minutes.

MR. MATTHEWS: Thank you most graciously. My name is Frank James Matthews, III, from Birmingham, Alabama.

Page 91

And I kind of touch a little tendencies that the good legislator, consummate politician Joe Reed mentioned initially when he first spoke about convicts, and then a young lady just spoke again about the population of the prisons and the handicaps that faces us.

I was arrested at 11 year olds in the county jail in Limestone, Alabama. Had a criminal career with some 38 arrests. Out of all that, I turned the lemons into lemonade. I walked down Highway 22 in '80 and picked up paper, like Michelangelo painted a picture, as a convict. And one day I had a premonition, and I seen myself as sold my right to vote to the prison system. I was able to change my life in prison, got an early release from prison. And of all people, Governor Guy Hunt gave me a pardon, and I was able to run for elected office. I ran for mayor, I ran for city council twice, and I ran for state representative first.

Page 92

I ended up being the first Black person that happened to be a Black man that got in a runoff in District 2 there in the city council of Birmingham, Alabama, and to this day, no Black person has gotten that seat.

The young people or Black population majority, the older Black people are majority population. But what they did, when I ran for state representative and almost got in a runoff -- missed it by 200 votes with Oliver Robinson -- they changed the district from way at the top of the Birmingham map and went way to almost the bottom of the Birmingham map and brought in enough of Shelby County, which was literally White. And I liked 200 votes from becoming the first Black man, the first convicted Black man to be a councilperson in District 2.

What I say I want to say to the NAACP, I want to say to all of these other

Page 93

groups, you better count your numbers and who has a propensity for voting. So if you don't have a propensity for voting, you can have the Black young, you can have older Blacks in the district and still have White representation. So I suggest that you go up there in North Huntsville, in that area up there where Ms. Hall is, because the Black people in that area have a high propensity for voting.

So you could do the same way they did to me way down in Shelby County and got that cotton, picked that cotton and rowed it down the river, and kept me from being elected. So that's one of the things you better make sure. Don't say it's just Black and don't say it's just young.

CHAIRMAN PRINGLE: Mr. Williams, that's --

MR. WILLIAMS: Count your votes before you go at them. Thank you very much.

CHAIRMAN PRINGLE: Thank you.
Is there anybody else who would like to say something before we conclude this public hearing?
(No audible response.)
CHAIRMAN PRINGLE: With that, the public hearing is closed and we stand in adjournment.
The gentleman -- I'm sorry, I didn't see you.
MR. McGOWIN: It won't take but a second just to say something because --
CHAIRMAN PRINGLE: I'm terribly sorry.
MR. McGOWIN: Dr. Reed made a profound statement when he talked about look at these districts and make sure people can vote. I'm from a county that has a prison, and right next door, Barbour County has a prison. I see these prison numbers in these maps. We need to make sure that we have people in these communities that can vote, of voting age

and are going to be able to do something. So I'm looking forward to seeing your map, Dr. Reed, and thank you all for allowing me just to say a brief word to this committee. Let's make sure we've got something in our --
CHAIRMAN PRINGLE: Sir, we need your name.
MR. McGOWIN: John McGowin, County Commissioner of Bullock County District 3.
CHAIRMAN PRINGLE: John McGowin. Thank you so much, John.
All right. With that -- is there anybody else? I don't want to make that mistake twice.
(No audible response.)
CHAIRMAN PRINGLE: We are adjourned.
(Whereupon, the hearing was adjourned at approximately 3:00 p.m.)

END OF HEARING

CERTIFICATE

STATE OF ALABAMA)
COUNTY OF JEFFERSON)

I hereby certify that the above and foregoing proceeding was taken down by me by stenographic means, and that the content herein was produced in transcript form by computer aid under my supervision, and that the foregoing represents, to the best of my ability in accordance with the quality of the Zoom recording, a true and correct transcript of the proceedings, Page 1 through 95, occurring on said date at said time.

I further certify that I am neither of counsel nor of kin to the parties to the action, nor am I in anywise interested in the result of said case.

Signed 14th day of July, 2023.

Carol J. Reyer, CCR
Comm. Expires: 9-15-2026
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1

1 28:6,8 44:7 61:10,10 68:2 74:4 75:4,7,15 96:12
1,154 84:4
1,485 84:9
100 15:16
11 25:21 50:16 91:8
13th 15:20 16:11 69:2 79:3
14 10:14 14:18
14th 16:23 62:18 96:18
15 33:16
15.4 42:11
1700s 81:12
17th 16:21
18 34:23
1819 76:2
18313 96:20
1953 51:15
1965 50:1 76:3 87:21
1970s 76:23
1:37 1:11 2:2

2

2 21:2 24:20 25:8,18 35:3 36:3 40:22 41:22 42:3 44:7 44:23 47:8 64:17 65:6,11 65:19,23 66:4,8 66:14 74:4 75:4 80:7 92:3,21
2,302 84:5
2.0 50:6
2.0. 50:4
2.47 75:16,16
200 15:20 92:12 92:18
2008 83:7
2016 45:21
2017 66:12
2019 45:22
2020 24:11 47:7 52:1
2021 18:1,17 35:13 40:20 44:19 52:11 64:17 67:18 68:7 70:21 73:11
2022 25:2,19 49:19
2023 1:10 2:2 25:13 40:17 49:17 51:15 96:18
21 4:8,10
22 91:13
25 46:23 50:15
27 1:10 2:2 51:7

3

3 44:4 52:6 74:6 95:10
30 46:23 51:2
30's 82:1
333 96:22
38 91:10
3:00 95:20

4

4 35:9 44:4
45 57:17

5

5 18:16 35:9 44:5
50 57:17 72:23
501 52:6
51 59:7
5:00 15:13 62:20
5th 18:1

6

6 44:5

7

7 10:14 14:18 34:9 35:2 44:5 80:3,6
714 84:9
7th 15:13 62:21

8

8 25:13 40:17 49:17
80 44:12 47:20 91:13
8th 34:12 47:6 52:22

9

9-15-2026 96:22
9-30-2026 96:23
92.3 42:9
95 96:12

a

ability 87:1 90:13 96:9
able 27:2,4 34:9 37:11,19 72:15 83:11 91:17,21 95:1
above 96:3
accept 58:14
acceptable 45:2
accomplish 39:19 73:9,16 73:21 77:13 78:4,10
accordance 96:9
accr 96:22
accurate 48:20
achieve 72:22 77:1,20 87:22
achieving 86:22
acknowledge 87:6
act 21:3 24:21 25:1,9,18 35:21 36:4 40:23 43:13 44:10,11 47:9 50:1 64:18 65:12,19,23 66:9 73:14 74:15,22 78:5

87:21
action 51:11 86:10 96:16
active 46:16
activist 48:16
actually 33:15 34:23 35:15 39:16 70:4 73:17 74:1 81:14
adc 82:19
add 28:2 79:12
addition 44:3 67:5
additional 26:1 34:7 90:18
address 16:2,5,8 21:13 25:10 27:20 31:2,21 64:18 87:14 90:3
addressed 30:23 31:13 70:22
addresses 34:17 35:4,21
adheres 43:10
adia 51:20,23
adjourned 95:18,20
adjournment 94:8
adoc 83:10
adopt 16:11,12 16:15 17:9 18:23 20:1 38:1 45:10 84:14
adopted 18:2 68:1 71:7 75:18
adopting 67:5
advance 60:3,6
advanced 61:21
advocacy 88:23
advocate 48:18
affairs 57:1
affected 55:18
affects 83:4
affirm 64:20
affirmed 25:14 34:13 42:5
affirming 41:7
afforded 78:8
african 37:11,17
africatown 81:23
afternoon 23:9 32:17 36:16 39:12 45:17 51:22 82:14
age 43:1,5 59:7 59:11 60:14 94:23
agenda 4:14 16:15 29:9
agree 71:19,20 72:6,11 73:13
agreed 71:14
ahead 4:21 51:3
aid 96:7
alabama 5:5 24:12 33:23 34:8 35:20 36:18 37:23 38:4 40:8 41:2 41:13 42:6,14 42:18 44:8 46:2 49:18,22 50:1 52:1,5,22 53:1,1 53:9,12,15 54:2 55:3,9,17 56:6 56:10,21,23 57:2 58:5 59:15 60:2 62:1 68:16 79:14 82:18,20 84:10 86:10,18 87:9 89:3 90:23 91:9 92:5 96:2
alabama's 24:13 40:20 41:15 46:21 47:7 51:5,7 52:3
alabamian 86:14 89:9
alabamians 41:11 53:5,20 89:8
alleges 24:19,22
allegiance 51:8
allen 36:21 82:23 83:9
allotted 33:16
allow 47:16 88:7
allowed 73:14 77:17 78:8
allowing 48:13 95:3
allows 26:16
almond 3:3,4 9:3,4 13:7,8 24:4
alsenate.gov. 27:21
alterations 35:14,18
amazing 58:1
amendments 20:2
america 38:10
american 49:9
americans 37:11,17 48:23
amicus 26:2
amy 46:6
anniston 52:12
announce 6:12 6:12 7:14 32:11
announcement 26:4
answer 38:6
anybody 21:23 22:22 60:16 77:23 78:21 94:2 95:14
anyway 16:17
anywise 96:16
apearing 1:16
appeals 41:15
appears 29:12 85:18

applied 41:21 42:2
apply 31:10
appointment 59:17
appointments 85:23
apportionment 40:5
appreciate 51:18 57:2 89:14
appreciated 21:15
appreciation 86:7
approve 14:22
approved 15:10 36:23 58:6
approximately 95:20
area 35:10 93:8 93:9
argument 25:10 33:21
arguments 61:4
arrested 91:8
arrests 91:11
arrival 90:6
aside 53:14
asked 71:10,11 71:12 80:19 81:16
asking 7:7 29:11 55:22
attached 28:9 40:16
attack 49:22
attempt 74:13 74:20
attendance 39:15
attorney 22:16 23:1 30:5,5 37:2
attorneys 22:19 22:19 30:2 38:8
auburn 45:21
audible 3:8,21 78:23 94:5 95:16
august 16:23
average 42:8
avoid 20:14 66:4
aye 15:7,8

b

back 5:3 20:15 21:10 57:16 67:17 70:2 73:11 81:8,12 83:8
backgrounds 52:19
baldwin 80:13 81:14
barbour 58:1 68:10 94:19
barfoot 2:4,5 7:16,17 11:22 11:23 23:20
barriers 87:1 88:15
based 44:21 66:15
basis 25:6 66:13
battle 81:13
bay 81:19 82:4 82:6
becoming 92:19
begging 55:21
beginning 52:11
behalf 16:3 84:14
believe 15:15 35:8 58:10 59:22 60:1 72:14 79:4 90:12
believing 78:1
bell 2:6,7 7:19 7:20 10:21 12:2 12:3 23:21
belt 34:22 35:2 43:16,19,22 47:23 55:18 68:9 80:6
benefit 39:14 53:5
benefits 53:23
benjamin 40:12
bernard 36:17
best 33:4 96:9
better 45:4 67:3 93:1,16
big 21:10
bill 30:1
bipartisanship 5:11
birmingham 16:23 17:2 25:3 40:8 45:19 63:4 79:16 85:6 86:6 90:23 92:4,15 92:16
bit 20:10 59:20 81:16 82:2,3
black 34:5,7,21 34:22 35:1 41:10 42:8,11 42:23 43:4,14 43:16,18,21 47:1,3,16,17,23 48:15 49:1,5,6 49:14,20,21 50:6,9,15,18 51:7,10 53:20 53:21 55:2,18 56:22 58:20,23 59:7,23 61:9,22 62:12 67:13 68:9,17 71:22 80:6 85:20 86:2 86:17,19 87:8 88:2 89:7 92:1,2 92:5,7,8,19,20 93:4,9,17
blacks 93:5
blacksher 22:15 23:2 63:3,11,16

63:18,19,22 64:3,7 67:21 69:1 70:2,17 71:4,17,20 72:10,21 73:4,7 73:19 74:3,9,16 74:23 75:3,6 76:15,21 77:19 78:6,14,22 79:2
blakeley 80:20 80:23
block 66:20
board 35:16 44:19 77:4,5 82:18
bobby 40:12
body 34:16 35:15
books 81:10
bore 81:10
bottom 92:16
boundaries 88:6
boyd 3:5,6 9:6,7 13:10,11 24:4 52:13
break 84:6
brennan 50:14
bridge 31:6,6 81:23
brief 67:23 95:4
bring 22:6 44:8
brought 92:16
brown 86:17,20 87:8 88:2 89:7
bruce 45:16,17 45:18
build 89:8
buildings 50:20
built 81:23
bullock 84:7,8 95:10
bunn 80:13,14 80:17,23 81:4 82:9
business 10:18 14:21
butcher 82:12
butler 90:7,10
byron 89:20

c

c 27:22 52:6 96:1,1
calhoun 52:13 52:15
call 6:8,10,11 7:13 11:17,21 28:1,13 30:10 49:21 50:4
called 16:19 26:14,18,23 46:8 68:1
calls 51:1
cameras 21:14
campaign 67:22
campaigns 41:13
candidate 34:9
candidates 6:18 42:9,11 67:13 68:18
career 91:10
careful 41:5
carefully 43:10 66:17
carns 3:7 9:9 24:5
carol 1:16 96:21
carried 18:2
carries 31:6
case 5:6 28:23 29:13 31:5,22 33:20 36:21 41:4 52:20 53:17 66:10 70:15,15,18 71:1 96:17
cases 64:13 76:23 90:15
caster 24:19 25:20 26:6 28:3 29:1,14 30:16 39:1 40:11,15 40:19 45:8 47:12 48:4 64:14 71:15 72:7,8
catch 21:14
caucus 56:23
ccr 96:21
census 24:12
center 50:14 67:22
centuries 53:3
century 76:5
certain 78:8,8
certainly 37:16 43:7
certified 1:15
certify 96:3,14
chair 4:20 5:11 5:12,16,23 6:8 7:2,3 10:22 23:16,18 28:17 48:10 51:19 54:5,10,15,17 56:14,23 58:2 63:12 78:20 80:12 82:11,19 85:1 86:1,2,5,8 89:15,20
chairman 4:12 4:13,19,20 5:1 5:20 6:2,9,10,15 6:16,19 7:1,1,5 7:12 10:16,19 10:23 11:4,7,10 11:14 14:12,20 15:3,6,9,23 16:14,17 17:15 17:16,20 18:1,8 18:12,15,21 19:7,10,13,16 20:3,21 21:16 22:4,8,13 23:6,8 28:13,15,18 29:3,8,17,23 30:9,17 31:16 31:20 32:2,8,18

32:21 33:6 36:10 39:12,23 40:3 45:12 48:9 51:2,17 54:3,10 54:14,21 56:12 56:21 61:14 62:13,17,23 63:7,14,20 64:1 64:5 68:23 69:5 69:10,15,21 70:3 78:19 79:1 80:9,10,15,21 81:2 82:7,10 84:22 85:5 86:4 89:13,18,23 90:4,17 93:19 94:1,6,13 95:7 95:11,17

chairmanships 5:8

chairpersons 85:21

chairs 4:14 23:15 27:12 56:18

challenged 24:15,17 41:1

chance 47:10 55:23

change 20:8 53:2,4 63:15 91:18

changed 59:20 92:13

changes 20:17 20:23 44:8 45:3

changing 53:9

characterized 41:14

check 60:18

chesteen 2:8,9 7:22,23 12:4,5 23:21

chestnut 40:12

choice 34:10 37:12,18 42:9 47:5,19 65:14

choices 44:15 45:4 68:18

choir 78:15

choose 47:4

chris 5:18 8:4 9:8,22 23:17

citizen 46:1

citizens 46:17 48:7 86:20

city 81:15 91:22 92:4

civil 49:10

claim 64:11

claims 39:18

clark 57:23 58:2

clarke 86:6,7,9

clc 68:1 74:10

clear 28:22 29:20 30:20 38:14 42:15 61:9 70:14

clearly 32:12,15

clerk 2:4,6,8,10 2:12,14,16,18 2:20,22 3:1,3,5 3:7,9,11,13,17 3:20,22 4:2,5,8 6:11 7:13,16,19 7:22 8:2,5,8,11 8:14,17,20,23 9:3,6,9,13,16,20 9:23 10:3,7,10 10:14 11:17,21 11:22 12:2,4,7 12:10,12,14,17 12:20,22 13:2,7 13:10,13,16,19 13:23 14:3,6,10 14:14,18 22:2,5 63:15

close 5:22 41:18 41:23 42:4,12 42:16 43:2,6 77:1

closed 94:7

closely 52:20

clouse 3:9,10 4:16,17 9:10,11 13:13,14 24:6

coalition 52:17

cochrane 81:23

cognizant 82:5

cohesive 88:7

collect 57:10

collective 15:8

collectively 40:10,14

colonial 81:8

color 37:16

coma 32:10

combined 50:17

come 5:3 22:10 27:1 32:4 57:3 70:2 90:2,19

comes 37:12 60:11

comfort 61:22

coming 5:5 45:13

comm 96:22

commend 57:7 61:17

commended 57:8

comment 22:1 79:22 90:8

comments 21:12 26:9 27:7,12,19 79:6,8 80:8 90:2 90:5,18

commission 58:3 77:5

commissioner 95:10

committee 1:5 4:15 15:15 16:7 17:5,21 23:12 23:15,20 26:8 27:12,13 31:21 33:11 37:23

38:6 40:5 41:4 48:14 51:13 56:18,19 57:3 66:6,12 67:4,17 68:20 73:11 75:11 79:11 86:8 87:23 88:21 89:4 90:8 90:11,12 95:5
committee's 23:13
communities 76:8 81:21 82:2 86:18,19 87:9 87:10,17 88:3,7 88:12,17 94:23
community 43:17 81:7,18 82:4 88:22
compactness 90:13
compared 47:21 50:16
compliance 36:1 36:3 44:9
compliant 21:1
complies 25:17
comply 66:9
comprise 43:1
computer 96:7
concern 52:16 53:6 83:23
concerns 56:3 83:2 88:14
conclude 66:14 94:3
condemning 59:16 60:8
conduct 88:21
conference 36:19 40:9 56:22 60:3 62:1 82:20
conform 43:7
confusion 28:21 30:14
congratulate 63:13
congress 24:14 37:13,19 52:2 61:23
congressional 5:4 24:14,17,20 24:23 25:5,8,11 25:16 27:9 35:22 40:21 46:9,20 47:7 51:5 52:2,3 75:20 76:1 77:2 77:6 80:1,3 82:19 86:16 87:15 89:6
consider 36:6
consideration 41:5 51:16
considering 20:9 79:21
consistent 66:8
consistently 43:14
consolidated 64:13 71:5,6
constitute 43:5
constitution 21:2 25:1 65:8 66:10 72:1
constitutional 46:11 58:11 64:11 70:21
constrain 76:9
consummate 91:2
contact 16:8
contains 43:13
content 96:6
continue 56:9 87:15
continued 49:14
contributed 87:11
convened 67:17
convert 63:21
convict 91:15
convicted 92:20
convicts 91:4
cooper 44:23 66:11 67:9
copies 33:2,7,9
copy 17:6 19:4 39:20
core 35:1 43:18 43:21 44:2,5,10 47:20
cores 45:6
correct 29:2,7 29:16,17 31:22 38:13,18 39:5 65:6 70:16 71:3 72:9 74:15,22 77:17,18,21 96:11
correctly 41:21 42:2
cotton 93:13,13
council 91:22 92:4
councilperson 92:21
counsel 96:15
count 59:8 93:1 93:21
counties 35:1,6 43:19 48:1 61:1 61:2 66:15 68:9 72:22 73:8,15 75:13,22 76:5,8 76:19 77:10,12 77:16 78:10 84:3
country 53:10
county 43:21,22 44:16,17 45:5 52:13,15 58:1,5 59:14 67:19 68:4,5,5,5,12,14 68:15,15 72:2 73:10 75:8 76:2 77:5 78:3 80:5,5

80:13 81:14 83:21 91:9 92:17 93:12 94:18,20 95:9 95:10 96:2
couple 20:11 83:2
course 20:11 47:5 76:18 79:9
court 5:6 16:23 17:2 20:15 24:15 25:2,9,14 26:3 27:3 30:22 31:10 33:20 34:2,12 36:2 37:7,10 40:18 41:9,19,20,23 42:1,5,21 43:11 43:12 45:2 47:6 49:18 53:8 64:12,16,20,21 66:11 67:10,23 68:20 70:20 71:8 72:16 75:17,19 76:23 77:7
court's 25:6,14 34:13 41:10 42:19 43:8 64:22
courts 38:10 43:18 58:6
cracking 34:20 35:4 43:16
created 66:20
crime 83:13
criminal 91:10
critical 87:3
crossover 68:13 68:17
crowe 50:4,6
cultural 88:5
culture 52:8
current 35:22 49:18
cutting 84:16

d

d 27:22
daniels 39:13
data 50:15
date 17:22,23 96:12
dated 18:16
david 85:6
day 50:2,7 60:13 91:15 92:5 96:18
days 50:18
deadline 15:14 38:9
dealing 31:1
dear 40:4 79:10
decatur 35:10
decided 26:20 31:4
decision 52:21 53:8 72:17
decisions 43:10 53:18
declared 49:18
decrease 50:9
dedicated 52:6
deeply 63:10
defending 81:15
defense 83:8
deference 22:18 44:13
definitely 50:11
degree 34:4 42:17
delta 81:5
demands 66:14
democracy 49:8 89:11
democrat 7:9
democratic 56:21,22 57:1 60:3 62:1 82:20 87:2
demonstrated 68:16
depends 68:13
description 66:23
deserves 63:5
determination 25:7 65:13
determine 65:10 67:12
determined 41:22 42:3
developed 76:22
deviation 73:9 73:22 74:2,6,8 74:10,13,20 75:2,16 77:2,8 77:13,16,20 78:2
deviations 43:23 74:5 78:9
dialogue 89:1
dictum 73:17
differ 18:19 59:4
different 20:16 31:9
difficulties 50:17
diluted 88:3
directed 50:21
direction 48:6
director 52:4 82:16
discrimination 41:17 49:20
discuss 16:18 17:11 20:4
discussed 47:13
discussions 79:3
disenfranchis... 87:8
dismantle 86:12
disobedient 55:9
displayed 27:20
distinction 70:14
distribution 33:14

district 27:21,22 34:2,8,11 35:2,3 37:20 41:9,20 42:1 43:7,12 45:6 49:19 51:14 52:3 56:1 59:14,19,23 60:1 64:12,21 64:22 65:22 66:20 67:8,14 67:14 68:10,11 68:12 80:3,6,7 82:19 84:16 92:3,14,21 93:5 95:10
district's 41:8
districting 66:2
districts 24:13 24:14,17,20,23 25:5,8,11,16 27:9 33:22 34:5 34:17 35:9,9 42:23 43:4,13 43:20 44:4,6,7 46:20 47:2,16 49:4 51:5 54:1 56:4 58:20,23 59:9,12 61:9,23 62:12 65:5,7 67:11 68:3 71:21 75:14,21 76:1,7 77:2,3,4 77:6,7 84:18 85:20 88:11,14 90:14 94:17
diversity 5:7
documented 41:18
doing 20:15 29:22 68:22 85:12
donald 89:16
donna 63:23
door 94:19
dorman 23:11
dot 27:23
dothan 82:12
doubts 71:22
dowdy 40:6
dr 51:23 54:4 56:14,16,17 62:15,22 63:1,5 63:8 94:15 95:3
draw 60:5 61:1 75:12 86:15 89:6
drawing 49:3 87:15
drawn 27:9 44:6 52:17 55:19 60:23 65:22 72:13 73:10 75:7 76:3,7
driving 48:19
dubose 40:12
duchin 44:23
due 58:17 59:4

e

e 27:23,23 96:1 96:1
earlier 90:11
early 67:16 91:18
economy 49:16
education 35:16 49:12 83:19
effective 56:5 66:19
efficiently 82:2
eight 43:18
either 7:15 35:2 43:1
elaborate 49:3
elect 7:3 10:19 34:9 37:12 47:18 88:12
elected 91:21 93:15
election 4:14 38:3 44:20 50:18 67:10
elections 41:12 42:6 43:15 47:7 67:12
eligible 83:16 84:17
ellis 3:11,12 9:13,14 13:16 13:17 24:6
elmore 84:4
email 21:12,20 21:23 22:1 27:18,20 90:2 90:11
emailed 79:6
emphasized 42:21
employment 49:12
empower 86:16 88:11
enable 27:2
enact 66:6
enacted 24:12 44:19 64:16
enactment 41:2
encourage 62:4
ended 92:1
enforce 65:3
engagement 52:7
engaging 88:22
england 3:14,15 5:18 6:20,23 7:15 8:4,19,22 9:8,17,18,19,22 10:2 13:20,21 24:7 69:3,8,12 69:13,23 70:1 70:10,11,23 71:9,18 72:4,18 73:1,5,12,23 74:7,11,18 75:1 75:5 76:12,17 77:14,22 78:7 78:15,19

enjoy 41:11
enjoyable 57:22
ensure 87:5 88:2
ensured 37:10
entered 25:3
entire 54:1
entitled 65:14
envelope 33:13
equal 55:15 75:20
equalize 68:8
eras 81:9
especially 55:17
essentially 44:16
establish 65:16 66:18
established 88:11
establishes 64:16
establishing 65:18
evaluate 66:17
evan 32:17 36:14 40:6 82:22
evans 89:21,22
evening 54:23
everybody 15:11,13 17:5 18:4 19:18 21:4 21:5,22 32:12 39:21 53:22 57:20 58:17
evidence 34:3 66:13 67:6
example 50:5
except 68:10
excuse 23:22
executive 52:4 82:16
exercising 86:21
exhibit 28:6,8
existing 19:17
expecting 20:16
experienced 50:23
experiences 88:13
experts 42:13
expires 96:22,23
explained 83:4
explaining 49:5
explanation 67:3
express 36:22 57:4
expressing 52:16
extensive 41:15
extra 32:9
extraordinary 16:20
extreme 42:17

f

f 96:1
fabric 87:12
face 50:18 87:15
faced 86:20
faces 91:7
facing 50:2
fact 30:20 31:3 31:14 49:8 58:14 67:7,17
factor 49:7
fair 55:15,22,23 58:15 86:22
fairly 79:14
fairness 5:10 89:10
faith 86:9,10
faithfully 41:20 42:1
far 15:16 35:16 37:8 86:18
fast 15:17
favor 11:18 15:7 34:13 40:19
favored 67:13
features 34:16
federal 16:22 24:15 25:2 35:23 43:12 55:10
feeding 49:13
feel 35:18
felicia 54:16
felt 79:16
ferries 81:20 82:3
fifth 84:11
fight 61:19 62:8
figures 2:10,11 4:23 5:1,19 6:7 7:6 8:2,3 11:6 12:7,8 17:15,17 17:22 23:22
filed 34:19
filings 26:2
final 44:2
finally 44:20 89:2
find 74:14
findings 41:10 42:6
fine 32:23 39:23 54:15
first 6:5 11:15 28:1 30:22 31:21 45:15 65:16 76:3 88:2 91:4,23 92:1,19 92:20
fits 66:22
five 32:5,13,19 32:23 63:9 73:8 84:11
flexibility 65:21
floor 10:20
folder 70:5
folks 33:5
follow 55:14 68:21,22
following 24:11 87:23

follows 64:23
forbidding 25:4
forefront 53:2 53:15
foregoing 96:4,8
forgive 82:10
forgot 59:8
form 35:1 96:7
forward 22:10 32:10 38:2,5 44:1 48:5 56:6 56:11 57:8 62:18 82:18 84:20 90:19 95:2
fought 48:22 81:13,14,15 87:11
found 36:1
founder 52:5
fragmented 88:3
france 15:16
frank 90:22
friends 57:11 59:6
front 21:18,23
full 36:22 37:4
fully 87:2
fulton 54:11
fund 83:8
further 44:13 57:6 79:3 96:14
fussing 60:8
future 89:9

g

g 27:23
general 43:15
gentleman 94:9
gentlemen 10:17 36:17
geographic 88:5
gerrymandering 76:10,11 83:22 88:4
gerrymanders 24:18
getting 61:22
gingles 65:16 66:18
give 22:18 26:21 27:16 32:4,9,13 32:19,22 37:16 41:4 46:17 61:21 63:5,9 79:18 86:16 87:16 89:7
given 17:6 36:7 42:17 53:21
gives 17:13 60:6
glad 21:7
glasgow 82:15 83:9
glass 83:9
go 4:21 17:4 18:13 51:3 69:16 76:14 78:12 81:8,11 93:7,22
goal 58:19
goes 60:12 72:15
going 17:9 19:1 20:3 21:20 30:10 31:10 32:4,8,13,18 46:14 56:1 57:6 57:12,13 58:8 59:3,11 60:2,3,5 60:20,21 61:8 61:14,17 62:12 63:2,7,9 65:3 69:6 70:12 72:14 75:10 95:1
good 23:9 32:16 32:17 36:16 39:11 45:17 51:22 54:23 57:15 61:17 72:12 76:6 82:14 91:2
gotten 92:6
gov 27:23
governance 46:12
governing 66:10
government 49:23
governor 16:19 91:20
graciously 90:22
graduated 45:20
great 5:9 22:18 52:14 55:6
greater 40:7
greatly 21:15
gregory 86:5
grimsley's 59:14
group 40:23 46:3 48:18 52:18,18
groups 88:23 93:1
guess 19:23 29:11 76:2
guidelines 16:15 16:18 17:6,7,11 17:21 18:3 19:18 20:2,13 20:18
guides 31:7
guy 91:20
guys 53:18

h

half 61:11
hall 3:18,19 5:14 9:20,21 10:22 11:1,2 13:23 14:1 24:8 93:8
hand 22:21 33:12 63:6
handed 38:15 55:13

handicaps 91:7
happened 59:13 92:2
harper 61:5
harris 66:11 67:9
hb1 34:18 40:21 41:1,9,22 42:3 44:7,17
heading 17:18
healthcare 49:11
hear 17:10 27:4 31:19 32:12,22
heard 7:12 53:22 87:6 88:18
hearing 1:9 17:1 17:8 21:22 22:7 22:9 23:10,13 23:14 25:20 26:4,7,16 27:8 27:11,18 28:2,6 33:14,21 46:9 56:8 69:16 79:9 84:19 90:9 94:4 94:7 95:19,22
hearings 52:12 69:19
heavy 50:19
held 34:2 41:19 41:23 83:8
help 60:7 62:15
helped 52:11
helpful 20:22 36:9
helps 76:9
henry 59:14
hereto 28:10
heroes 49:15
hi 82:14
hiding 19:17
high 45:20 46:4 85:9 93:10
highest 84:3,12
highway 91:13
hill 61:5
hills 45:20
hindered 87:1
hip 52:7
historians 46:15
historic 80:20 80:23
historical 80:18 86:23 88:15
historically 81:6 81:17
history 41:16 46:7 49:9 52:23 55:7,9,11 81:9 81:20 87:7 89:6
hold 34:23
holding 40:20
hollow 59:1
homeless 49:13
hop 52:7
hope 36:8 79:18 90:9
hot 20:10
house 4:21 5:12 5:13,15,22 6:4,5 6:10 7:2 23:18 77:3
housed 83:20
housing 49:12
human 49:10
hundred 81:3
hunt 91:20
huntsville 35:10 93:7

i

identification 28:9
identified 43:17 45:2
identify 27:5
ids 50:16
iii 90:23
illustrative 44:22,23 45:1 65:17
immensely 87:12
impacting 84:17
imperative 87:18
implore 53:13 53:18 86:15 88:20 89:2,3
importance 46:10 49:3
important 5:7 20:7 27:2 56:18 59:13 83:14
improving 52:6
inaudible 15:5 16:12 54:7,8,13 69:4,14 85:3
incarcerated 83:5,11,16
incarceration 84:13
include 42:23
included 27:19
includes 48:23 80:4
including 26:4 44:22 66:19
incorrect 50:21
increase 76:19
increased 50:11
increasing 83:22
independent 30:23 31:3
indicate 47:20
indicated 33:19
individuals 47:1 47:18
inequalities 87:14
influenced 50:9
informed 46:16
initial 20:9
initially 71:11 91:3
injunction 25:4 25:19 41:8

42:19 65:2,10
injustices 86:23
inmates 84:4,5
input 18:23 21:4 69:6
inside 14:23 50:20 83:17
instance 44:4
instilled 46:13
intense 42:15
intentionally 78:18
interest 43:17
interested 96:17
interests 88:9
intimately 52:9
introduced 25:21,23 30:1 67:16
involved 52:10 63:10
involving 83:13
iraq 48:21
irrelevant 61:6
issue 29:6 35:23 57:16
issues 34:18 35:21
item 4:13 14:21

j

j 1:16 89:16 96:21
jackson 39:11 39:13 40:1,4,7 48:11,12,15 51:4 54:6
jaigregory 86:9
jail 91:9
james 54:17,19 54:23 55:1 90:7 90:10,22
jefferson 44:15 68:4,12,14,15 72:2 80:5 96:2
jim 50:4,6 63:3 63:7
jimmy 57:23
job 61:17
joe 56:14,20 83:4 91:3
john 95:9,11,12
jointly 26:5 28:3 28:5 40:15
jones 3:20 9:23 10:1 14:3,4 24:8 40:12
judge 34:1 41:7 64:21 70:19 71:8 72:16
july 1:10 2:2 15:13,19 16:11 16:20 62:18,21 69:2 79:3 96:18
juncture 87:4
june 25:13 34:12 40:17 47:6 49:17 52:21
justice 50:14 51:9

k

kay 79:10
keep 47:22 56:4 70:12 75:12,21 85:8
keeping 35:11 43:18
keeps 34:23 35:19 75:12
kept 93:14
key 47:14
khadidah 40:7
kick 23:3
kin 96:15
kind 28:20 60:19 85:22 91:1
know 16:7,9,19 22:15 38:23 39:20 40:17 47:5 55:5,7 58:10 61:18 62:10,23 65:4 69:1 75:11,23 83:3,7 84:10 85:8,19
known 40:10,15 46:19 48:3 82:17

l

l 27:23 40:12 56:15,20
lack 79:16 83:18
ladies 10:17 36:16
lady 91:5
laid 37:7
lakeisha 40:11
large 57:19
largely 44:5
late 90:6
law 35:12 50:1
laws 50:8,8,12
lawsuit 34:19 57:7 83:9
lawsuits 24:16
lawyer 23:11
lawyers 20:23 46:15 61:18 67:2
lays 39:18
lead 37:1
learn 46:5
leave 44:4 53:11 90:8
lectern 27:1
left 58:4
legal 67:22 83:8 87:19
legally 45:2
legislative 1:5 45:4 51:11 66:22
legislative's 44:13
legislator 91:2
legislators 62:11
legislature 24:12 37:23

44:6,18 45:10 58:22 59:16 65:2,20 68:7
legislature's 41:2 44:14
lemonade 91:12
lemons 91:12
lengthy 50:19
lesson 81:10
letetia 39:13 40:6
letter 28:3 33:2 39:17 47:11
liability 65:18 66:4
liberty 51:9
license 96:22,23
lie 55:5
life 91:18
light 5:3
liked 92:18
likely 41:3 47:8 75:18
likeminded 48:19
limestone 84:5 91:9
limit 27:7
limiting 45:5
lines 5:5 50:19 60:5,19 66:16 68:4 72:3,22 73:20 78:3,18 84:16
list 26:15 28:12
listening 27:17 56:20
literally 92:18
litigation 67:16 71:6
little 20:10 23:4 32:9 57:15 59:20 60:6 80:17 81:16 82:2,3 91:1
live 21:21 37:21 45:18 83:21
lives 48:15
livingston 2:12 2:13 8:5,6 11:8 11:17,18,19 12:1,3,6,10,11 12:11,13,16,19 13:5,9,15,18 14:9,13,17,19 23:16,22,23
locations 48:20 50:22
log 59:1
long 46:19 70:12 73:19 79:20 81:7,19 81:21 83:12 86:18
longstanding 87:14
look 17:14 18:4 19:18 20:12 21:5,7 38:5 48:5 56:2 62:17 84:20 85:16,23 94:17
looked 59:2 67:10
looking 13:5 17:17 18:6,16 77:7 95:2
lot 47:13
love 40:13 85:11
lovvorn 3:23 4:1 10:4,5 14:7,8 24:9
lower 34:11,13 35:23 36:14

m

ma'am 17:16 19:7,10,13 31:17 40:3
mad 60:16
maddox 46:6
made 46:22 47:1 49:19 94:15
maintain 44:5
major 49:7
majority 7:8 43:2,5 47:16 49:4 51:6,14 58:20,22 60:14 61:9,22 88:10 92:8,9
make 19:6 20:23 21:6 28:21 29:19 30:13 38:13 53:18 55:14 67:5 70:13,13 74:20 77:15 78:11 85:10 93:16 94:17,21 95:5,14
makes 45:3 47:13
man 92:2,19,20
manasseh 40:13
mandate 55:12 55:14
mandates 55:10
manner 44:16
map 13:5 26:9 29:6,9,20 30:1 34:15,19,22 35:3,5,11,14,16 35:19,22 36:6 36:23 37:3,6 38:1,14,15,16 39:17 46:21 47:17,21,22 49:19 53:17 63:15,21 64:8,9 65:14 68:1,2 70:3 72:7,12 73:2 77:11 79:13 80:1,2,4 84:14 90:9 92:15,16 95:2
maps 29:15 37:9 37:15 52:16 55:14,15,19,20

65:15,17,17 71:15,16,19,21 72:6 74:1,19 75:2 84:1 86:16 87:16 89:6 94:21
marcus 40:11
marked 28:8
mary 85:1
materials 36:8
matter 48:16 55:2
matthews 90:21 90:23
maximum 75:15
maye 54:6,6,7
mayor 91:22
mcgowin 94:11 94:15 95:9,9,11
mean 53:10 73:6
meaningful 89:1
means 25:15 76:7 96:5
meant 38:18
measures 66:21
meet 38:8
meeting 14:22 15:19 16:11,13 17:13 20:4,5,19 21:21
meetings 84:21
meets 37:6
member 33:11 82:18
members 4:10 6:12 7:14 23:19 24:13 27:13 33:19 38:4 40:5 51:13 56:19 86:8 89:2,3
mention 6:22 29:5 48:22 58:7
mentioned 91:3
merrill 24:16,19 24:21,22
message 5:9
mic 36:15
michelangelo 91:14
microphone 18:9 22:14 32:11 80:22
mike 80:12
miller 29:14
milligan 24:22 25:20 26:6 28:4 29:1,14 30:16 32:16,17,20 33:1,8,10 36:11 36:21 38:19,21 40:6,10,19 45:8 47:11 48:4 53:16 64:14 65:13 71:15 72:7,8 82:22,23
minds 56:2
mine 55:6
mines 83:3
ministries 40:8
minority 5:13 7:7 49:4 51:14 57:1 85:14 86:19 87:22 88:10
minus 77:8
minute 13:6 27:16 59:19 67:20,21
minutes 14:22 15:9 27:16 32:5 32:13,19,23 33:16 45:14 63:9 90:20
mirror 35:15
misguided 51:1
missed 92:12
mission 86:11
mistake 95:15
mobile 35:17 44:17 68:5 72:2 80:7 81:5,15 82:6 85:11
mobilize 52:11
mock 46:8
modest 44:8
moment 63:2 89:5
montgomery 35:17 43:21 48:11 54:16,19 56:15 58:5 68:5 80:7 84:5 85:2 89:16
moral 51:11 83:13 87:18
morning 32:16
motion 5:21,21 6:3 7:13 15:1,4
move 38:2 44:1 48:6
moved 6:1 15:2
moving 14:20 57:8
multi 86:10
multiracial 52:18 86:11

n

n 27:23
naacp 36:19,19 38:3 40:9 83:7 92:23
name 15:22 16:2,4 17:19 23:10 26:23 27:6 32:12,17 36:17 39:12 45:18 48:14,17 51:23 54:23 56:20 82:15 90:20,22 95:8
named 46:6
nation 46:12
near 27:20
necessarily 77:9
necessary 44:8 60:22 66:4 73:16 77:17,20

need 15:21 16:1 16:4 20:14,17 20:19 21:16,17 21:18 22:5,14 22:14 23:4 32:10 42:22 61:7,8 62:5 64:21 81:9 94:21 95:7
needed 46:16
needs 75:11 88:9
neighbors 49:13
neither 96:15
never 46:21 58:4
new 24:13,14,17 24:19,22 25:5,7 25:10,16 26:5,9 27:8 66:20 79:18
nominate 4:18 5:18 11:3
nomination 4:22 5:15
nominations 5:22 10:20
nominee 52:2
north 93:7
northern 35:8 35:13
noticed 59:5
number 16:2,6 45:5 76:19
numbers 55:5 84:8 85:9 93:1 94:21

o

o 27:23
objective 73:16 78:10
objectives 78:4
obligation 87:19
observations 85:10
obstacles 49:6 86:21
occurring 96:12
october 67:18
offering 20:2
office 91:21
officer 23:13
oh 30:9 32:21 90:5
okay 6:21 16:16 23:2,6 28:14 29:4 30:10,11 32:2 33:3,8 38:22 40:1,2,4 54:14,17 64:5 69:21 77:22 81:4
older 92:8 93:5
olds 91:8
oliver 92:13
once 55:6 66:7
ones 18:17,22
online 81:3
open 10:20
opened 82:1
openly 88:22
opinion 46:1 64:22
opinions 73:18
opportunities 47:17
opportunity 26:21 33:22 34:5,17 36:7 37:17 47:3 48:13 53:21 57:3 65:5,7 67:7 68:2,12 71:21 75:14 86:13 87:4 88:16 90:14
order 6:18 10:18 28:20 42:20 43:8 65:5 65:22 68:7 73:8 73:13 77:12 86:12
orders 31:2
ordinary 82:16
organization 16:4,5 46:3 48:17 52:9 86:11
organizations 36:20 88:23
organizer 55:1
orr 2:14,15 8:8 8:9 12:12,13 23:23
outside 34:8 50:20 85:16
overall 44:2,10
overcome 88:15
overt 41:14

p

p.m 1:11
p.m. 2:2 15:13 62:20 95:20
package 70:7,8
packet 14:23
page 19:6 96:12
painful 87:7
painted 91:14
panel 33:5 34:2 34:11 35:23
paper 91:13
paramount 88:20
pardon 91:20
park 80:20 81:1 81:13
part 35:8,13
participate 87:2
participating 57:18
participation 88:20
particular 26:13 31:4 46:3 83:21
particularly 34:20 39:18 46:22 84:3,16

86:19
parties 71:5,7 96:16
party 29:21 57:2 71:1
pass 58:22 72:15
past 44:14,14 60:23 67:11
pastor 83:8
pathways 86:13
pending 41:3 64:12 65:9 70:16,19
people 21:20 28:12 37:16 45:14 46:8 47:3 48:19 49:13 52:12 53:1,15 53:19 55:17,23 56:3 81:3 82:17 83:16 91:19 92:7,9 93:9 94:18,22
percent 42:9,12 44:12 46:23 47:20 50:15,16 51:7 59:7 61:10 61:10,11 72:23 75:16,16
percentage 44:11
percentages 74:2
perform 43:14 67:7
performed 67:11
period 81:22
persevered 87:10
person 37:12,18 45:15 58:12 60:10 77:9 85:4 85:6 92:2,5
persons 26:15 27:17
perspective 80:18
pertains 49:10
peyton 61:5
phase 30:22 31:1,8
phases 30:21
phone 16:2,5 51:1
photo 50:13,16
physically 27:3
picked 91:13 93:13
picture 91:14
pinnacle 53:4
place 61:5
placed 35:2
plaintiff 29:21 30:10 31:22 32:5 36:20 66:17
plaintiff's 30:2 44:22
plaintiffs 22:17 22:20,23 25:21 25:22 26:6 28:4 28:23 29:2,12 29:13 30:4,6,8 30:16 32:1,3 37:1,3,5,6 38:5 38:16,17,19,21 39:1,4,14 40:11 40:15,20,23 43:9 44:21 45:9 47:12 48:5 53:9 53:16 55:16 57:7 61:16 62:4 64:10,11 65:13 67:15 70:18 71:16 72:9 79:12 82:22 84:14 90:15
plan 16:1,22 26:5,10,13 28:5 40:16,21 41:3,6 42:22 43:3,9,13 44:12,15,20,21 44:23 45:1,10 47:11 48:4 57:5 58:4,8,11,18,19 60:4,6 61:21 62:19 63:15,17 64:16 65:11 67:5 70:21,21 74:10 75:12 76:3 79:18,21 82:23
plans 15:14 25:22 26:1,1 44:22 57:19,21 59:3,5 60:7 66:6 67:18,19 70:6,8 74:12
plead 51:12
please 17:7 18:8 26:23 27:5,7 32:10 63:21 90:19
pledge 51:8
plenty 17:13
plus 72:23 77:8
point 6:17 21:10 28:20 31:15 60:13 68:19 81:6
pointed 47:15
pointing 67:1 78:16
points 47:15
polarization 34:3 42:14
polarized 42:7 42:18
police 50:19
policy 44:14,14
political 41:12 49:15 56:22 76:8
politician 91:3
politicians 46:15

politics 53:14
polls 48:18
pond 54:16
populated 84:3
population 43:22 47:1 51:6 51:7 59:11 60:15 68:8 75:15,20 77:20 91:6 92:8,9
possible 15:18
possibly 57:21
potential 26:9
powell 40:13
power 86:17 87:16 89:7
practical 42:21
preaching 78:15
preamble 23:5
precedence 41:21 55:12
precedents 42:2
precincts 35:7 73:15 78:9
preconditions 66:19
preferred 42:11
preliminary 25:3,7,15,19 41:8 42:19
premonition 91:15
presence 50:19
present 4:8,11 27:4 74:1
presented 16:22 47:3 48:4 71:14 72:8 73:2 74:12 74:19 83:1
presenter 69:9
presenters 71:12
presenting 34:15
preserves 35:13
president 36:18 85:13,13
pretty 57:14
prevails 89:10
prevent 76:11
previous 47:22 53:19
previously 25:23
primary 43:15
prime 50:5
principles 46:11 66:2 88:1
pringle 4:3,4,13 4:18,19,20 5:20 6:2,9,16,19,23 7:1,2,12,15,18 7:21 8:1,7,10,13 8:16 9:2,5,12,15 10:6,8,9,9,13,15 10:16,23 11:4,7 11:10,14 14:11 14:12,20 15:3,6 15:9,23 16:14 16:17 17:16,20 18:1,8,12,21 19:7,10,13,16 20:3,21 21:16 22:4,8,13 23:6,8 23:18 24:9 28:13,15,18 29:3,8,17,23 30:9,17 31:16 31:20 32:2,8,18 32:21 33:6 36:10 39:23 40:3 45:12 48:9 51:2,17 54:3,10 54:14,21 56:12 62:13,17,23 63:7,14,20 64:1 64:5 68:23 69:5 69:10,15,21 70:3 78:19 79:1 80:9,10,15,21 81:2 82:7,10 84:22 85:5 86:4 89:13,18,23 90:4,17 93:19 94:1,6,13 95:7 95:11,17
prior 20:18
prioritize 87:23
prison 83:12,22 91:17,18,19 94:19,20,20
prisoners 59:8,9 59:10
prisons 83:5,17 91:6
privilege 46:4
privileged 57:17
probably 85:19
problem 35:4 68:19 78:17
procedure 20:1 20:8,9
procedures 31:12
proceeding 96:4
proceedings 2:1 96:11
process 17:4 30:21 31:9,11 38:2 52:10 78:1 78:13 87:3 88:1 88:22
processes 31:13
processing 15:17
produce 86:13
produced 59:6 96:6
produces 75:13
producing 34:23
professor 55:6
profound 94:16
program 46:8,9
progressive 79:19
progressively 56:11
projected 85:16

promote 58:19
propelled 52:23
propensity 93:2 93:3,10
proper 48:20
proposed 25:21 25:23 26:5 28:5 68:1 90:10
proposes 43:3
protect 58:12 87:21
protecting 45:6
protection 47:23
proven 49:8
provide 66:7 67:2 71:21 88:16
provided 29:15 36:8
provides 68:2
public 1:9 17:8 21:21 22:7,9 26:9 46:18 52:12 69:7,16 69:19 85:17,18 88:19 94:4,7
purpose 26:7 27:10,11 72:13 74:8,13
purposes 65:18
push 56:6,10
put 31:11 53:14 53:14 58:3 62:9 62:19 63:23

q

quality 96:10
question 11:15 18:18 22:2 66:5 69:4,9,11,17,23 71:10,12,13 72:5,11 76:13 78:21
questions 16:6,8 21:12 27:13,14 38:7 69:19 79:5
quite 36:13 43:2 43:6 85:10
quorum 4:9,11
quote 41:10,19 41:20,23 42:1,4 42:7,12,14,16

r

r 27:22 96:1
race 66:2,15 79:20
races 50:17
racial 24:18 34:3 41:14,16 42:13 66:16 68:4 72:3,22,23 73:20 78:18
racially 42:7,18 58:14
racism 50:3 86:12
raise 22:21 36:14 83:2
raised 45:19
ran 91:21,22,23 92:10
rate 84:13
read 17:10 18:4 21:5 22:2 31:2 39:16,21 64:22 79:7
ready 22:9 28:15 38:2
real 57:14,16 60:17
realistic 61:12
reality 42:21 60:18
realize 58:13
really 32:20 46:12 53:18 84:6 85:7
reapportioned 59:15
reapportionm... 1:7 17:20 23:12 26:8 48:14 57:18 58:4 89:4
reason 5:4 18:3 43:3 45:7 75:8
reasonable 51:14
reasonably 66:3
reasons 45:8 48:2
received 79:8,23
recently 26:3 59:16
recognition 5:2
recognize 45:14 63:3 87:13
recognized 36:2
recognizes 48:10 51:20 54:5,11,16 56:14 78:20 80:12 82:11 85:1 86:5 89:15 89:20
recognizing 55:10
record 27:6,19 28:2,22 29:20 33:3 38:13 39:16,22 66:22 84:8
recording 96:10
redistricting 17:21 37:22 38:6 40:21 46:2 52:10 79:11 88:1,21
redraw 37:9
redrawing 5:4 80:1
redrawn 25:17
reduce 59:11
reed 56:15,16 56:17,20 62:14 62:15,22 63:1,5 63:8 83:4 91:3 94:15 95:3

reference 26:10 26:12,13
referring 67:4
reflect 44:7 45:4
reflects 88:8
regarding 46:1
regardless 79:19
regards 34:20
region 82:6
registered 26:17
related 41:17
release 24:11 91:19
relevance 46:10
relevant 29:13
remedial 25:21 26:1,1,5 28:5 35:3 36:6 38:15 38:16 39:17 40:16 42:22 43:4,9,20 44:12 44:21 65:15 79:13
remedies 43:16 45:3
remedy 31:1,3,8 64:19 66:7 71:7
remind 15:12
remotely 1:16 27:18
repairing 49:10
repeat 55:4,8 58:9
reporter 27:3
represent 37:19 55:23 56:1 70:15 79:14
representation 79:17 86:22 87:17 88:8 93:6
representative 3:3,4,5,6,7,9,10 3:11,12,13,15 3:18,19,20,22 4:1,2,4,5,7,16 4:17,18,19 5:14 6:20,22,23 7:17 7:20,23 8:3,7,9 8:12,15,18,22 9:1,3,4,5,6,7,8,9 9:10,11,12,13 9:14,15,16,18 9:19,20,21,22 9:23 10:1,2,3,5 10:6,7,9,10,12 10:13,22 11:1,2 11:5 13:7,8,10 13:11,13,14,16 13:17,19,21,23 14:1,3,4,6,8,10 14:14,16 23:17 24:3,4,5,5,6,7,7 24:8,8,9,10 47:4 47:19 48:7 52:13 69:3,8,12 69:13 70:1,10 70:11,23 71:9 71:18 72:4,18 73:1,5,12,23 74:7,11,18 75:1 75:5 76:12,17 77:14,22 78:7 78:14 91:23 92:11
representatives 23:19 88:12
represented 55:16 59:18
representing 22:17,20,22 37:13 70:17 86:9
represents 23:12 96:8
republican 7:10
repugnant 41:16
require 77:8
required 37:8,9 78:2
requirement 50:13 65:16
requirements 74:15,21
requires 77:9
residents 89:1
resilience 87:13
resolve 41:3
respect 58:17 59:4
respectfully 45:9
respecting 88:5
response 3:8,21 76:4 78:23 94:5 95:16
result 20:16 96:17
results 60:10,11 61:20
retains 65:20
retention 44:3 44:10 47:21
return 50:10
returns 67:10
review 14:21 17:7,11,14 18:23 19:19 20:23 47:10
reyer 1:16 96:21
reynolds 4:6,7 10:11,12 14:15 14:16 24:10
rhondel 54:11 54:17,19
rhone 54:11
right 19:6,9 29:18 33:17 35:20 38:21 39:9 51:4 54:15 56:9,10 61:20 69:11 70:4 71:1 71:10,19 72:5 86:21 87:5 89:5 91:16 94:19 95:13

rights 21:3 24:21 25:1,9,18 35:21 36:4 40:22 43:12 44:9,11 47:9 48:18,23 49:11 49:23 53:2,10 64:18 65:12,19 65:23 66:9 73:14 74:14,22 78:5 87:11,20 87:21
river 93:14
roberts 2:16,17 8:11,12 12:14 12:15 24:1
robinson 92:13
rodney 40:13
rodreshia 82:11 82:15
roll 3:15,17 6:8 6:9,11 7:13 11:17,21
rolling 48:17
ronald 40:13 54:20,21 55:1
room 15:20 21:11
rowed 93:14
rule 65:22
ruled 33:21 34:12 40:18 47:6
rules 68:21
ruling 25:6,15 34:10,14 64:20
run 80:19,23 91:21
running 81:21
runoff 92:3,12
russaw 82:12,14 82:15
russell 85:6,7

s

s 27:22,23
safe 58:20,23 59:23 61:9
sanders 76:4,22
satisfied 75:19
satisfy 65:8,23 71:23 73:13 74:14,21 90:14
satisfying 72:19
saw 59:13,18
saying 19:4 71:13 72:14
says 65:10 66:12
schedules 17:2
school 45:20 46:5,21 77:5
scofield 2:18,19 8:14,15 12:17 12:18 24:1
scotus 37:10 52:21
screen 62:19 64:8
scrutiny 31:10 71:23 72:15,20
seat 92:6
seats 85:15
second 4:21 5:19,21 6:3 7:11 11:6,8,9,11,13 11:15 15:4,7 38:13 51:13 59:23 60:1 68:11 82:19 94:12
secondly 88:10
seconds 51:3
section 21:2 24:20 25:8,18 36:3 40:22 41:22 42:3 47:8 64:17 65:6,11 65:19,23 66:4,8 66:14
secure 90:13
see 20:13 53:5,8 66:21 67:11 69:1 84:6 85:19 94:10,20
seeing 48:5 53:6 62:18 95:2
seem 18:7 20:7
seen 22:16 61:20 71:16 77:11 84:1 91:16
seize 89:4
select 37:11,18
selma 89:21
senate 7:3 10:19 23:17 77:3
senator 2:4,5,6 2:7,8,9,10,11,12 2:13,14,15,16 2:17,18,19,20 2:21,22,23 3:1,2 4:22 5:1,19 6:7 7:6,16,17,19,20 7:22,23 8:2,3,5 8:6,8,9,11,12,14 8:15,17,18,20 8:21,23 9:1 10:21 11:3,6,16 11:16,22,23,23 12:2,3,3,4,5,5,7 12:8,8,10,11,12 12:13,13,14,15 12:15,17,18,18 12:20,21,22,23 12:23 13:2,3,4,8 13:11,14,17,21 14:1,4,5,8,12,16 16:9 17:15,17 17:22 23:16,20 23:20,21,21,22 23:23,23,23 24:1,1,2,2 30:18 85:11
send 5:8 21:13 22:1 33:7
sense 46:22 47:14
sent 70:6

session 16:20,21
set 38:9
seven 35:6 47:2 51:5
several 81:2
shalela 40:6
share 45:23
shared 47:12
sheet 21:18 22:6
shelby 92:17 93:12
shines 89:11
shot 55:22
show 5:7 30:3 50:13
shown 90:12
shows 84:15
shrinks 80:2
sic 40:5 41:5 44:20
side 35:20 89:5
sides 81:18 82:4
sign 21:10,17,18 22:6 26:19 54:8 54:9
signature 96:20
signed 26:15 28:12 45:15 50:1 85:7 96:18
significant 86:20
simelton 36:13 36:17 38:12,20 39:2,6,9
similar 44:17
simply 58:19
single 68:3 75:8 76:2
singleton 2:20 2:21 8:17,18 11:3,16,19,20 12:9,20,21,21 13:1,12,22 14:2 14:5 24:2,16 25:22 29:6,8,20 30:1 39:4,7 64:9 64:10 67:15 70:6,8,18 74:4,5 75:4,4,7,15
singleton's 74:4
sir 6:6 19:21 20:4,22 28:18 29:3 30:18 36:12 51:3 56:17 62:22 71:8 75:5 80:14 80:16 90:19 95:7
sit 22:11 62:5,8
six 51:4 77:10 77:12
sizable 60:15
sketch 51:13
small 74:2,19
smith 40:13 79:10
smitherman 2:22,23 8:20,21 12:22,23 24:2
society 82:17
socioeconomic 88:6
sold 91:16
solid 58:22
soon 57:14
sorry 13:4 54:22 69:22,22 74:16 76:15 82:13,23 94:9,14
sort 19:23 33:13
sovereignty 58:2
speak 26:14,19 26:20 27:1,5 32:15 36:7 39:3 48:13 80:21
speaker 4:10 5:17 6:1,6,14,17 6:21 7:4,11 11:9 11:12 15:2,21 16:10,16 18:6 18:10,14 19:3,8 19:11,14,22 20:6 27:15 28:1 28:17,19 29:4 29:10,18 30:7 30:12,19 31:18 31:23 32:6 39:5 53:20 54:12,20 57:23 58:1 67:20 69:18 70:9 85:3
speakers 26:10 26:14,17 79:13
speaking 39:7 81:6,17
special 16:20
specific 45:3 50:13
specifically 83:3 83:6 84:2
spirit 5:9,10
split 43:20 56:4 60:21,23 61:2 68:6,7 73:6,8,10 73:14,15 76:1,5 76:20 77:12 78:3
splits 35:5,6 44:15,17 45:5 60:22,22 61:3 72:2,21 73:20 78:17 84:2
splitting 66:15 68:3 75:7,22 77:10,16 78:9
spoke 91:4,5
spoken 54:18
stake 57:10,13 57:15,15
stand 32:11 53:16,17 55:3 55:11 67:19 87:3 94:7
standard 37:7 72:19 75:19
standing 82:21
start 16:21 19:8 23:5 27:5 32:3

state 5:5 25:4 33:23 34:6 35:8 35:14,16,19 36:18 38:4 40:9 44:19 47:18 48:6 52:23 54:1 55:1,2 58:6 66:16 75:23 77:4 80:20 81:1 84:11 87:12 90:19 91:23 92:10 96:2
state's 46:23
stated 53:20 85:12
statement 94:16
states 25:13 38:10 40:18 43:11 51:8 53:11 61:23 84:12
statewide 41:12
stating 27:6
stenographer 1:15
stenographic 96:5
steps 17:3 66:15
steve 23:16
stone 40:7
stop 61:8
stream 21:21
strength 34:21
strict 31:10 50:7 71:23 72:15,19 72:20
strong 42:15 66:13
strongly 36:5 45:9 51:12
students 46:13
subject 65:21
submit 15:14,22 20:17 27:18 40:16 61:14 79:15
submitted 26:2 26:11 28:3 33:3 37:1 62:20 65:15,17 67:23
submitting 16:1 16:3
subordinate 66:1
subsequent 76:23
substantially 66:3
subtle 41:14
success 41:11
successful 57:20
successfully 41:1
sugar 61:4
suggest 93:6
suggested 79:13 79:21
suggestion 21:6 21:7
sun 60:12
super 49:15
supervision 96:7
support 28:4 36:22 37:4 48:3 55:19 68:17 79:12 80:2,4
supported 38:17 39:1 42:8 42:10
supporting 6:13 64:10
supports 39:17
suppression 50:3,6 87:7
supreme 25:14 26:3 33:20 34:12 36:2 37:7 37:10 40:18 41:9 42:5,20 43:11 45:1 47:6 49:17 53:8 64:15,20 66:11 67:10,23 75:17 75:19 76:22 77:7
sure 19:6 21:1 28:21 29:19 30:13 32:14,15 33:1 37:2,14 38:14 67:6 76:15 77:15 78:11 79:2 93:16 94:17,22 95:5
system 91:17
systemic 50:3 86:12,23

t

t 27:22,22,23 96:1,1
t.o.p.s. 82:17
tactics 88:4
take 20:12 26:8 27:11,12,14 33:15 63:2 94:11
taken 75:10 96:4
talk 15:18 19:1 19:19 62:5,9 80:16
talked 94:16
talking 29:7 60:9 61:11 75:3
tall 36:14
talladega 51:21 52:1,15
target 72:23
taught 46:6,9,21
teacher 46:5
tell 80:15
ten 35:7
tend 55:8
tendencies 91:1
tensaw 81:5
terms 31:9 33:21

terribly 94:13
testimony 46:18 49:2
thank 5:2 7:4 10:16 15:11 18:14 19:15 22:4,7 30:11 31:15,16 33:14 36:6,10 38:11 38:22 39:8,9,11 45:10,12 48:8,9 48:12 51:16,17 54:2,3 56:7,12 56:17 61:16 62:13,22 63:1 63:11 64:5,7 68:22,23 79:1 79:20 80:10 82:7,9 84:19,21 84:22 86:3,4 89:12,13 90:21 93:22 94:1 95:3 95:12
thing 20:15 62:7 76:6
things 20:13 55:4 58:8 93:16
think 5:2,6,8 31:1 33:16 64:2 72:12 73:17 82:5
third 52:3
thomas 40:14
thought 18:10 57:9
thoughts 57:4
thousands 83:15
three 24:15 25:23 27:15 32:1,3,5 34:1,1 41:7 45:14 53:7 58:7 64:21 67:18 70:19 71:8 72:16 90:20
tide 3:16,17
tiffany 79:23
time 17:13 18:18,23 19:2 19:20 26:16 32:9 59:19 60:5 69:20 75:10 76:18 81:8,19 81:22 87:13 89:12 96:13
times 52:22 57:22
titled 38:16
today 15:12 16:15,18 17:8 23:3 29:1,7,9,22 33:3 36:22 45:13,23 51:18 55:11,16 56:8 56:13 69:6 82:8 83:14 84:20 86:15 89:14
together 31:11 43:19 56:5,11 58:3 62:9 89:8
told 55:7 57:11 57:12
took 35:23
top 92:14
topic 27:7
totally 30:23 31:3
touch 35:7 91:1
towards 49:20 50:6
traditional 66:1
transcript 28:7 96:6,11
transform 52:5
transparency 88:19
travis 48:10,15
trey 45:16,18
trial 25:2,6,9,14 42:13,19
true 96:10
truly 88:8 89:11
try 20:8 26:21 58:9 62:9 74:20
trying 39:19 62:7 78:4
turn 18:9
turned 91:11
turnout 50:10 50:10 52:7,14
turpitude 83:13
tuscaloosa 68:6 73:6,7,10 80:5
tutwiler 84:9
tweaked 20:14
twice 91:22 95:15
two 23:15 30:21 34:16 42:23 43:13,19 46:6 47:16,17 53:23 58:7,20,22 61:9 61:22 62:12 64:13 65:5 66:9 68:2,11 74:18 75:2,13 79:8 84:2 85:20,21 90:13
type 50:8 76:10
tyrone 54:5,6

u

unanimously 34:2
unconstitutional 24:18 25:12
undeniable 41:18
under 49:22 50:12 65:19 72:1 96:7
underrepresen... 88:17
understand 30:2,17 37:3 58:13 60:4 77:15 78:12 88:13

understanding 38:18
understands 37:15
unethical 50:12
unfortunately 83:18
unidentified 4:10 5:17 6:1,6 6:14,17,21 7:4 7:11 11:9,12 15:2,21 16:10 16:16 18:6,10 18:14 19:3,8,11 19:14,22 20:6 28:17,19 29:4 29:10,18 30:7 30:12,19 31:18 31:23 32:6 39:5 54:12,20 67:20 69:18 70:9 85:3
unique 88:13
unit 16:11
united 25:13 38:10 40:18 43:11 61:23 81:7,18 82:1 84:12
uniting 35:17
unity 19:12
university 45:21
unnecessary 61:3
upcoming 84:20
upheld 41:9 42:20
uphold 87:20
urge 36:5 41:4 45:9 87:22
urging 37:22
used 18:19 58:2
using 25:4 27:20 52:7

v

v 24:16,19,22 27:23
valley 61:5
variance 84:7
various 52:19
vestavia 45:20 46:4
veteran 48:21
vice 56:23 82:18 85:13 86:2
victory 64:15
violate 24:20,23 25:8
violated 40:22 41:22 42:3 47:8 64:17
violates 65:11
violation 65:4,6
virtually 41:11
voice 53:22 79:20 87:6 89:9
voices 52:14 88:18
volunteers 48:16
vote 6:4,5,8,10 6:22 7:14 17:12 19:2 42:10,12 49:21 56:7 58:12 59:10 83:11,17 84:17 86:22 91:16 94:18,23
voted 35:12
voter 48:15 50:3 50:5,7,9,10 51:6 52:6,7 79:15 83:19 87:7
voters 34:5,8,21 42:8,10 43:1,4 43:14 48:19 49:1,5,6,14,20 50:2,7,15,18,20 51:10 53:21 55:2 67:13 68:14 71:22 79:14,19 87:22
votes 92:12,18 93:21
voting 21:2 24:21 25:1,9,18 34:4,21 35:20 36:4 40:22 41:17 42:18 43:1,5,12 44:9 44:11 47:8 48:18,20 49:4 49:11,18,23 50:8,21 53:2,10 59:7,11 60:14 64:17 65:11,19 65:23 66:8,20 68:13,17 73:14 74:14,21 78:5 83:19 86:17 87:16,20 89:7 93:2,3,10 94:23
vr 41:5
vra 38:16 43:9 44:15,20 48:3
vs 36:21 66:11 67:9 76:4,22 82:22,23 83:9

w

wait 16:11 20:19 90:5
walked 91:12
walker 21:9,19 22:5,8,11 23:4,7 23:9,11 28:11 28:14,16 32:14 33:9 38:12,22 39:3,8 71:10 79:5,7 90:1,4
walking 77:23
want 6:4,5 17:10,10 18:3 19:18 21:4,20 21:23 22:11,18 26:20 28:21 29:19 30:13 32:22 33:18 37:2,14 57:6,14 58:7 61:7,13,15 61:19 63:12,17

70:13,13 77:15 77:23 78:11 81:5 92:22,23 95:14
wanted 19:5 30:20 83:2
wants 26:19
warning 27:17
watch 21:22
watching 22:1 39:15 52:20 81:3
water 20:10
wavelength 62:6
way 16:6 18:19 19:14 20:22 25:17 33:4 44:18 46:22 68:6 72:1 74:14 75:9 81:12 92:14,15 93:11 93:12
we've 4:8 11:12 11:14 52:19 57:19 59:22 60:4 79:8 81:17 95:5
week 90:11
weeks 20:12 53:7
welcome 23:10 56:15
wendell 40:14
went 92:15
west 79:23
westberry 76:4 76:21
white 21:10 42:10 50:10 51:6 62:11 66:19 68:14 79:15 85:21 86:1 92:18 93:6
wider 49:7
williams 3:1,2 8:23 9:1 13:2,3 13:4 24:3 85:2 89:16,17,19 93:19,21
win 56:7 57:9 57:12,13 67:14
wind 59:21
winfrey 51:20 51:22,23 54:4
wish 85:22
witnesses 69:19
woke 49:21
won 67:13
wonderful 46:5
word 51:10 95:4
work 37:20 57:22 65:21 68:21,22
worked 57:20
working 38:5
worth 80:19
write 81:10
writing 20:18
wrongs 87:5

y

y'all 32:9 33:14 48:12 63:9,10
yeah 6:16 11:14 15:23 16:17 21:4,16 22:13 23:8 28:16 32:8 32:21,22 33:10 38:20 63:19 64:7 70:11 78:6
year 19:5 91:8
years 46:7 57:18 79:17
yield 5:14 89:17 89:18,22,23
yields 89:19
young 91:5 92:7 93:4,18

z

zero 41:11 43:22 73:9,21 74:5,6,10 77:1,8 77:13 78:2
zoom 96:10