

**COORDINATED PUBLIC TRANSIT AND
HUMAN SERVICES TRANSPORTATION PLAN
FOR THE EAST ALABAMA REGION
REGION 4**



Prepared by
**East Alabama Regional Planning
and Development Commission**

Under contract with the
Alabama Association of Regional Councils and
the Alabama Department of Transportation

**September 2011
Revised April 2012
Revised July 2012**

Reproduction of this document in whole or in part is permitted.

The preparation of this report was financed, in part, by the Alabama Department of Transportation.

For information or copies, contact:

East Alabama Regional Planning
and Development Commission
1130 Quintard Avenue, Suite 300
P.O. Box 2186
Anniston, Alabama 36202

Adopted September 28, 2011
Adopted April 25, 2012
Adopted September 5, 2012

First Printing September 2011
Revised April 2012
 July 2012

Printed in the United States of America

Abstract:

This document was prepared in accordance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). One requirement of SAFETEA-LU is the establishment of a “locally developed, coordinated public transit – human services transportation plan” for all Federal Transit Administration (FTA) programs for underserved populations including: the Elderly Individuals and Individuals with Disabilities program (Section 5310); the Job Access and Reverse Commute program (Section 5316); and the New Freedom program (Section 5317).

The 2012 *Coordinated Public Transit-Human Services Transportation Plan for the East Alabama Region* (Coordinated Plan) is a major update of the 2007 and 2008 Coordinated Plans and a major revision of the 2011 Coordinated Plan. This Plan replaces all previous versions due to the extent of the revisions.

TABLE OF CONTENTS

	Abstract	
Section 1.	Introduction and Background	1
Section 2.	Coordinated Transportation Planning Context	5
Section 3.	Coordinated Transportation Needs Assessment	19
Section 4.	Strategies and Recommendations	27
Appendices		
A1.	County Needs Assessment Mapping	31
	1. Calhoun County	
	2. Chambers County	
	3. Cherokee County	
	4. Clay County	
	5. Cleburne County	
	6. Coosa County	
	7. Etowah County	
	8. Randolph County	
	9. Talladega County	
	10. Tallapoosa County	
A2.	Supporting Data	133

SECTION 1

INTRODUCTION AND BACKGROUND

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which President George W. Bush signed into law in August 2005, requires the establishment of a “locally developed, coordinated public transit – human services transportation plan” for three Federal Transit Administration (FTA) programs which address the needs of underserved populations: the Elderly Individuals and Individuals with Disabilities program (Section 5310); the Job Access and Reverse Commute program (Section 5316); and the New Freedom program (Section 5317). The plan is to be developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers and participation by the public. The FTA encourages also including transportation services funded through other sources to strengthen the plan’s impact. The primary purposes of the plan are to enhance transportation access, minimize duplication of federal services, and encourage the most cost-effective transportation possible.

PLAN PURPOSE

The East Alabama Regional Planning and Development Commission (EARPDC) prepared the 2011 *Coordinated Public Transit and Human Services Transportation Plan for the East Alabama Region* (Coordinated Plan, plan), and its 2012 revision, in response to the SAFETEA-LU requirements. The EARPDC serves Region 4, encompassing the following ten counties and the 58 municipalities therein:

- Calhoun County
- Chambers County
- Cherokee County
- Clay County
- Cleburne County
- Coosa County
- Etowah County
- Randolph County
- Talladega County
- Tallapoosa County

This plan identifies transportation needs, strategies and coordination opportunities specifically for those agencies eligible to receive SAFETEA-LU funds. Additionally, the plan looks at opportunities for increased coordination with those transportation providers that receive other program funds or are privately operated.

PLAN ORGANIZATION

For clarity, the main body of the Coordinated Plan is organized into four sections, each of which addresses one of the plan's four primary objectives. The plan also includes appendices that provide more detailed background data. The four sections of the plan are:

- 1. Introduction and Background:** This section presents an overview of the purpose of the plan and the federally funded transit programs under review, including eligibility requirements and eligible uses of funds. This section also provides a summary of the issues identified in the coordinated transportation planning process.
- 2. Planning Context:** This section displays demographic data related to the groups of people living in East Alabama who use or need the transit services under study. These groups include older adults, people with disabilities, and people earning a low income. Also included is a review of major transportation destinations and the existing distribution of federally-funded transit services.
- 3. Needs Assessment:** Using the information presented in the Planning Context section, this section compares the distribution of transit needs to existing transit services and presents an analysis highlighting both the gaps in service and the population groups who may be falling through those gaps. The analysis presents a clear picture of where there are existing populations of older adults, people with disabilities, and people earning a low income who are not served or who are underserved by the existing mobility services. For eligible projects to receive Federal Transit Administration Section 5310, 5316 and 5317 grant funds, they must address unmet needs identified in this section.
- 4. Strategies and Recommendations:** The last section of the main body of the plan includes a list of strategies that will help establish or improve transit and mobility services in the East Alabama Region. For eligible projects to receive Federal Transit Administration Section 5310, 5316 and 5317 grant funds, they must further at least one of the strategies set forth in this section.

FUNDING PROGRAMS

The Federal Transit Administration (FTA) provides funding for transit services that address the needs of underserved populations through the following three programs:

- Elderly Individuals and Individuals with Disabilities program (Section 5310);
- Job Access and Reverse Commute program (Section 5316); and
- New Freedom Program (Section 5317).

Section 5310 provides States with formula funding to assist private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when transportation service is unavailable, insufficient, or inappropriate to meet those needs. Funds are apportioned based on each state's share of population for these groups of people. Each State must submit a statewide grant application for funds. Once FTA approves the application, funds are available for State administration of the Section 5310 program and for allocation to individual subrecipients within the state. In addition to private nonprofit groups, eligible sub-recipients include governmental authorities where no non-profit organizations

are available to provide transportation service and governmental authorities that receive State approval to coordinate services. Eligible activities include capital purchases or leases, purchasing transportation services, and supporting new mobility management and coordination programs. The State must ensure that local applicants and project activities are eligible and in compliance with federal requirements, that private not-profit transportation providers have an opportunity to participate, and that the program provides for coordination of transportation services assisted by these and other federal sources.

Section 5316 was established to address the unique transportation challenges faced by welfare recipients and low-income people seeking to obtain and maintain employment. Many new entry-level jobs are located in suburban areas, and low-income individuals have difficulty accessing these jobs from their inner city, urban, or rural neighborhoods. In addition, many entry level-jobs require working late at night or on weekends when conventional transit services are either reduced or non-existent. Finally, many employment related-trips are complex and involve multiple destinations including reaching childcare facilities or other services. States and large urbanized areas are eligible designated recipients of these formula funds. Eligible sub-recipients are private non-profit organizations, state or local governments, and operators of public transportation services including those in the private sector. Eligible activities include capital, planning and operating expenses for projects that transport low income individuals to and from jobs and activities related to employment (job access), and for reverse commute projects that take urban or rural residents to suburban jobs. JARC funds also may be used to support new mobility management and coordination programs.

Section 5317 funds are intended to give transportation providers additional tools to help individuals with disabilities overcome existing barriers to their integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The 2000 Census showed that, in Alabama, only 50 percent of people between the ages of 16 and 64 who have disabilities are employed. This formula grant program seeks to reduce transportation-related barriers by expanding public transportation services and public transportation alternatives beyond the requirements of the Americans with Disabilities Act (ADA) of 1990. States and large urbanized areas are eligible recipients. Eligible sub-recipients are private non-profit organizations, state or local governments, and operators of public transportation services including those in the private sector. Eligible activities include capital and operating expenses for new public transportation services and new public transportation alternatives beyond those required by the ADA and that are specifically designed to assist individuals with disabilities by removing barriers to transportation, including transportation to and from jobs and employment support services. New Freedom funds also may be used to support new mobility management and coordination programs.

SUMMARY CONCLUSIONS

The *Coordinated Public Transit and Human Services Transportation Plan for the East Alabama Region* was developed with updated 2010 census data whenever available; data not available through the 2010 Census was obtained from the most recent American Community Survey or, if necessary, the 2000 Census. The Coordinated Plan also utilizes information

obtained from surveys of transportation providers and other governmental, health and human services agencies throughout the region. The 2012 revised Coordinated Plan was placed on the EARPDC website for public review and all survey recipients and EARPDC Board of Directors members notified of the document's availability and invited to submit comments and suggestions.

The data collected led to identification of the following public transportation issues:

- Population Density
- Education and Awareness
- Funding
- Extended Hours
- Expanded Service Area
- Healthcare Transport
- Employment Transport
- Education Services Transport
- Special Needs Populations
- Additional Vehicles
- Coordination of Services
- Transport Out of Service Areas
- Volunteer Liabilities
- Ongoing Research and Training
- Coordination Among Jurisdictions
- Maintenance of Vehicles and Infrastructure
- Limited Private Transportation Services

Each of these issues is discussed in Section 3: Coordinated Transportation Needs Assessment, and recommendations to address these issues are presented in Section 4: Strategies and Recommendations. The transportation needs of people living in the ten counties in the East Alabama Region are many and varied. The structure of the transportation strategies is such that the many local problems are categorized into broader issues to foster the sharing of ideas, experiences and resources among local governments, agencies and organizations.

SECTION 2

COORDINATED TRANSPORTATION

PLANNING CONTEXT

Transportation and quality of life are closely interrelated. People need to be able to access employment, education, medical facilities, shopping, and other basic services and to be able to participate in activities in their communities in order to have a well-rounded life. Some people—particularly those who are elderly, who have a disability, or who have low incomes—cannot drive or purchase an automobile and would be cut off from the rest of the community without someone who could take them where they need to go.

Transportation will become a more pressing issue as the number of people who may not be able to own or operate a reliable vehicle grows. The Baby Boomers and medical advances that allow people to live longer will continue the trend of senior citizens making up a larger portion of the population. With advancing age comes decreasing mobility. Baby Boomers entering their 70s or 80s will increase the need for special transportation services for people with disabilities, as will continued growth in the general population. People living below the poverty level were becoming more numerous before the most recent recession.

Providing transportation to those who need it can be quite challenging. Housing that people with low incomes can afford tends to be concentrated in certain areas of cities, but in rural areas it is scattered. People who are elderly or who have disabilities may live in a group setting or in their own homes around the community. Destinations may be just as widely dispersed as people's homes. Funding limits the number of vehicles transportation providers can operate. People needing public transportation typically could not afford to pay a fare that covers the full cost of the service. Government subsidies are needed, but government revenues are limited. They also fluctuate with economic cycles. In Alabama, the state constitution limits potential funding sources by prohibiting state gas tax revenues from being used to fund transit systems.

The proliferation of Federal programs that fund transportation for these potentially transit-dependent populations (at least 62 separate programs administered by eight Federal departments and their respective agencies) is testimony to the importance of transportation in everyday life. Unfortunately, the different programs tend to have different funding cycles, different permitted types of transportation service and trip destinations, and/or different requirements for collecting and reporting data and determining consumer eligibility. The Federal government has recognized that this complex transportation funding system can result in transportation service redundancies and an inefficient use of transportation resources. Efforts are underway to reduce Federal barriers to providing more efficient and effective public transportation services.

The Federal government also wants transportation providers to better coordinate their services, through the process of creating and implementing a locally developed, coordinated public transit-human services transportation plan. To fulfill this requirement, the Alabama Department of Transportation (ALDOT) contracted with the Alabama Association of Regional Councils (AARC) in 2006, 2008 and 2011. The AARC subsequently executed Memorandums of Understanding with each of its twelve member regional councils, one of which is the East Alabama Regional Planning and Development Commission (EARPDC).

For the first two planning efforts, the EARPDC prepared a Coordinated Plan for the eight rural counties. The Calhoun Area and Gadsden-Etowah Metropolitan Planning Organizations (MPOs) agreed to include the rural portions of Calhoun and Etowah Counties in their coordinated plans, since their metropolitan planning areas cover a significant portion of those counties. These two organizations are well-established in their counties, have good working relationships with organizations throughout the metropolitan areas, and serve the portions of their respective counties that contain the highest concentrations of people who are elderly, who have disabilities, or who have low incomes and the agencies that serve them. Therefore, it was reasonable for the MPOs to prepare county-wide Coordinated Plans.

With the results of the 2010 Census becoming available, the time was appropriate to once again update the Coordinated Plan. During this update, the EARPDC prepared a plan for all ten counties, including the two MPO areas.

REGIONAL DEMOGRAPHICS AND ACCESSIBILITY

In meeting the objectives of SAFETEA-LU, demographic data was gathered and mapped for specific target populations: elderly, disabled, economically-disadvantaged, and unemployed. In addition, data was gathered and mapped to demonstrate population density, population growth centers and major destination locations. Finally, transit service areas were mapped. This data was collected to determine if and where there are concentrations of target populations and major destinations and where there are gaps in transit service. The results of this data collection and analysis will be used in the transportation needs assessment in Section 3 and in the formulation of transportation strategies in Section 4. Regional overview maps are provided and discussed in this section; however, more detailed county maps of each subject area and data tables are available in the appendices.

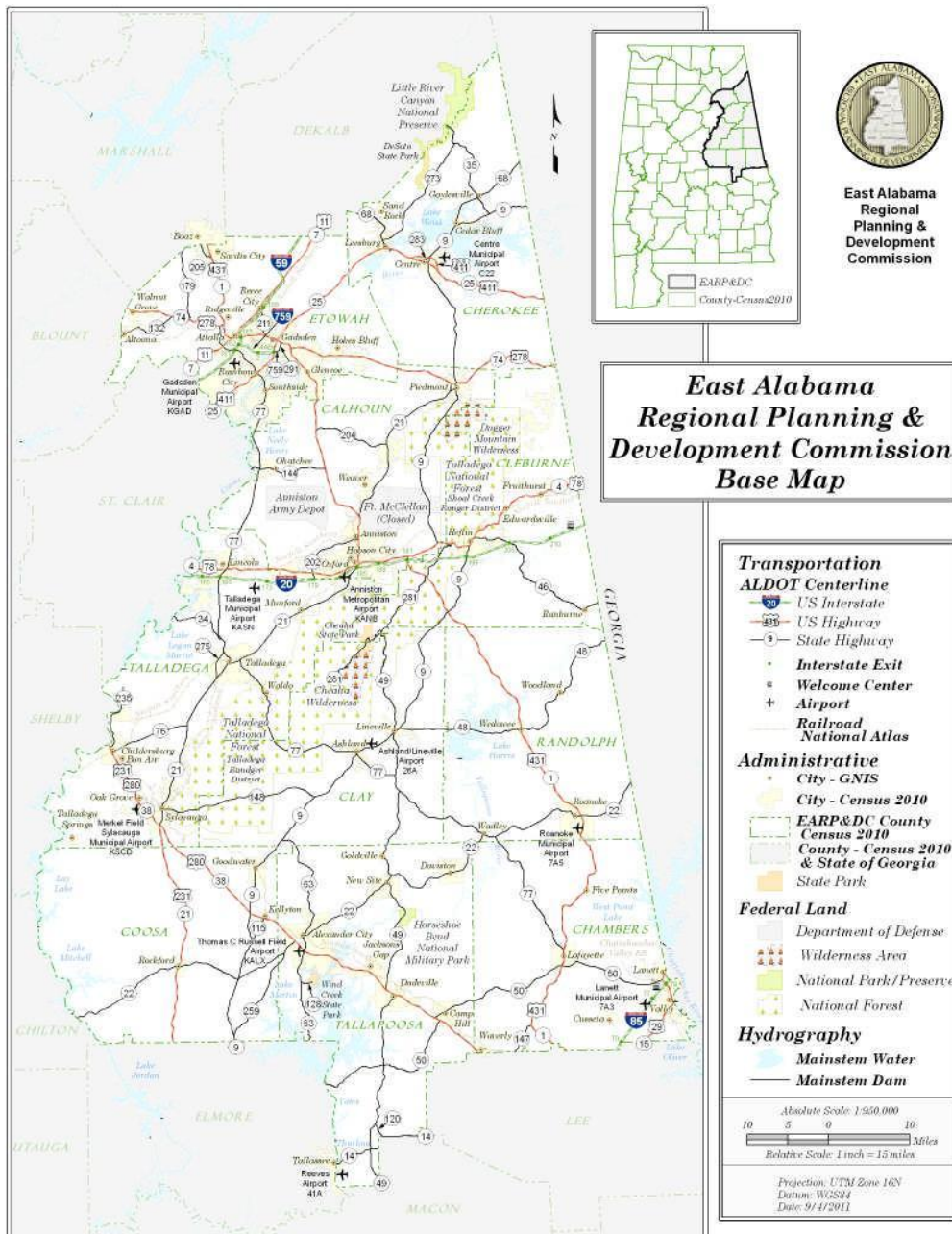
According to the 2010 Census, the East Alabama Region has a total population of 470,469 people and covers 6,140 square miles of the state. The data show that 22% of people living in the East Alabama region are over the age of 60, which is the age of eligibility for receiving Area Agency on Aging services. Current data on people with disabilities is not available, but in 2000 over 1/4 of the region's residents had some type of disability, and incidence of disability increased with age—from 7% of children to 64% of people age 75 and older. The 2005-2009 American Community Survey (2009 ACS) estimates that over 40% of the population are eligible for JARC, which serves people with incomes up to twice the poverty level. Over 40% of the JARC-eligible population live below the poverty level. Over 8% of people in the civilian labor force are unemployed, and just over 6% of households have no vehicle available, per the 2009 ACS. Mapping how many people in these potentially transit-dependent groups live in each census tract or block group (as a percentage of the total

population) unsurprisingly shows that people with these characteristics tend to be more highly concentrated in or near cities and towns. Mapping potential major transit destinations for these groups results in the same distribution pattern. These findings accentuate that: (1) many people can be served somewhat readily by a city-run transit system; and (2) transporting people in rural areas is more time consuming and costly, as these people can be isolated from each other and from the services they need.

These visual displays of statistics for the SAFETEA-LU target populations in the East Alabama Region are sufficient to demonstrate the eligibility and need for transportation assistance to help people overcome economic and quality of life issues. The demographic conditions, however, are exacerbated by the rural character of the region. Many concentrations of the target populations are isolated from community services and other assistance. Demographic maps and brief discussions are included on the following pages.

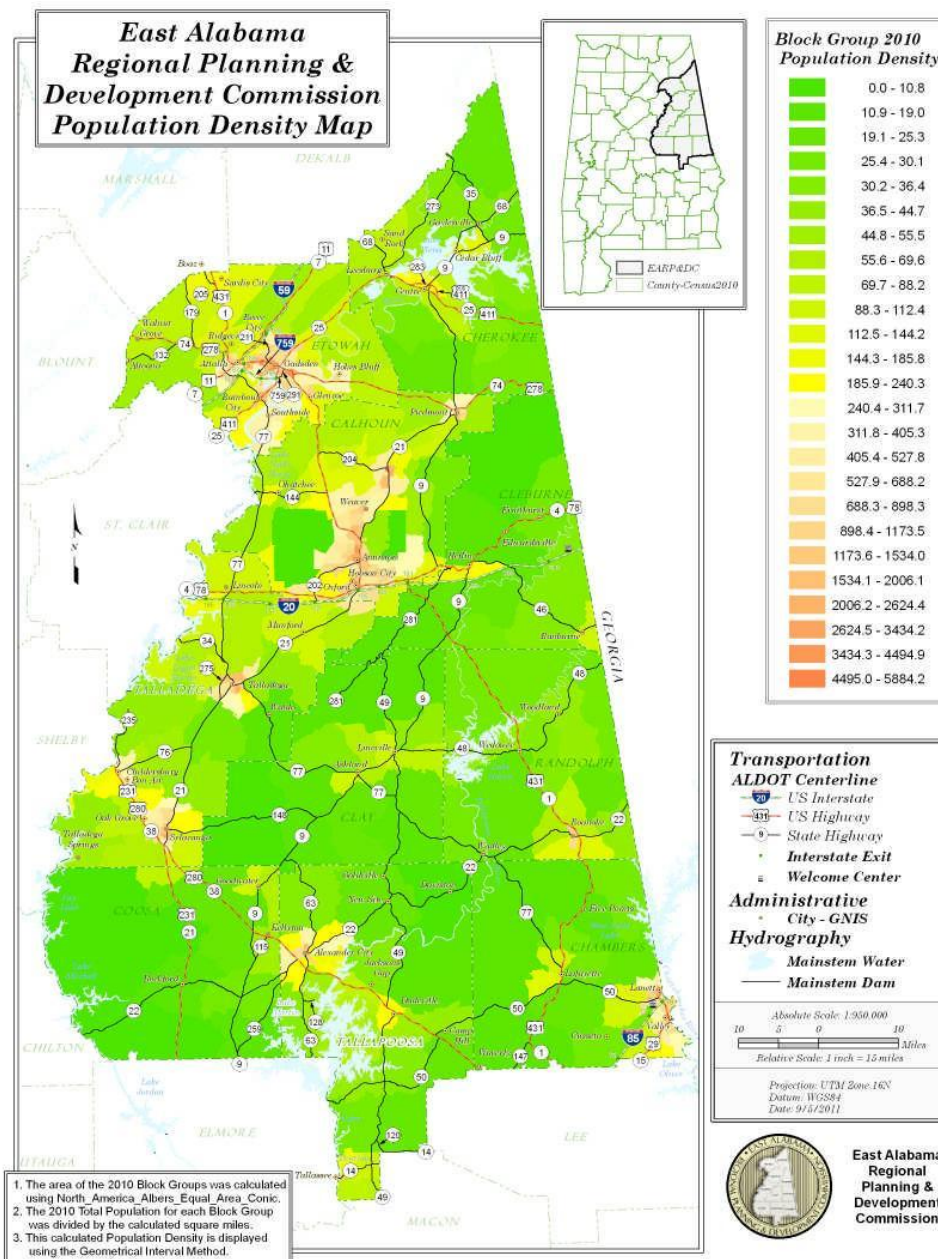
Regional Accessibility

The regional accessibility map outlines the major transportation routes within and into and out of the East Alabama Region. There is an adequate system of federal and state roads linking the larger population centers in the region; however, many of the smaller municipalities are located along the smaller roads in this regional system. There are two metropolitan centers within the region: the City of Anniston and the City of Gadsden. These metropolitan hubs function as regional resources for employment, health services and shopping for residents in six counties in the region. The southernmost counties have readier access to the Auburn-Opelika and Montgomery metropolitan areas.



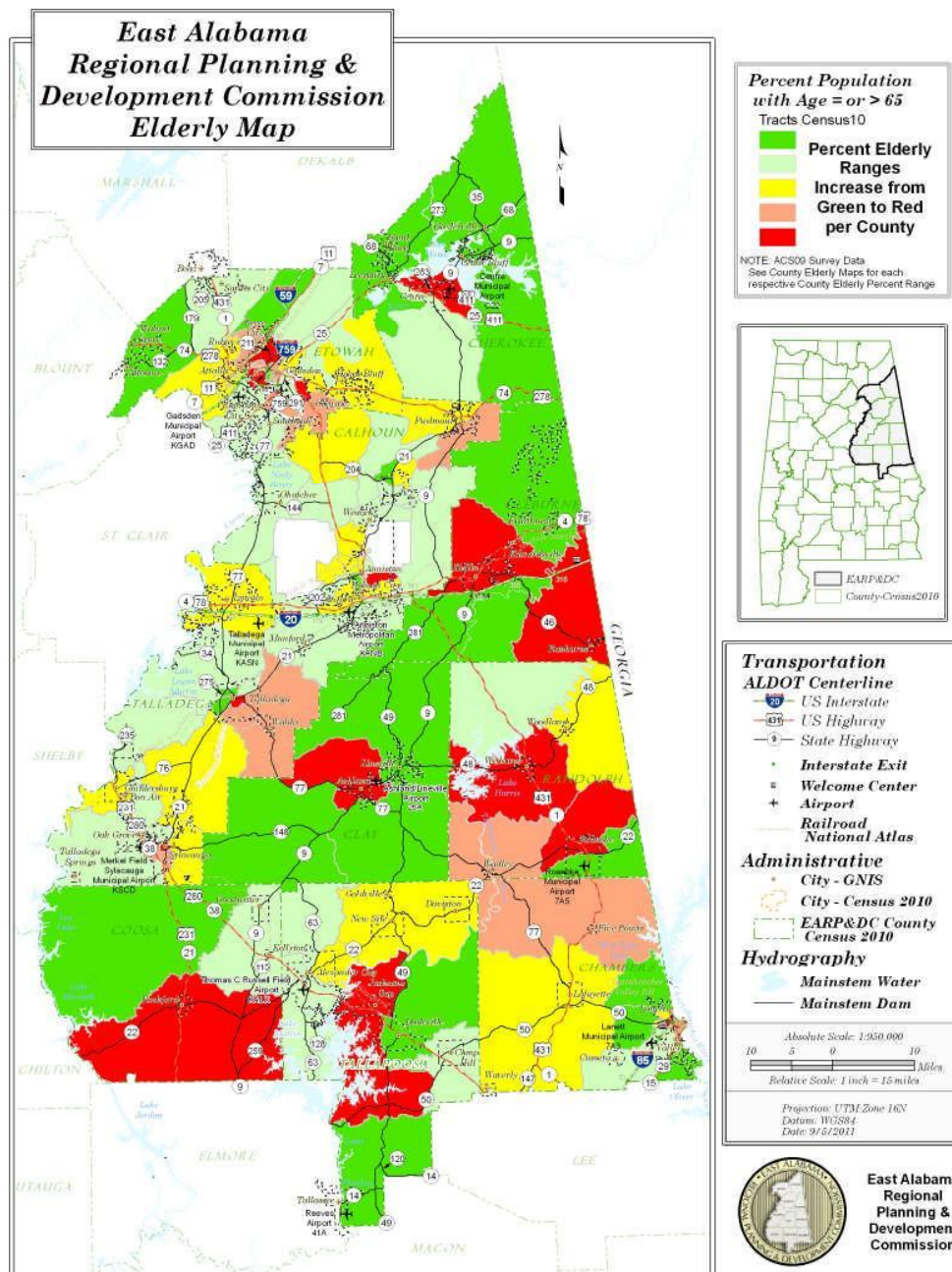
Population Density

A large portion of the East Alabama region has a population density of less than 30 people per square mile, and much of the region has a population density of less than 10 people per square mile. In contrast, a number of communities have a population density of greater than 100 people per square mile, and in a few population density may be as high as 5,000 people per square mile. The more densely populated areas include Alexander City, Anniston, Gadsden, Hobson City, Lanett, Oxford, Sylacauga, Talladega, and Weaver. The low population density of the majority of region makes delivery of transportation services problematic due to the high cost of delivering services to so few people. Economies of scale make transportation service to all people in rural areas who need it unfeasible.



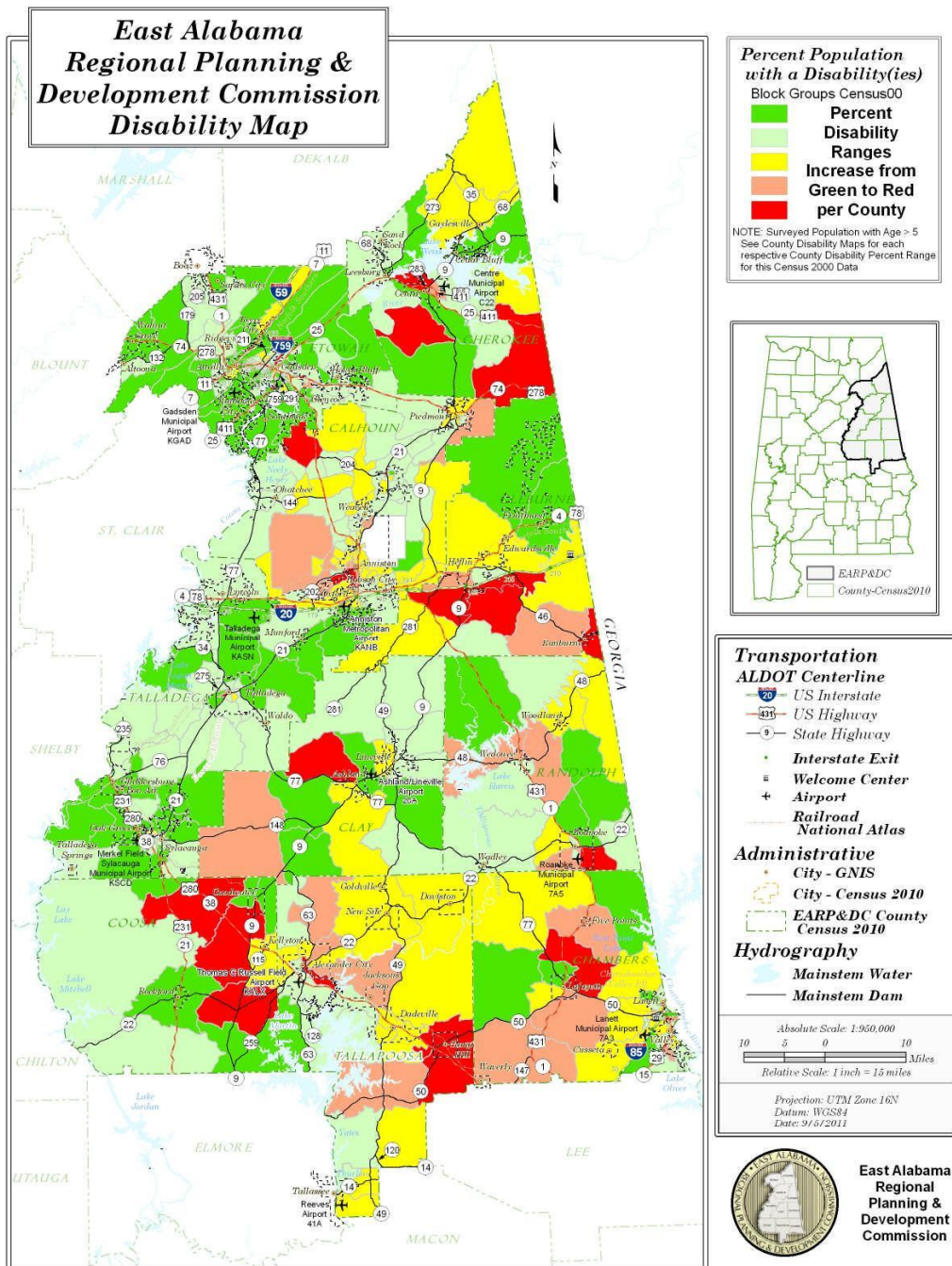
Population Age 65 and Older

As of the 2010 Census, 15.6 percent of people in the East Alabama Region were age 65 or older. Concentrations of elderly persons are found in and around Alexander City, Ashland, Attalla, Centre, Gadsden, Heflin, Rainbow City, Ranburne, Roanoke, Rockford, Talladega and Wedowee. Surprisingly, the outlying areas of the region have a relatively young population. Of the existing transportation services in the region, the elderly population is most frequently served by the Area Agency on Aging's nutrition sites (senior centers). Still, these agencies report that many older adults in the rural areas are too remote to receive transportation service. The elderly population also has a high need for transportation to and from health care services which is not being met.



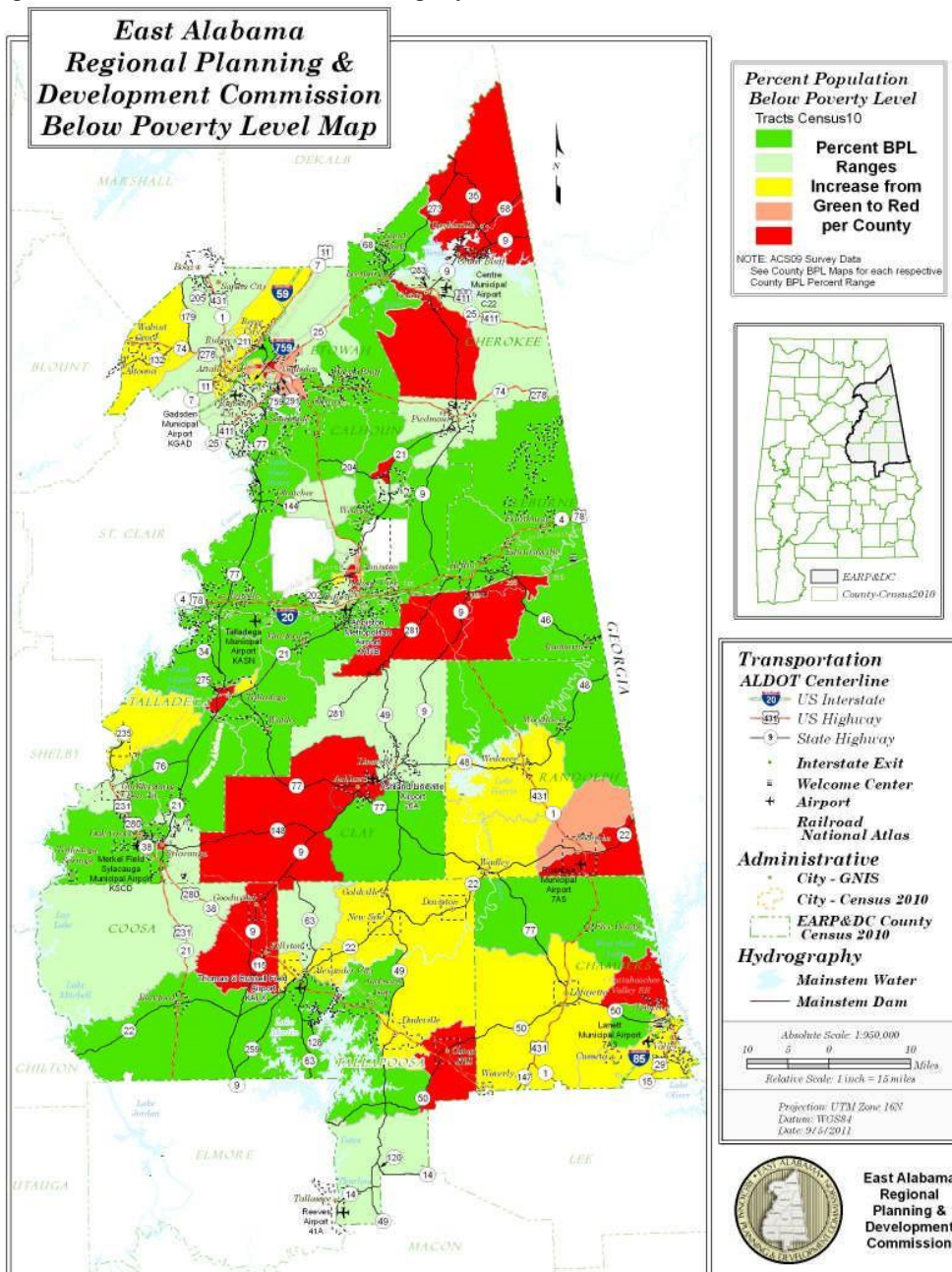
Persons with a Disability

As shown on the East Alabama Regional Disability Map, people with disabilities live throughout the East Alabama Region. For the most part, the heaviest concentrations are located near a municipality. Clusters of disabled people are found in or near Anniston, Ashland, Camp Hill, Centre, Glencoe, Goodwater, Heflin, LaFayette, Piedmont, Ranburne, and Roanoke. Access to health care and other services are driving forces behind locational decisions for some people with disabilities; however, the location of some higher concentrations in some very rural areas suggests accessibility to family members or a desire to remain in one's home also are a factor.



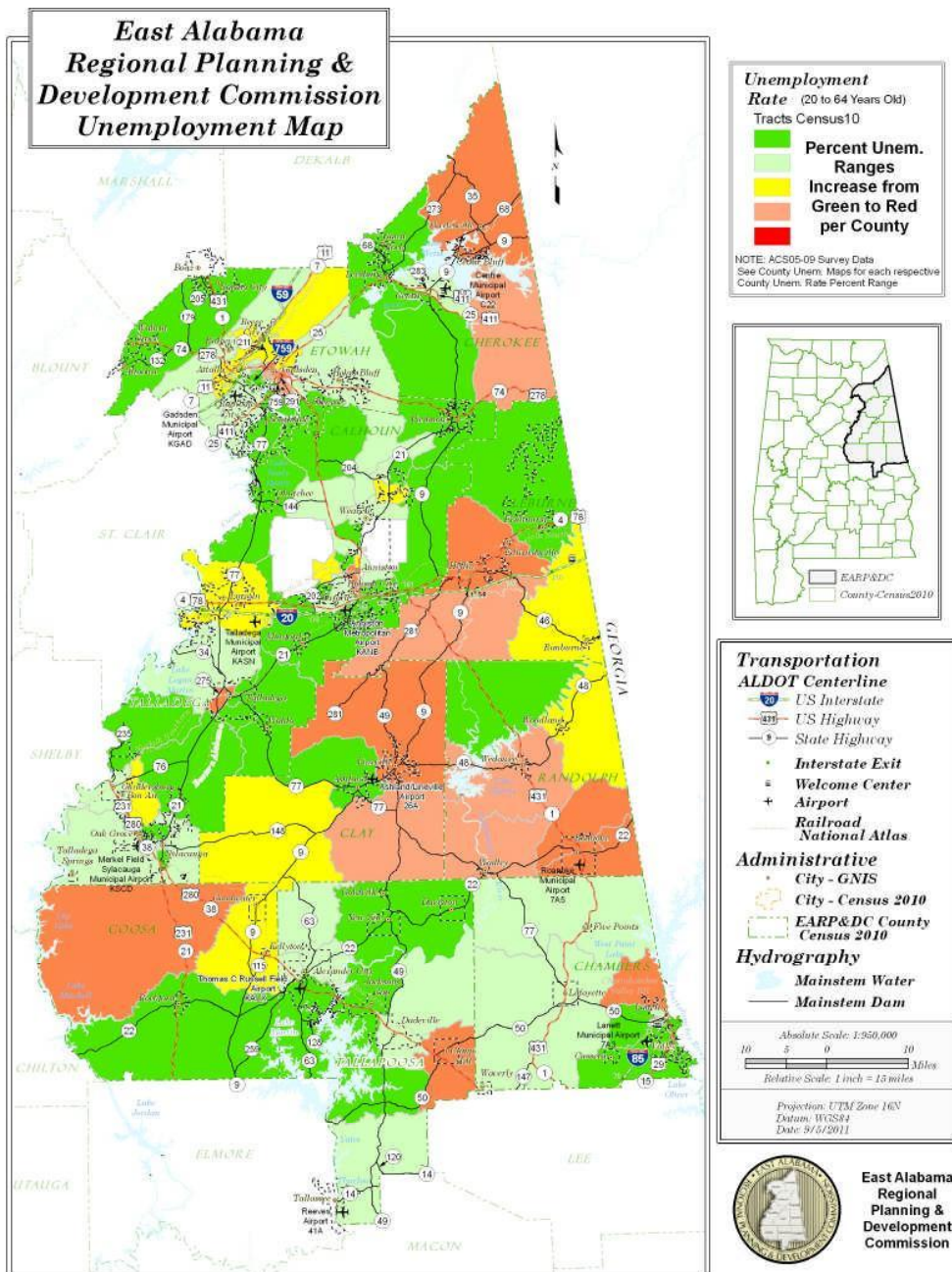
Persons Living Below Poverty Level

About 18% of people living in the East Alabama Region live below the poverty level according to 2005-2009 Census estimates. County poverty rates range from 15% in Cherokee County to 20% in Coosa and Randolph Counties. As would be anticipated, high concentrations of people living below the poverty level are in the core of the region's larger cities (Anniston, Gadsden, Jacksonville, Sylacauga, Talladega). However, some geographically large census tracts containing smaller cities also have high percentages of people living below the poverty level. Particularly notable are the large portions of Cherokee County (from Cedar Bluff north and Centre south) and Clay County (one-third of the county, including Ashland) that fall into that category.



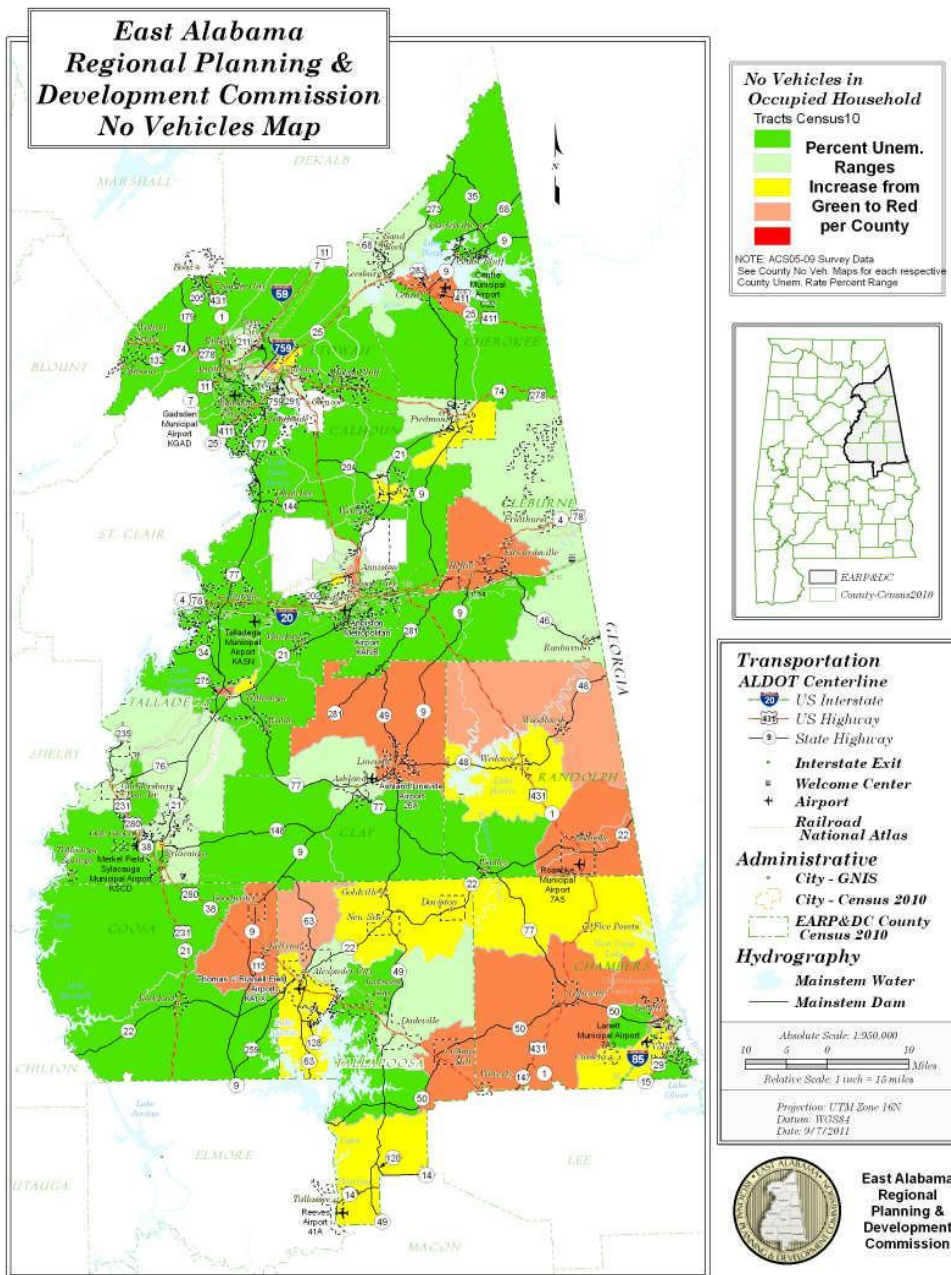
Unemployment

The 2005-2009 American Community Survey estimated that 8.6 percent of East Alabama's working age adults were unemployed. Coosa County had the lowest unemployment rate, at 5.3 percent, and Cleburne County had the highest rate, at 11.5 percent. At a sub-county level, the highest percentage of unemployed people (at 28.1 percent) lives in Anniston's core area. The unemployment rates also are high in Talladega's core, at 24.6 percent; in east-central Chambers County, at 20.3 percent; and in southeast Tallapoosa County, at 20.7 percent. Except in the larger cities, a lack of nearby employers and the distance between concentrations of unemployed people will make transportation service difficult.



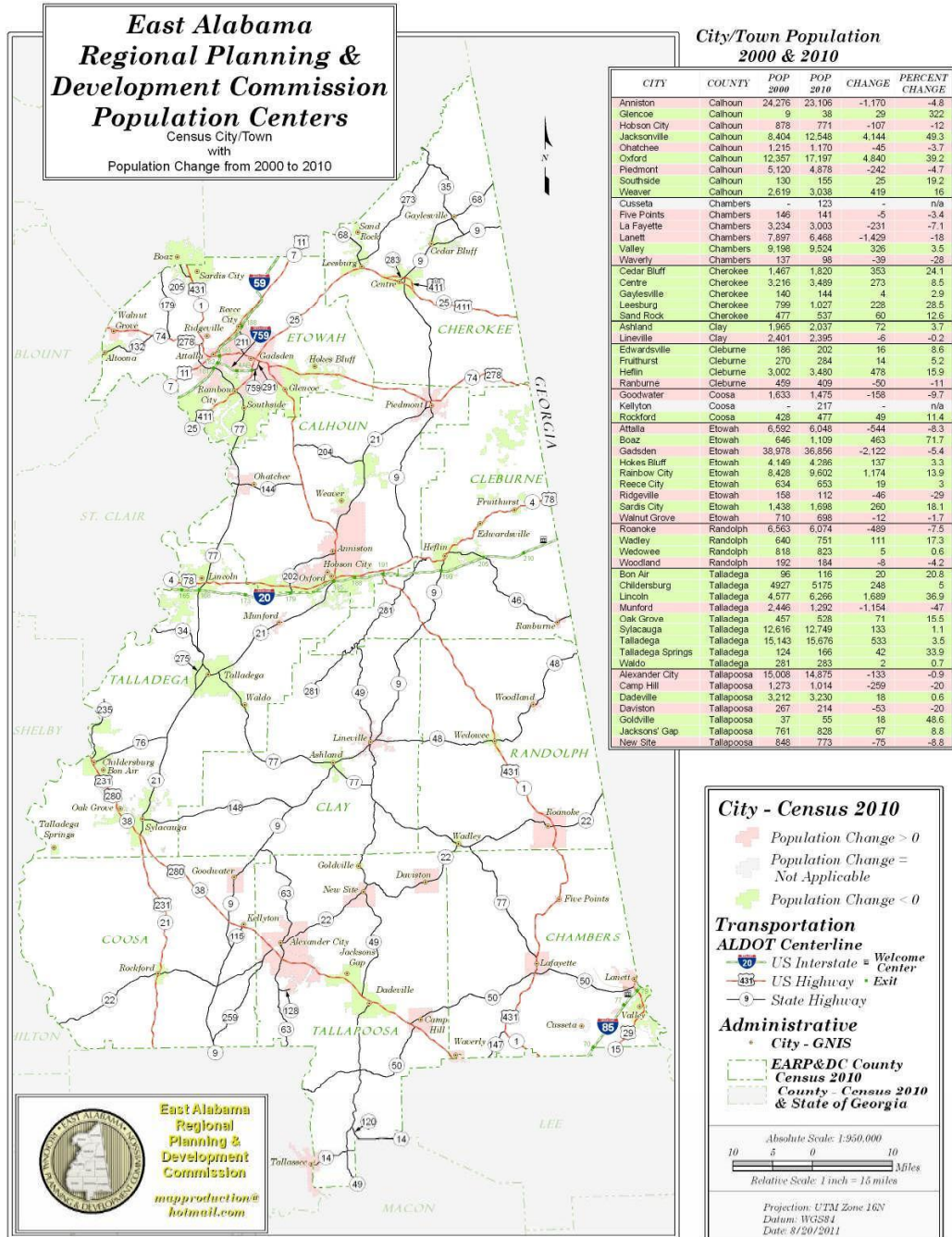
Households without Vehicles

Although households without a vehicle are not a specific target population of the SAFETEA-LU transportation programs, lack of a vehicle is a major impediment—particularly in rural areas. Region-wide, an estimated 6.6 percent of households do not have a vehicle available, which equates to approximately 12,197 households. Nearly two-thirds of those households are in Calhoun, Etowah and Talladega Counties. At the sub-county level, 20 percent or more households in four areas do not have a vehicle: two areas in Anniston, at 23.4 percent and 27.4 percent; one area in Gadsden, at 25.8 percent; and one area in Talladega, at 33.0 percent. Cherokee and Coosa Counties had the lowest percentage of homes with no vehicle, at less than 5 percent.



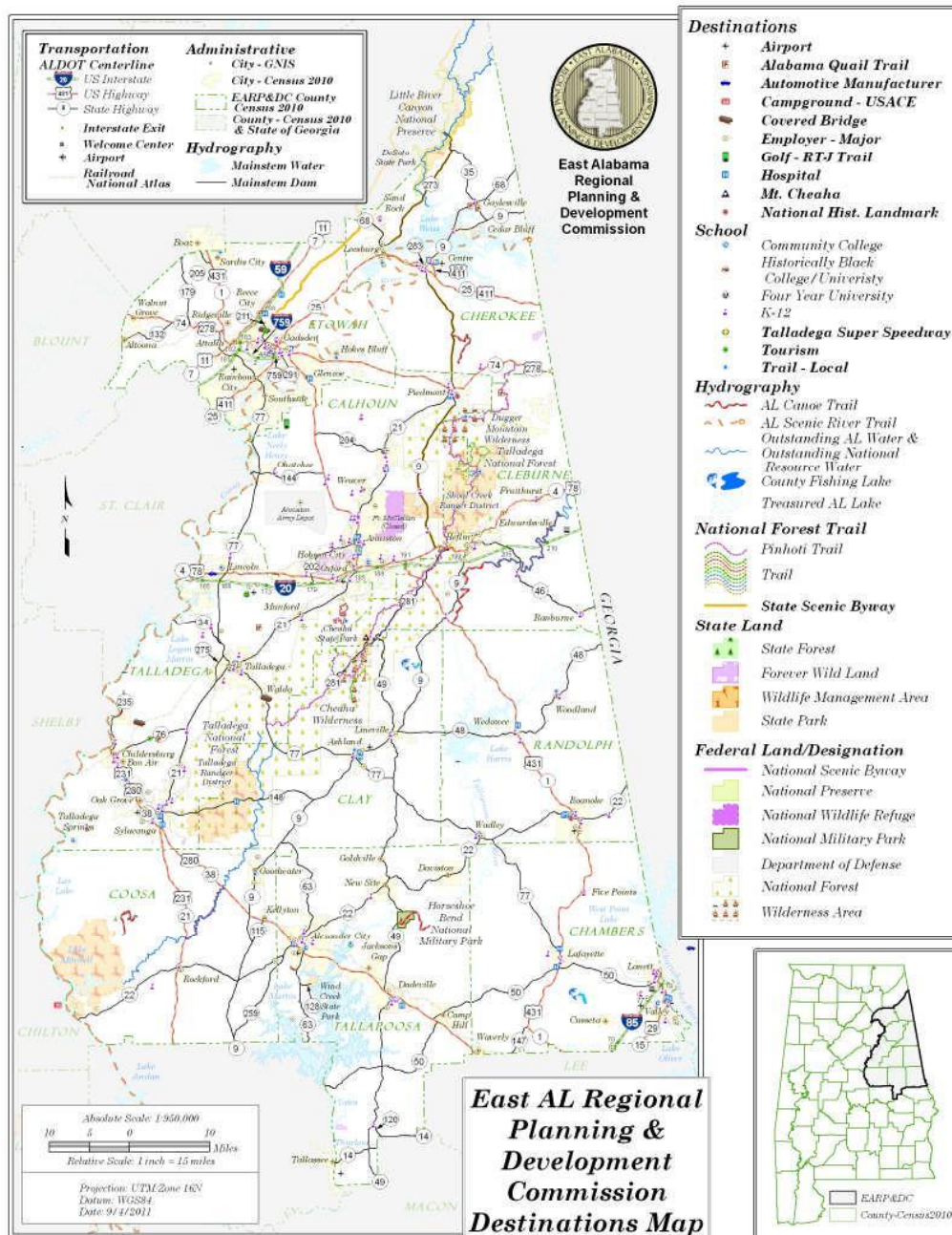
Population Centers

Between 2000 and 2010, 33 municipalities in the East Alabama Region experienced a population increase, three municipalities incorporated, and two annexed into neighboring cities. Of the cities and towns that grew, the population in three rose by just under 50 percent, five increased between 20 and 40 percent, and nine others also had double digit growth. All growth centers in the East Alabama Region are shown in the map below. The data table is replicated in Appendix A2.



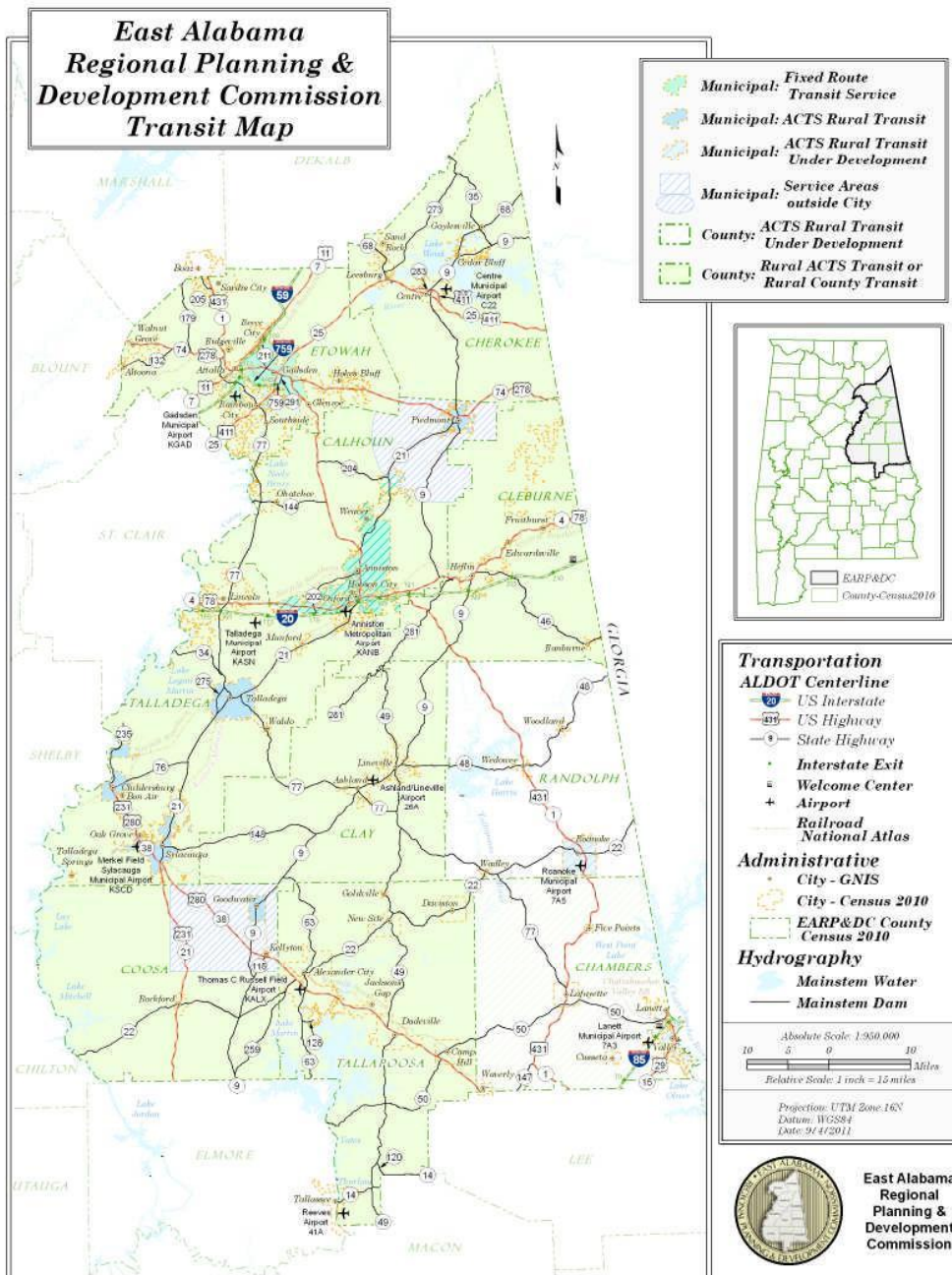
Primary Transportation Destinations

Major transportation centers that were mapped include major employers, schools, hospitals and major recreation sites. It is estimated that there are approximately 108 major employers in the East Alabama Region, of which most employ more than 100 people. Of that total, 55 companies employ more than 250 people, and 18 businesses employ more than 500 people. The largest industry in the region is Honda of Alabama with more than 4,500 employees. Another extremely large employer is the Anniston Army Depot. As shown on the map below, most of these sites are located on major circulation routes in and around the region; however, access to the people who need to reach those destinations remains problematic throughout much of the region.



East Alabama Transportation Providers






Each county in the East Alabama Region has some form of transportation/transit service, as shown on the East Alabama Regional Transit Map. Chambers and Randolph Counties, however, offer the least amount of transportation service. An ACTS Rural Transit System (FTA Section 5311) has been proposed in those two counties, but at present the only public transportation is offered by the senior centers, which utilize Section 5310 vehicles. Section 3, Coordinated Transportation Needs Assessment, contains additional information about the region's public transportation services.



East Alabama Regional Planning & Development Commission Transit Map

Calhoun County

Transit Areas & Providers

-  **Paratransit: Anniston, Hobson City, Jacksonville, Oxford, & Waver**
-  **Fixed Routes: Anniston, Hobson City, Oxford, & Weaver**
-  **Piedmont: ACTS 8 Mile Area outside City Limits**
-  **Piedmont: ACTS Transit**
-  **Calhoun: Rural ACTS Transit**

NOTE: Additional Demand Response Urban and Rural Transit provided by Alabama Limosine Inc.

Etowah County

Transit Areas & Providers

-  **Gadsden: 1 Route Fixed Schedule Transit Program**



NOTE: In addition to the Fixed Routes the City of Gadsden operates Dial-A-Ride Transit (DART) Demand Response Transit.

-  **Etowah: Rural Transit Program**

NOTE: Etowah Co. operates a 7 vehicle fleet for County-wide Demand Response Rural Transit.

Chambers County


Transit Areas & Providers

-  **Valley: ACTS Transit**
-  **Chambers: Rural ACTS Transit**

NOTE: The City of Valley's ACTS Transit Program is UNDER DEVELOPMENT with potential County-wide expansion.

Randolph County

Transit Areas & Providers

-  **Roanoke: ACTS Transit**

NOTE: The City of Roanoke's ACTS Transit Program is UNDER DEVELOPMENT.

Cherokee County

Transit Areas & Providers

-  **Cherokee: Rural ACTS Transit**

NOTE: County-wide Rural Demand Response for CED Mental Health Center (Centre, AL) patients

Talladega County

Transit Areas & Providers

-  **Childersburg: ACTS Transit**
NOTE: Demand Response to Harpersville/Vincent/Fayetteville/Sylacauga/Winterboro
-  **Oak Grove: ACTS Transit**
NOTE: Demand Response from Sycamore to Talladega Springs
-  **Sylacauga: ACTS Transit**
NOTE: Demand Response in Sylacauga and outside City Limits if necessary
-  **Talladega: ACTS Transit**
NOTE: Demand Response Inside Talladega Co. primarily NE area
-  **Talladega Co.: Rural ACTS Transit**
NOTE: Combined Rural Coverage provided by the Childersburg, Oak Grove, Sylacauga, and Talladega Transit Systems.

Clay County

Transit Areas & Providers

-  **Clay: Rural ACTS Transit**

Cleburne County



Transit Areas & Providers

-  **Cleburne: Rural ACTS Transit**


NOTE: Transit is only provide for inside Cleburne County.

Coosa County

Transit Areas & Providers

-  **Goodwater: ACTS Rural Transit**
-  **Goodwater: ACTS Rural Transit NE Coosa Co. Service Area**


NOTE: Round Trips provided to Alexander City and Sylacauga

-  **Coosa: Rural ACTS Transit**

NOTE: Round Trips provided to Birmingham, Montgomery, & Tuskegee for Dialysis

Tallapoosa County

Transit Areas & Providers

-  **Tallapoosa: Rural ARISE Transit**

NOTE: County-wide Rural Demand Response Transit is provided by ARISE from Alexander City.



**East Alabama
 Regional
 Planning &
 Development
 Commission**

SECTION 3

COORDINATED TRANSPORTATION

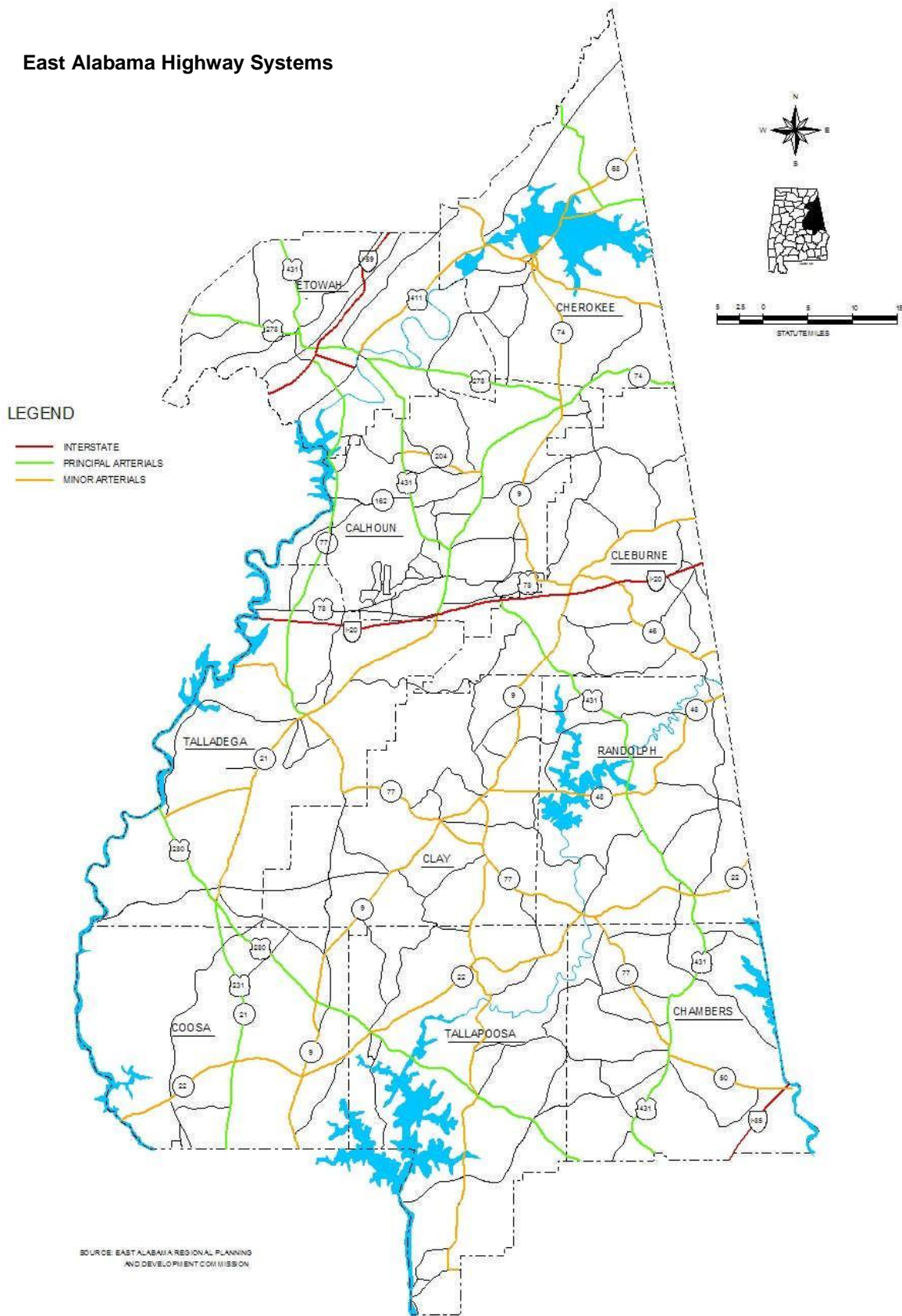
NEEDS ASSESSMENT

The East Alabama Region is served by a system of federal and state highways, as well as county and municipal roadways. Interstate 59 runs northeast through the northwest part of the region between Birmingham and Chattanooga, Tennessee; Interstate 759 provides east-west linkage between Interstate 59 and U.S. Highway 411 in Gadsden; and Interstate 20 runs east-west through the central part of the region between Birmingham and Atlanta, Georgia. The region is also served by eight federal highways, 34 state highways and numerous county and municipal roads. Federal highways include US 11, US 29, US 78, US 231, US 280, US 278, US 411, and US 431. State highways include AL 1, AL 4, AL 7, AL 9, AL 15, AL 21, AL 22, AL 25, AL 34, AL 35, AL 38, AL 46, AL 48, AL 49, AL 50, AL 63, AL 68, AL 74, AL 76, AL 77, AL 115, AL 123, AL 132, AL 144, AL 147, AL 179, AL 204, AL 205, AL 259, AL 273, AL 275, AL 281, AL 283, and AL 291. Highway systems are shown on the map on the following page.

The region is also served by 11 rail lines, most of which belong to either CSX Transportation Inc. or Norfolk Southern. Chattahoochee Valley owns one small rail line along the southeaster border of the region. All counties with the exception of Cherokee County have access to at least a small portion of rail service. Additionally each county except Cleburne County has at least one airport; however, there are no large commercial airports in the region. The closest commercial airport is the Birmingham-Shuttlesworth International Airport, a joint civil-military facility located five miles northeast of downtown Birmingham. The Birmingham airport is reasonably accessible to most residents of the East Alabama region due to its location at the near the interchange of Interstates 20 and 59. Birmingham-Shuttlesworth International Airport averages just over 300 daily aircraft operations, including 136 flights daily to 43 airports in 40 cities. Serving more than 3.2 million passengers annually, the Birmingham airport is the largest and busiest airport in Alabama.

Transportation planning programs available in the East Alabama Region include the East Alabama Rural Planning Organization (RPO), the Calhoun Area Metropolitan Planning Organization (MPO), and the Gadsden-Etowah Metropolitan Planning Organization (MPO). The Calhoun Area MPO has six member jurisdictions: Oxford, Anniston, Hobson City, Weaver, Jacksonville and urban portions of Calhoun County. The Gadsden-Etowah Area MPO study area consists of the portions of Etowah County that include the municipalities of Attalla, Gadsden, Glencoe, Hokes Bluff, Rainbow City, Reece City, Southside and a small segment of northern Calhoun County. In addition, the municipalities of Ohatchee, in Calhoun County, and Steele, in St. Clair County may participate as non-voting members. Combined, the two MPOs provide transportation planning for approximately 28.0 percent of the East

East Alabama Highway Systems



Alabama Region's total population of 470,469 persons. The remaining area is provided with transportation planning services through the East Alabama Rural Planning Organization.

All ten counties of the East Alabama Region are provided with some form of transportation services through a network of 24 transit providers as outlined in the table below:

Transit Providers in the East Alabama Region

COUNTY	CITY	CITY / RURAL	ADMINISTRATOR	TRANSIT TYPE
Calhoun	Y	Anniston		Fixed-Route System
Calhoun	Y	Oxford		Fixed-Route System
Calhoun	Y	Weaver		Fixed-Route System
Calhoun	Y	Hobson City		Fixed-Route System
Calhoun	Y	Jacksonville		Fixed-Route System
Calhoun	Y	Piedmont	ACTS	8 mile radius of City
Calhoun	N	Rural Calhoun County	ACTS	ACTS
Calhoun	N	Additional Urban Transit Needs	ACTS	Anniston Limosine Inc.
Calhoun	N	Additional Rural Transit Needs	ACTS	Anniston Limosine Inc.
Cherokee	N	Countywide Rural	ACTS	Demand Response for CED Mental Health Center (Centre, AL) patients
Clay	N	Countywide Rural	ACTS	Demand Response
Cleburne	N	Countywide Rural (inside County only)	ACTS	Demand Response
Coosa	N	Countywide Rural - appts for Kidney Dialysis in Birmingham/ Montgomery/Tuskegee	ACTS	Demand Response
Coosa	Y	Goodwater	ACTS	Demand Response in NE Coosa County
Talladega	Y	Childersburg	ACTS	Demand Response to Harpersville/Vincent/Fayetteville/ Sylacauga/Winterboro
Talladega	Y	Oak Grove	ACTS	Demand Response from Sycamore to Talladega Springs
Talladega	Y	Sylacauga	ACTS	Demand Response in Sylacauga and outside city limits if necessary
Talladega	Y	Talladega	ACTS	Demand Response in Talladega County, primarily NE area
Chambers	Y	Valley	ACTS	under development
Randolph	Y	Roanoke	ACTS	under development
Etowah	Y	Gadsden	Gadsden	4 route Fixed Schedule Trolley
Etowah	Y	Gadsden	Gadsden	Dial-a-Ride Demand Response (DART Program)
Etowah	N	Countywide Rural	Etowah County	7 vehicle Demand Response Fleet
Tallapoosa	N	Countywide Rural	ARISE	Demand Response

The Cities of Anniston and Oxford offer a fixed-route system, which extends into the city of Weaver to the north and Town of Hobson City to the west. Currently, there are four buses running constantly during hours of operation. The system has four back-up buses. There are

approximately 100 seats available at any one time. The buses run on an hourly cycle. The cost is outlined in the route map. \$1.00 is the fare for the general public. Children, the elderly, Medicare and Medicaid recipients pay .50¢. There are also numerous organizations which purchase passes in bulk. Anniston Housing Authority and Calhoun-Cleburne Mental Health are the biggest pass users.

Through the Americans with Disabilities Act (ADA), areas that offer fixed route service must also offer transportation for those with disabilities that is equivalent to their fixed route service. Calhoun County has this system for residents of Anniston, Oxford, Weaver, Jacksonville, and Hobson City. The system is curb-to-curb demand response. The cost is \$1.00 each way. To ensure that only those who are disabled (and their caregivers) use the service, an application process is in place. Temporary and then permanent cards are issued after an Advisory Board reviews the applications on a monthly basis. There are currently four vans that are used in Paratransit operations.

Transit system planning, marketing, and administrative services are also provided by the Commission's staff as a part of the Areawide Community Transportation System (ACTS) serving six counties in East Alabama. The Commission also administers demand-response public transit systems in Piedmont and the urban and rural areas of Calhoun County. In addition, the Commission administers demand-response rural public transit services in Cherokee, Clay, Cleburne, Coosa, and Talladega Counties.

All Calhoun County urban transportation services are provided through contract by Anniston Limousine, Inc. located on Highway 21 just north of the Galloway Gate on Fort McClellan. Anniston Limousine Inc., provides scheduling, driving, and other operational transportation needs. Calhoun County currently has rural, public transportation for almost the entire county. The transportation service is demand response, meaning that the rider calls, sets up an appointment, and Anniston Limousine, Inc., our contractor, picks them up at their house. Rural transportation is available to those who live outside the city limits of Oxford, Hobson City, Anniston, Weaver, Jacksonville, and Piedmont. The cities are considered urban areas, and because Anniston has a "fixed-route" service, rural transportation does not serve points within the city limits.

Transportation services in Etowah County include a fixed route system (operated by Gadsden Trolley Services) and a demand response system. Though the current fixed route and demand-response system has worked well in the City, changing demographics and transportation needs have persuaded the City to consider other transit options.

In addition to the transit systems discussed previously, the East Alabama Regional Planning and Development Commission also funds transportation services for the elderly operated through the senior centers. The Commission currently funds 43 Senior Centers and three Nutritional Outreach Centers placed in communities throughout the region.

Despite the existing transportation planning and transit services available, large parts of the East Alabama Region still have overwhelming transportation needs. The demographic data, inventory of existing resources, identification of unmet needs, and service agency and

transportation provider comments gathered during the development of the *Coordinated Public Transit-Human Services Transportation Plan for the East Alabama Region* make it abundantly clear that the entire region is in need of expanded transportation services. The rural nature and low population density of the majority of the East Alabama region is a major factor in the inability to adequately serve the region with transportation services.

Opportunities for further coordination of transportation resources and facilities exist within all ten counties of the East Alabama Region, although some counties have more developed transit services than others. Still, many barriers exist in the provision of adequate transportation and transit services in the East Alabama Region. First, and foremost, is the general education regarding what services and programs are already in place. Second, is how existing programs may be expanded, improved or duplicated. Third and fourth, and possibly the most significant barriers, are the local funding capacity to provide transportation services and the citizens' financial capacity to utilize even low cost transportation services. The planning process utilized in the development of the *Coordinated Public Transit-Human Services Transportation Plan for the East Alabama Region* indicates that service agencies and transportation providers are more than willing to share resources and coordinate services if barriers from funding program requirements can be overcome. Although specific transportation and transit needs vary greatly from county to county within the region, a survey of transportation and human service providers, along with other transportation stakeholders conducted during the planning process, identified 17 broad categories of unmet transportation needs found throughout the East Alabama region, as discussed on the following pages. By categorizing individual, but similar, county transportation needs into broader categories, it becomes possible to share not only frustrations but also solutions and the unmet need is then addressed from a broader perspective. This categorization is not meant to minimize individual county problems, but instead to facilitate the sharing of resources and solutions with those who have, or have had, similar problems. Additionally, in some case it may be found that a solution may help more than community facing a similar issue or that a regional solution may be possible and more cost-effective.

Regional Unmet Transportation Needs

Issue	Description
1 Population Density	The low population density of the majority of the region makes transit service cost prohibitive and time-consuming. Although eight of the ten counties have complete public transportation service coverage, limited financial resources prevent systems from serving all who need transportation, particularly those living in remote areas. As a result of travel distances, many persons with transportation needs must wait long periods of time for service.
2 Education and Awareness	Public transportation providers need to engage in better marketing, but they may be hesitant to do so if they have insufficient resources to serve additional riders. In general, the public does not have a clear perception of the transportation needs of target populations or the costs of public transportation,

and therefore, cannot understand the need for increased funding through local tax bases. Additionally, there is a perception that public transportation is only for those population groups that are unable to provide their own individual transportation resources. The general public must be educated of the benefits of public transit for all residents.

- 3 **Funding** Many stakeholders viewed funding as the most significant barrier to providing transportation services. Funding issues included availability of funding assistance for capital and operational costs, lack of local funds to match grants, limited clientele programs, and even lack of personal funds of those with transportation needs to participate in available transit programs. The lack of federal, state and local funds is further complicated a lack of coordination among funding programs, complicated grant requirements and billing requirements and options for those persons covered by Medicare and Medicaid.

- 4 **Extended Hours** Transportation stakeholders noted the need for extended service hours and days, especially in those areas where service is limited to weekdays with only daytime service. Those persons who do not own a reliable vehicle or who cannot drive often are unable to travel in the evenings or on weekends or holidays. The limited service hours also has a negative impact on those persons attempting to work evening or night shifts.

- 5 **Expanded Service Area** Most of the transportation service providers in the East Alabama region have limited route schedules or only serve populations located within a certain area. Stakeholders state that there is a distinct need for expanded service areas for outlying communities. The cost of serving the more remote parts of the region, however, become cost-prohibitive due to operational cost and time expended for a limited return.

- 6 **Healthcare Transport** Transportation stakeholders stated multiple transportation needs that are destination-oriented for healthcare, employment and education. The rural nature of the East Alabama region results in a transient workforce that relies heavily on jobs in nearby communities or counties. For low-income persons without a vehicle, transportation becomes an insurmountable barrier to employment. Most major industries have not invested in employee transportation as a means to increase and stabilize employee attendance, and the provision of an economically-based transit system has been beyond the financial capacity of the local governments of the region. The same principles hold true for those who need transportation services for healthcare or educational reasons. When there are no transportation services

- 7 **Employment Transport**

- 8 **Education Services Transport** available or the services are beyond the financial means of the person in need, transportation becomes a barrier to obtaining necessary healthcare or seeking education resources and assistance. For example, stakeholders noted a need for afterschool transportation for students than need tutorial assistance or disabled students that attend alternative education programs after school.
- 9 **Special Need Populations** Although there are transportation services available for special need populations such as elderly and/or disabled persons, they are generally only for specific purposes like nutrition or healthcare. These special need populations, however, have transportation needs beyond many program directives. Examples include grocery shopping, picking up prescriptions, or visiting friends and family. Unfortunately, non-obligated transportation services are limited in the rural areas of the region. As a result, these special need populations are left without service or are dependent upon others for the most basic of needs.
- 10 **Additional Vehicles** Transportation service providers stated a need for an increased number of vehicles, as well as replacement vehicles to provide adequate transportation for existing services areas.
- 11 **Coordination of Services** Due to the rural nature of the majority of the East Alabama region, many persons need to travel beyond the service boundaries of the transportation service provider in their area. Stakeholders stated that there is distinct need for increased transportation services for medical appointments out of town and employment in adjacent counties. To provide transportation outside of service areas and across jurisdictional boundaries will require the coordination of multiple transit service providers and local governments .
- 12 **Transport out of service areas**
- 13 **Volunteer Liabilities** Transit providers state that issues with liability and insurance for volunteers, volunteer training, availability, and the lack of volunteers is often a deterrent from using volunteer resources in the provision of transportation services, even though volunteer labor would help reduce the overall cost. Institutional organizations, such as nursing homes, report that staff is often called away from their regular duties to take residents to and from medical appointments. The loss of staff time is also increase with mileage reimbursement and double duties. Reliable volunteers would help alleviate this need, however, actual and perceived liabilities associated with use of volunteers deter these organizations from seeking this means of providing the needed transportation services.

- 14 **Ongoing Research and Training** There is a need for ongoing research to determine service areas and target populations for increased transportation services as funds become available. Additionally, there is a need for ongoing training for transit operators.
- 15 **Coordination Among Jurisdictions** Only a few stakeholders viewed cooperative efforts between local governments and/or private agencies as a means of expanding transportation service in the region. It is thought that some local governments and health and human service organizations may resist sharing vehicles or other transportation resources with other agencies.
- 16 **Maintenance of Vehicles and Infrastructure** Transportation stakeholders cited maintenance of existing vehicles as a major cost factor that limits additional services in terms of both service area and expanded areas. Transportation providers expressed hesitation to share vehicles in coordinated transportation services due to an anticipated increase in vehicle maintenance cost. The existing transportation infrastructure of the region increases the concerns regarding vehicle maintenance due to inadequate and substandard roads and bridges in the more remote locations of the region. The inventory of rural transportation needs and issues conducted by the East Alabama RPO indicates that all counties in the region have numerous road projects for which there is limited funding for improvements. As a result, temporary fixes are often put in place which result in recurring costs.
- 17 **Limited Private Transportation Services** There are limited private transportation services, such as cabs, in any location in the region. In those areas where private transportation services do exist, the cost of those services is most often beyond the means of those persons most in need.

SECTION 4

STRATEGIES AND RECOMMENDATIONS

Transportation coordination is not a new concept in the East Alabama region, but area transportation providers probably have not thought about or discussed undertaking a coordination effort. The current operational structure of the region's federally-funded urban and rural transportation systems suggests that cooperative efforts may be difficult to implement in some areas. Some counties have multiple transportation service providers. Other counties have a countywide system, but not all of the local governments in those counties are providing financial or other types of support. Federal regulations and guidance documents give the impression that Federal agencies that provide funds for transportation will be looking for increased cooperative efforts in the near future. If awarded additional funding, the East Alabama Regional Planning and Development Commission intends to work with its member governments and with area health and human service providers to discover what coordination efforts will best accommodate the specific transportation needs and related local conditions in each county.

Unless the Federal government undergoes a major shift in public transportation policy, it is obvious that local public transportation providers eventually will need to exhibit coordination efforts beyond preparing a coordinated plan. The EARPDC intends to take the lead in preparing local governmental and human service agencies for this eventuality, provided ALDOT continues to contract with AARC for the coordination effort. Contingent upon funding, the EARPDC will undertake the following initiatives. The transportation strategies and recommendations included in this section are provided based on the transportation unmet needs and issues that have been identified during the development of the *Coordinated Public Transit-Human Services Transportation Plan for the East Alabama Region*. Many of the strategies are the continuation of recommendations included in the 2006 and 2008 Coordinated Transportation Plans. Some of the strategies have also been derived from citizen and committee suggestions and comments obtained through the East Alabama RPO process as they are relevant to the provision and utilization of transportation and transit services.

Transportation Strategies

- Maintain, sustain and expand, when possible, all existing transportation services and programs that serve the East Alabama region.
- Explore whether Mobility Management funds can be used to produce the plan update. If so, apply for those funds if needed to supplement funds provided from ALDOT.
- Update and expand the list of health and human service agencies that provide services to people who are elderly, who have a disability, or who have low incomes.
 - Contact organizations that work with multiple agencies, such as the Area Agency on Aging and the United Way.
 - Utilize Internet sites, such as websites for State of Alabama Departments and other online directories.
- Provide informational materials generally describing the Section 5310, JARC, and New Freedom programs and major transportation coordination concepts to those invited to participate in the plan update process.
 - Update and utilize relevant sections of this document.
 - Use materials created by other entities.
- Incorporate into this document any changes that appear in the FTA's final rules (published in the Federal Register) and finalized Section 5310, JARC, and New Freedom program circulars (posted on the FTA website).
- Obtain from agencies and organizations that received the survey used in this planning process any missing information relevant to the update.
- Create a revised survey to mail to agencies/organizations that have been added to the participant list or who did not participate in this effort.
- Incorporate new survey data into the coordinated plan update.
- Determine whether standardizing the population density scales for all data maps for each county (Calhoun County maps with one scale suited to its population, Chambers County maps with one scale suited to its population, etc.) would help with visual analysis of the relationship between the different data sets.
 - Use local input to expand "Major Transit Destinations" map.
- Engage in more in-depth discussions of potential areas where coordination or cooperation between governmental and non-governmental agencies/organizations may be feasible.
- Investigate all resources and grants for additional funding for transit programs throughout the East Alabama region.
- Establish and utilize a volunteer network to provide transportation to the doctor, grocery store, and other errands for special needs populations such as the elderly and disabled persons.
- Pursue means to provide handicap accessible transportation services for low income persons without Medicaid coverage.
- Investigate development and coordination of a transportation system that travels outside the region on a regular and scheduled basis.
- Promote and pursue private entrepreneurs to provide reasonably priced private transportation services.
- Establish a countywide public transportation system administered and operated by the county with a countywide van fleet in Chambers County.
- Develop more transportation resources in Cherokee County.

- Advocate for municipal support of existing transportation in Cherokee County to expand services.
- Establish a joint public transportation system in Clay County including the county and municipal governments.
- Investigate means to increase daily hours of operation and reduce waiting time periods in Cleburne County.
- Initiate a Section 5311 program in the City of Lincoln and in the surrounding area to address service deficiencies in the northernmost portion of Talladega County.
- Expand ARISE needs to pick up people on the east side of the Tallapoosa River and transport to medical offices in Tallapoosa County.

The provision and coordination of transportation services is a dynamic activity across the region, with new opportunities arising as more and more agencies share their needs and resources for transportation services and more innovative partnerships are developed in the provision of transportation services. Therefore, the transportation strategies outlined herein are extended to any provider of transportation services that is identified after the publishing of this plan. Further, it is recognized that the *Coordinated Public Transit-Human Services Transportation Plan for the East Alabama Region* is a dynamic document. As the political landscape changes; as new laws are enacted; as resources become either available or unavailable; or as other variables change; the findings in this study may change and evolve. It is also recognized that transportation and the coordination for transportation has an impact on many segments of our society and population across the region. It is suggested that differing, alternative and new suggestions for the provision of transportation services be submitted to the East Alabama Regional Planning and Development Commission for review and inclusion in future updates of this plan.

Available Resources

The materials reviewed for this process identified several informational and some financial resources that can be used for transportation coordination efforts.

Informational Resources:

- Transportation Planning Capacity Building Program - www.planning.dot.gov
- Federal Transit Administration - www.fta.dot.gov
- National Transit Institute (NTI) - www.ntionline.com
- National Highway Institute (NHI) - nhi.fb.wa.dot.gov
- United We Ride - www.unitedweride.gov
- National Rural Transit Assistance Program - www.APWA.net
- Project ACTION - www.projectaction.org
- National Job Links Employment Transportation Initiative www.ctaa.org/Intrc/aU/joblinksindex.asp
- National Technical Assistance Center in Senior Transportation - www.projectaction.org

- Intelligent Transportation System (ITS) Peer to Peer Program - www.its.dot.gov
- Transit Cooperative Research Program - www.TCRPonline.org
- Multi-State Technical Assistance Program - www.mtap.org
- Community Transportation Assistance Project - www.CTAA.org
- Alabama Rural Transit Assistance Program - www.alrtap.org
- Community Transportation Association of America (CTAA) www.ctaa.org
- Rural COATS - www.ruralits.org
- National Transportation Enhancements Clearinghouse - www.enhancements.org

Financial Resources:

- Mobility Management Funds - the FT A has proposed the following as eligible mobility management activities:
 - o The development of coordinated plans;
 - o The support of State and local coordination policy bodies and councils;
 - o The maintenance and operation of transportation brokerages to coordinate providers, funding agencies and customers;
 - o The development and maintenance of other transportation coordination bodies and their activities, including employer-oriented Transportation Management Organizations, human service organization customer-oriented travel navigator systems and neighborhood travel coordination activities;
 - o The development and support of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
 - o The acquisition and operation of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Global Information Systems (GIS) mapping, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems.
- To supplement JARC programs:
 - o U.S. Department of Labor jobs programs
 - o U.S. Department of Health and Human Services Temporary Assistance to Needy Families (TANF), as described in joint guidance published by DOT, DOL, and DHHS on May 27,1998.

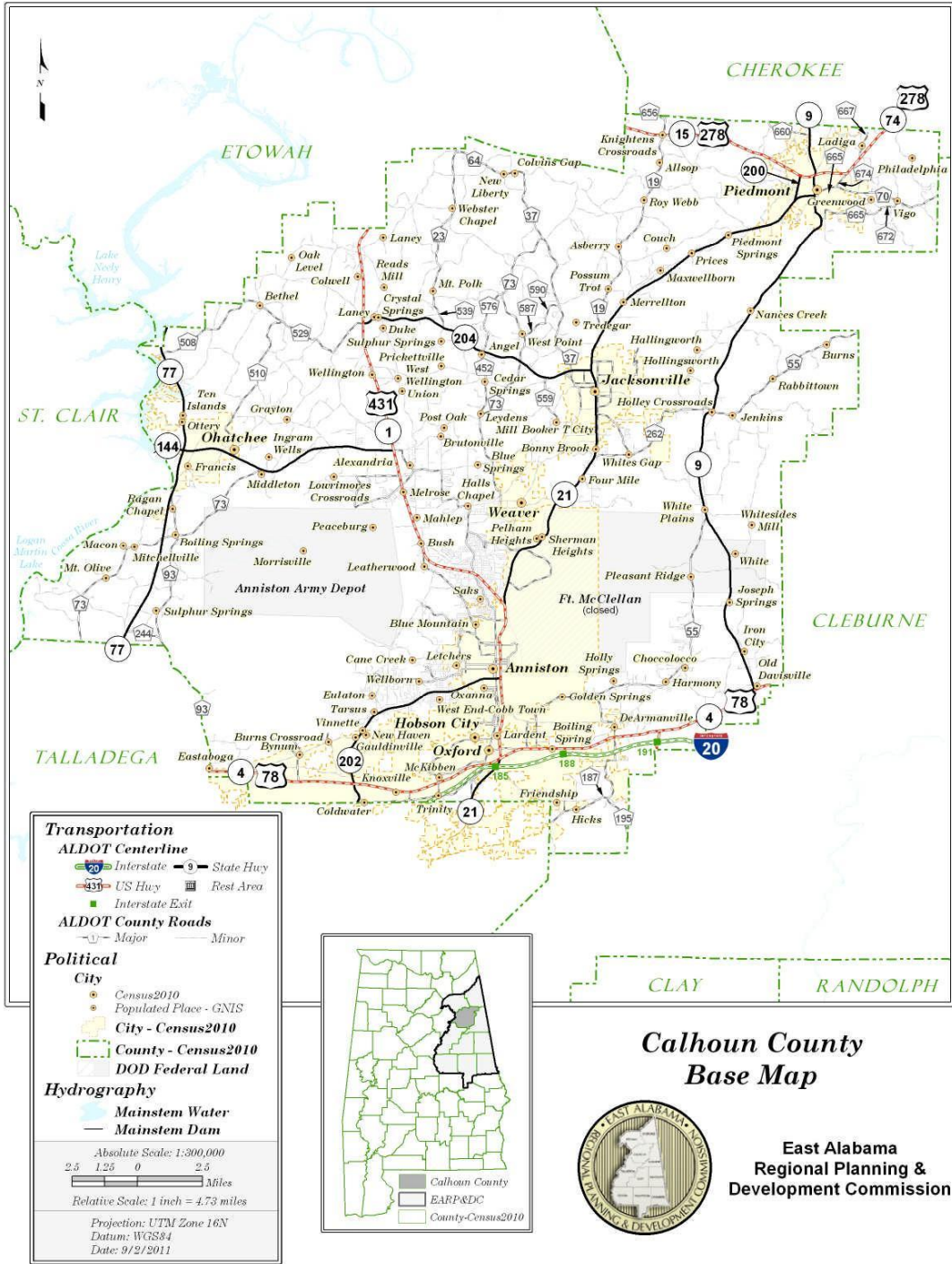
APPENDIX A1

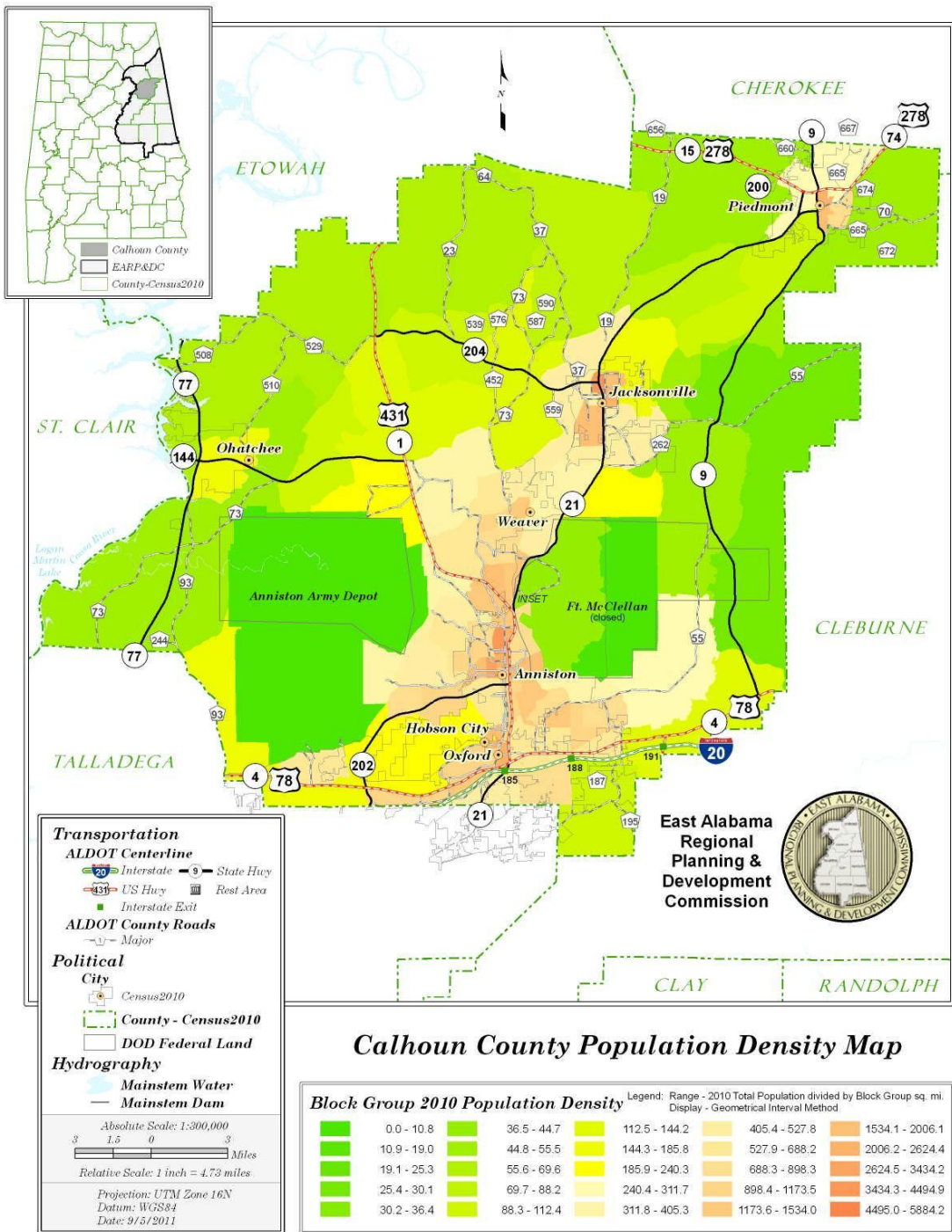
COUNTY NEEDS ASSESSMENT MAPPING

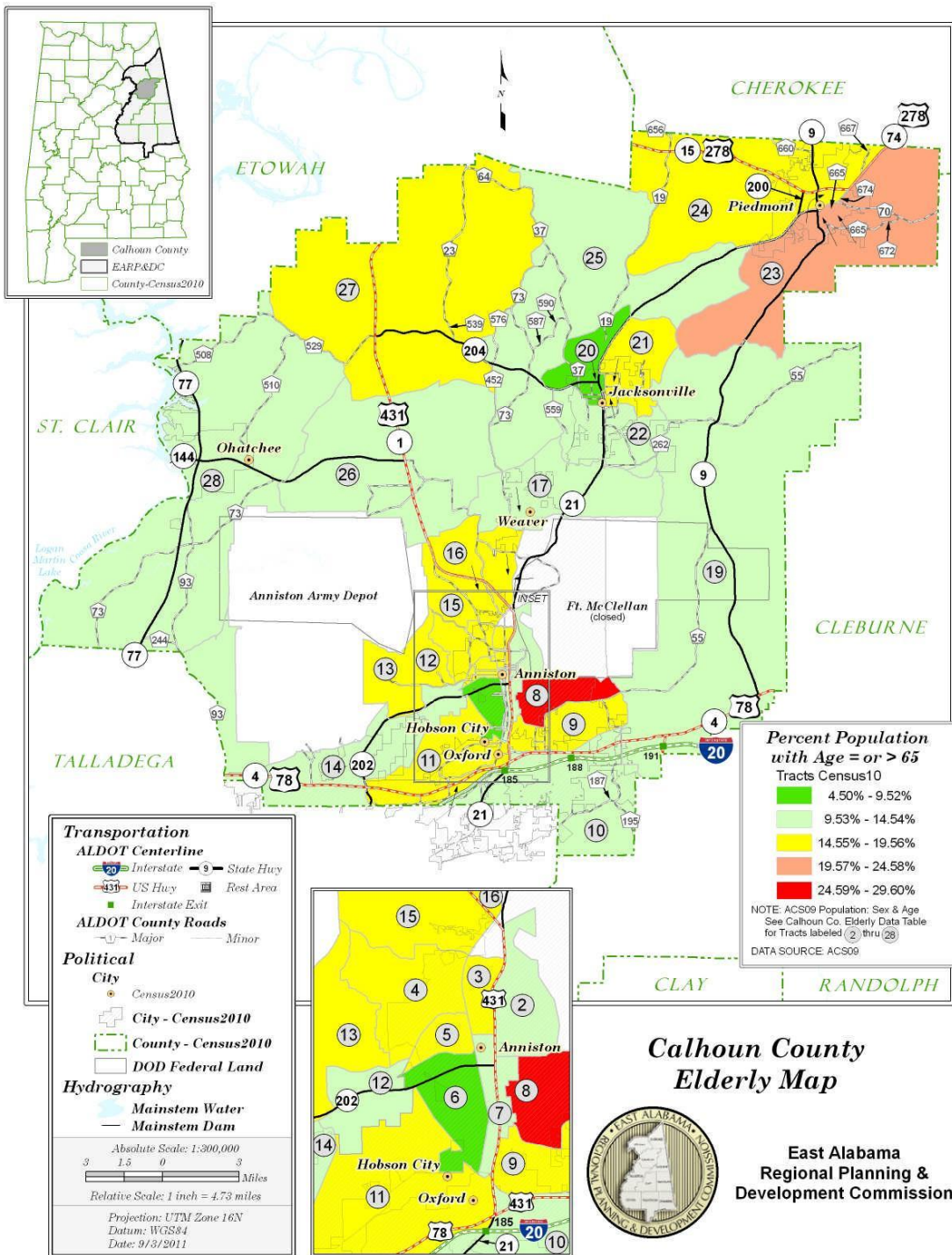
This appendix provides a series of maps that were used to demonstrate the probability of transportation and transit services based on high need population segments and their location within each county. Data used for the maps was obtained from the U.S. Census Bureau, 2010 Census whenever possible. If 2010 Census data was not available, data from the U.S. Census Bureau, American Community Survey, 2005-2009 data were used. The maps are organized by the county in alphabetical order. Maps provided for each county include the following:

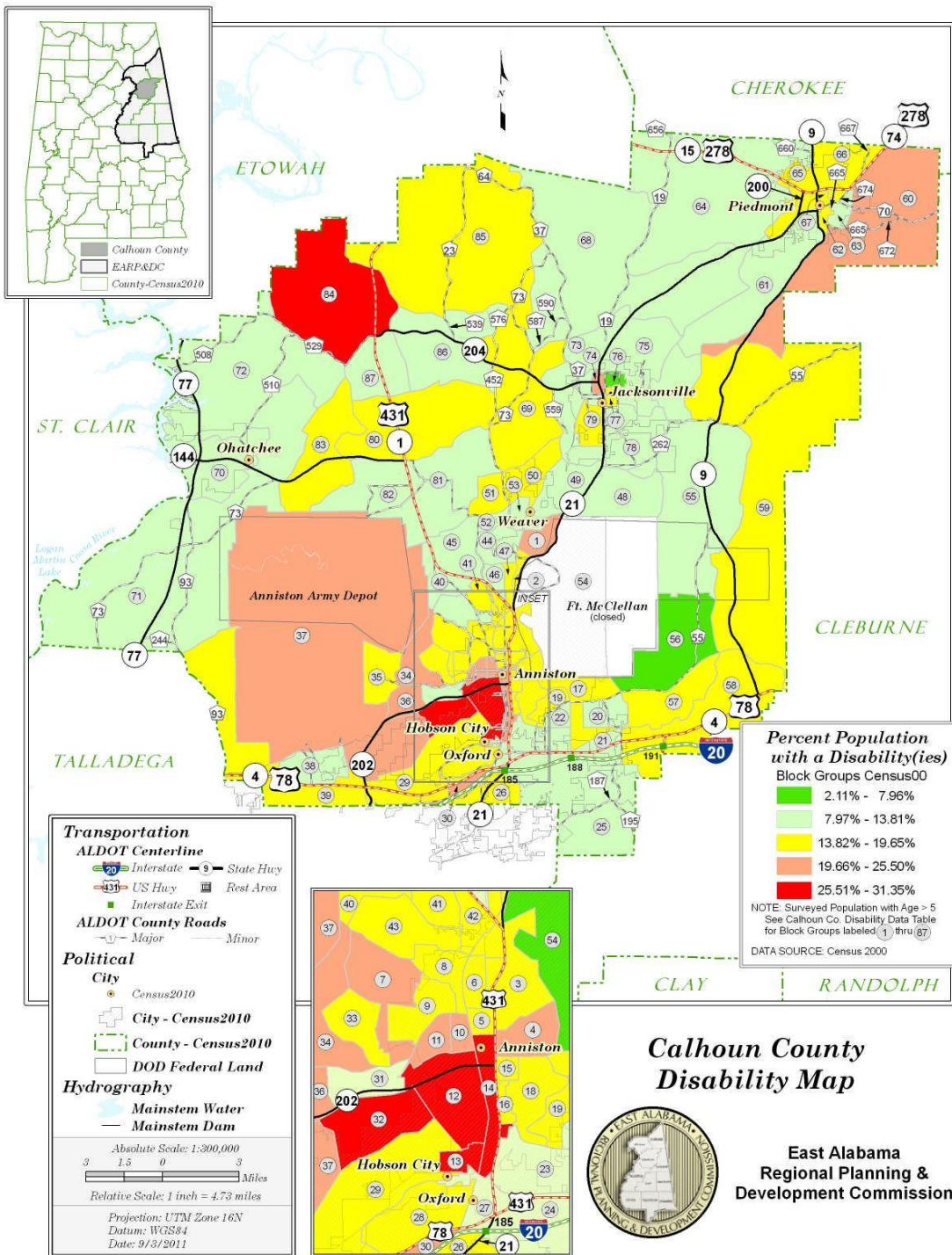
1. County Base Map
(Major Roadways, Municipalities and Unincorporated Communities)
2. Population Density
3. Population Age 65 and Older
4. Persons With Disabilities
5. Population Living Below Poverty Level
6. Unemployed Population
7. Population with No Vehicles
8. Population Centers
9. Major Destinations
10. Transit Services

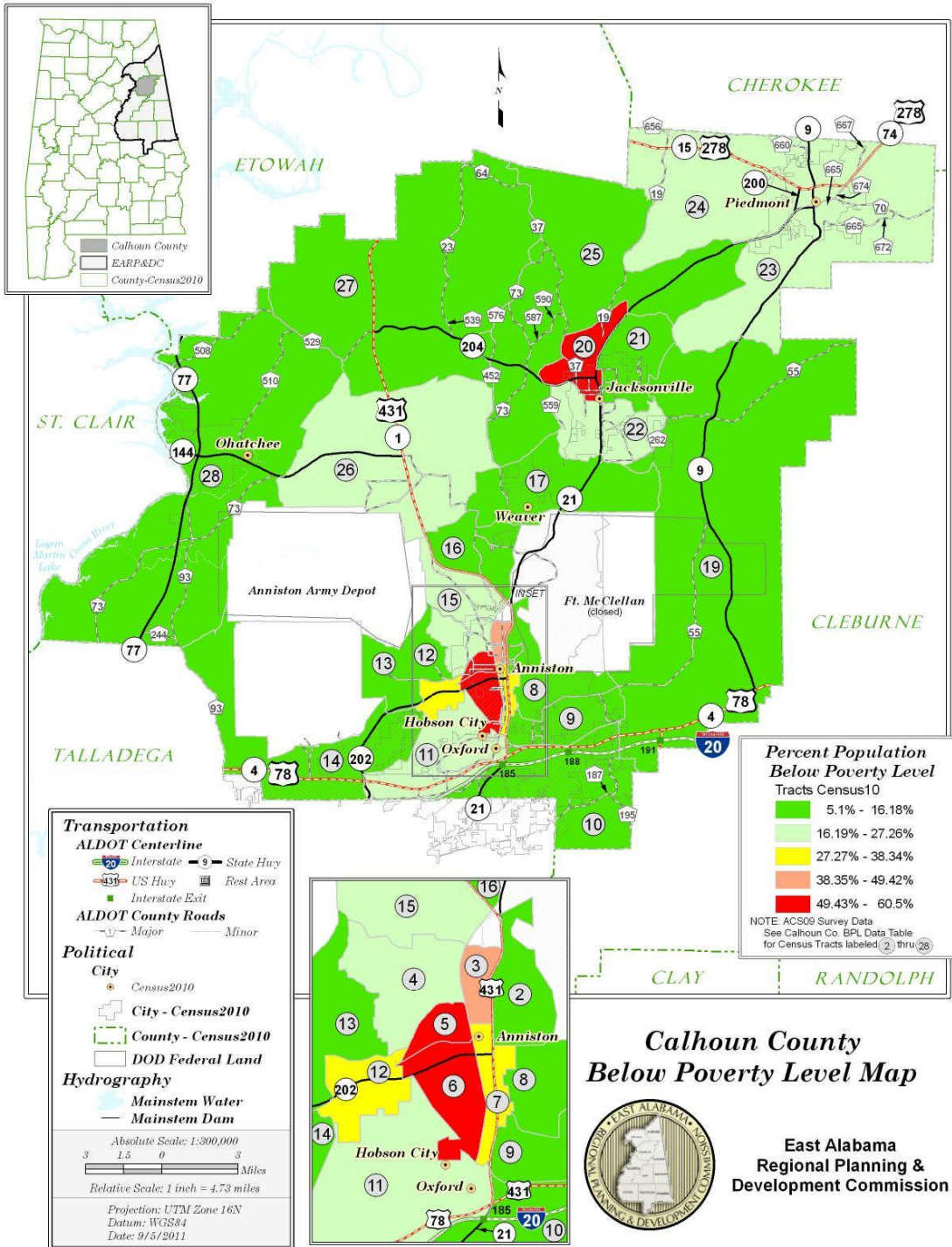
1. CALHOUN COUNTY

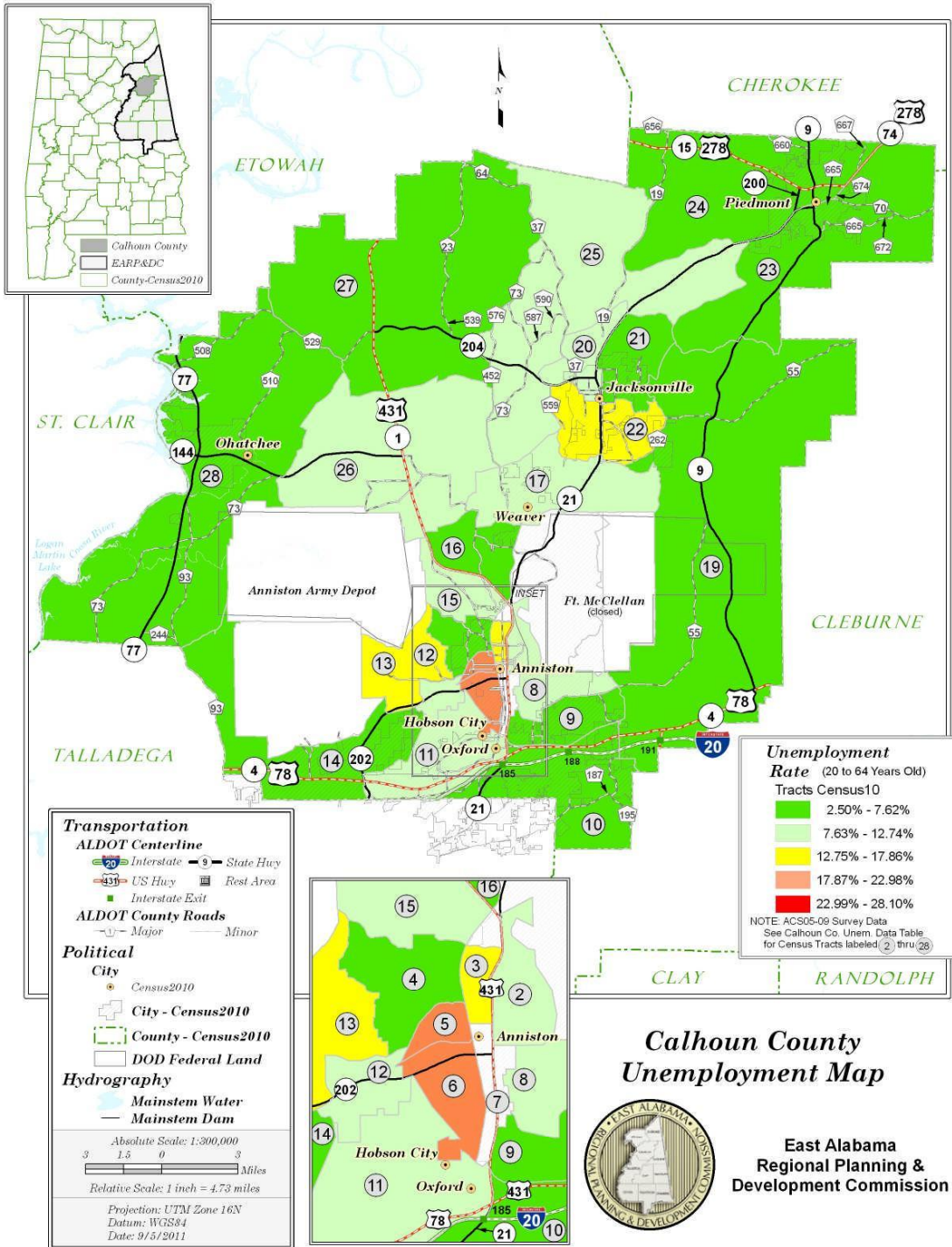


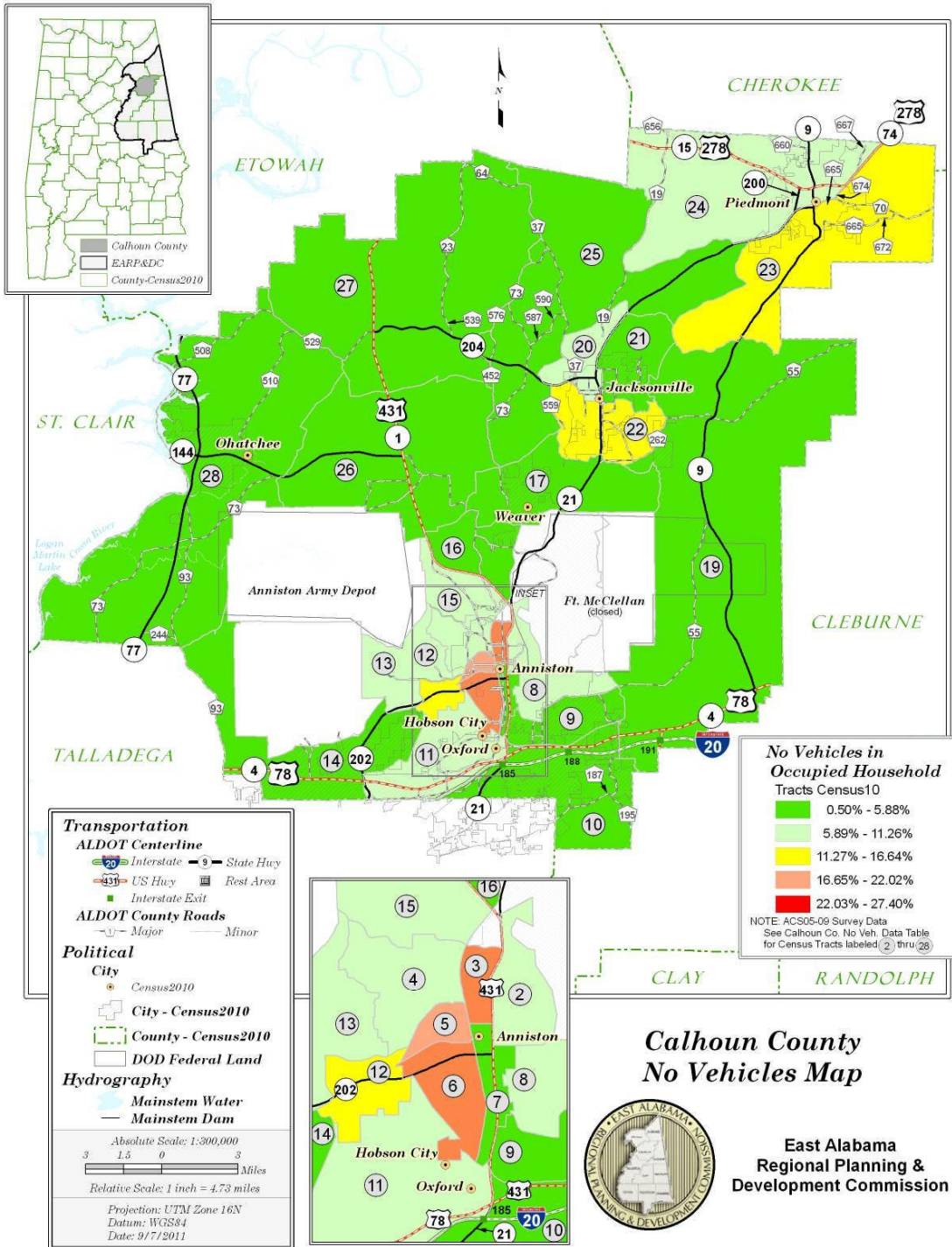


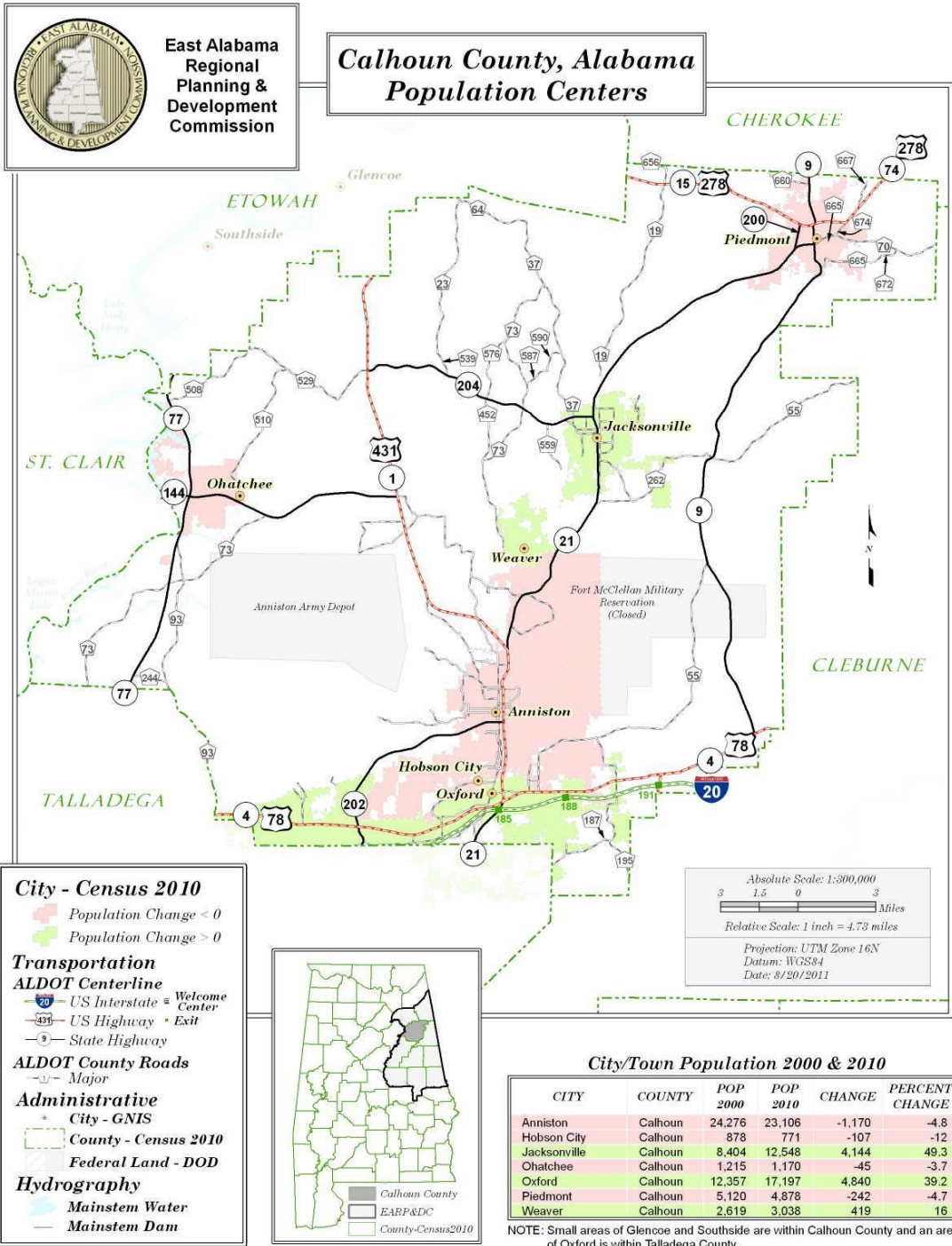


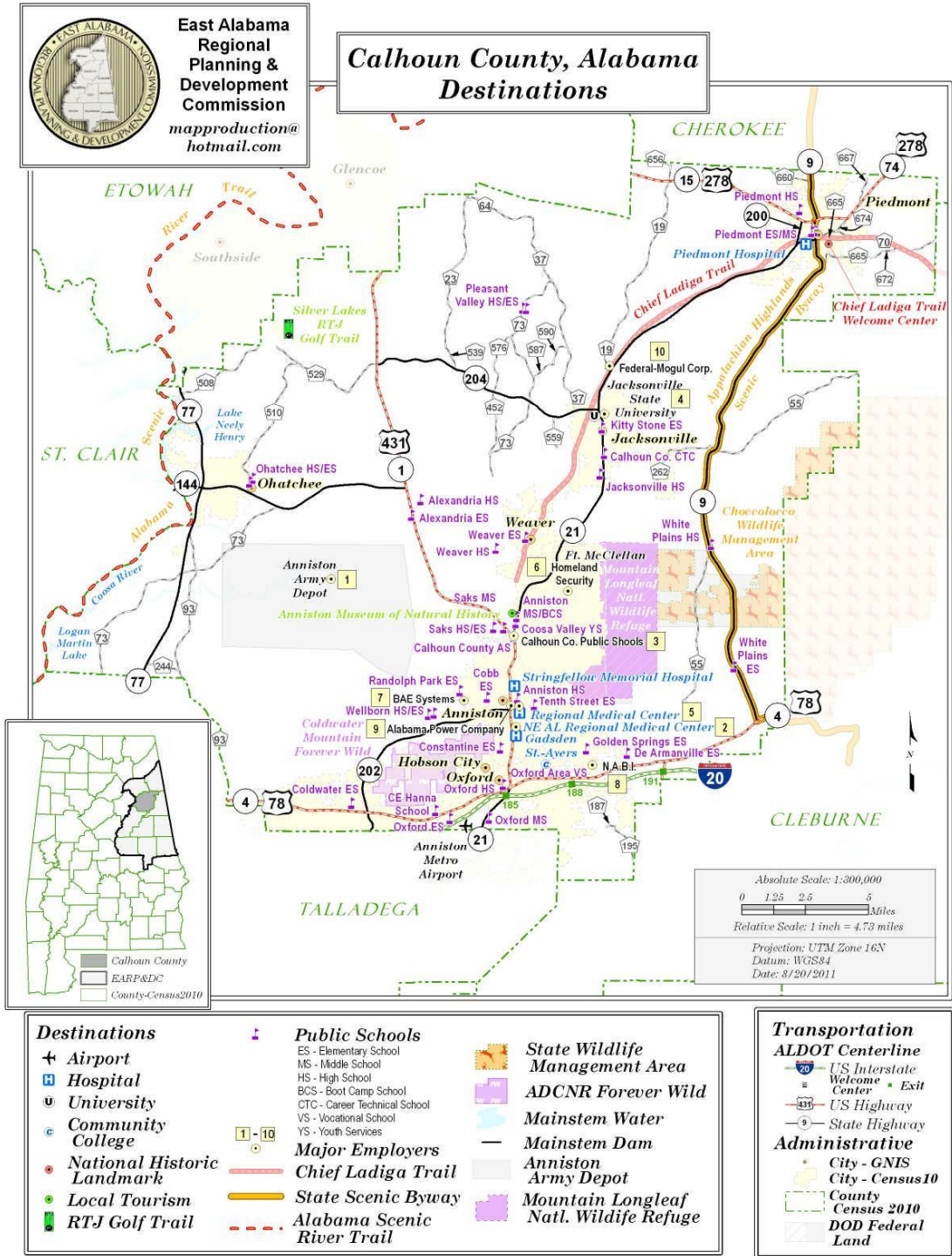


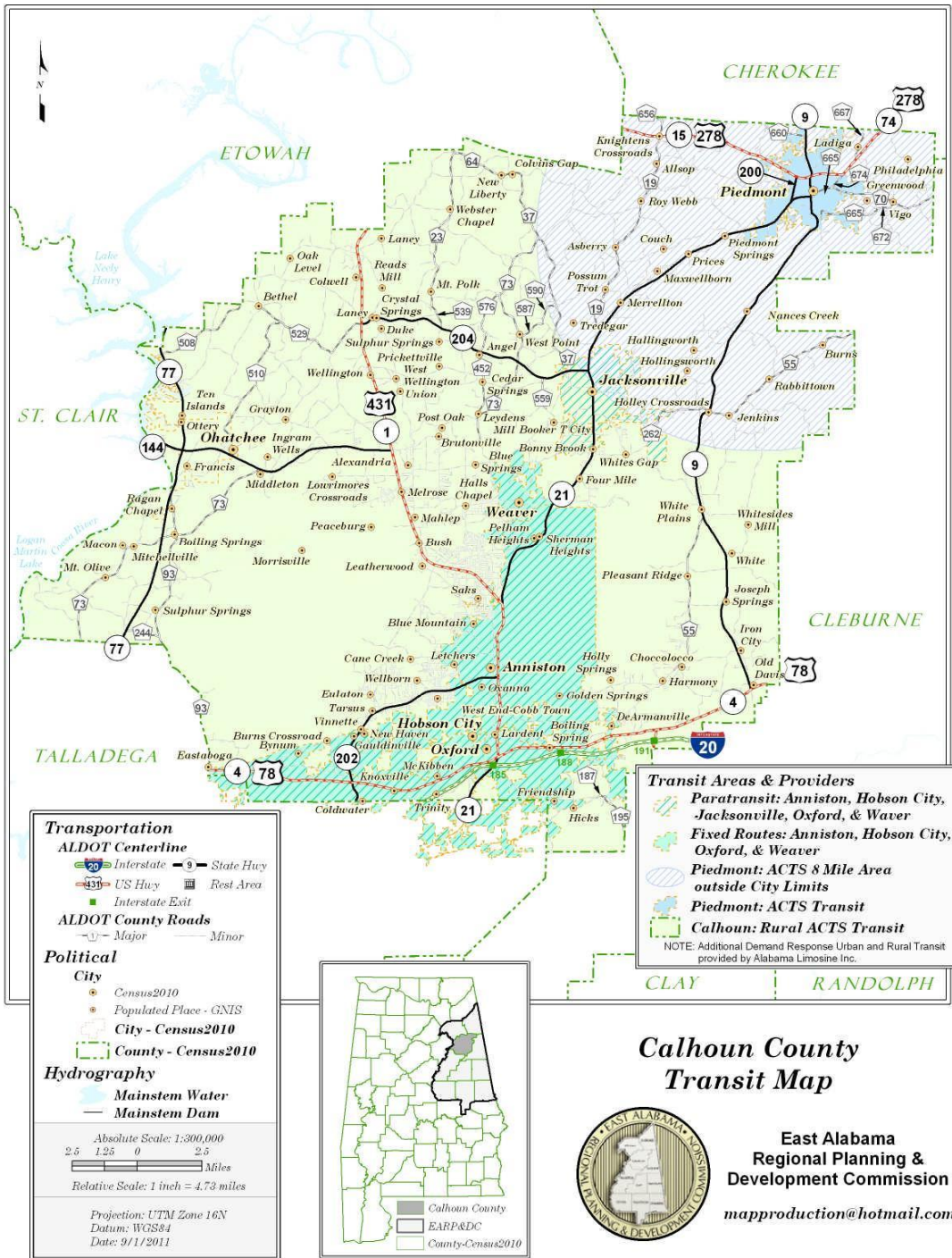




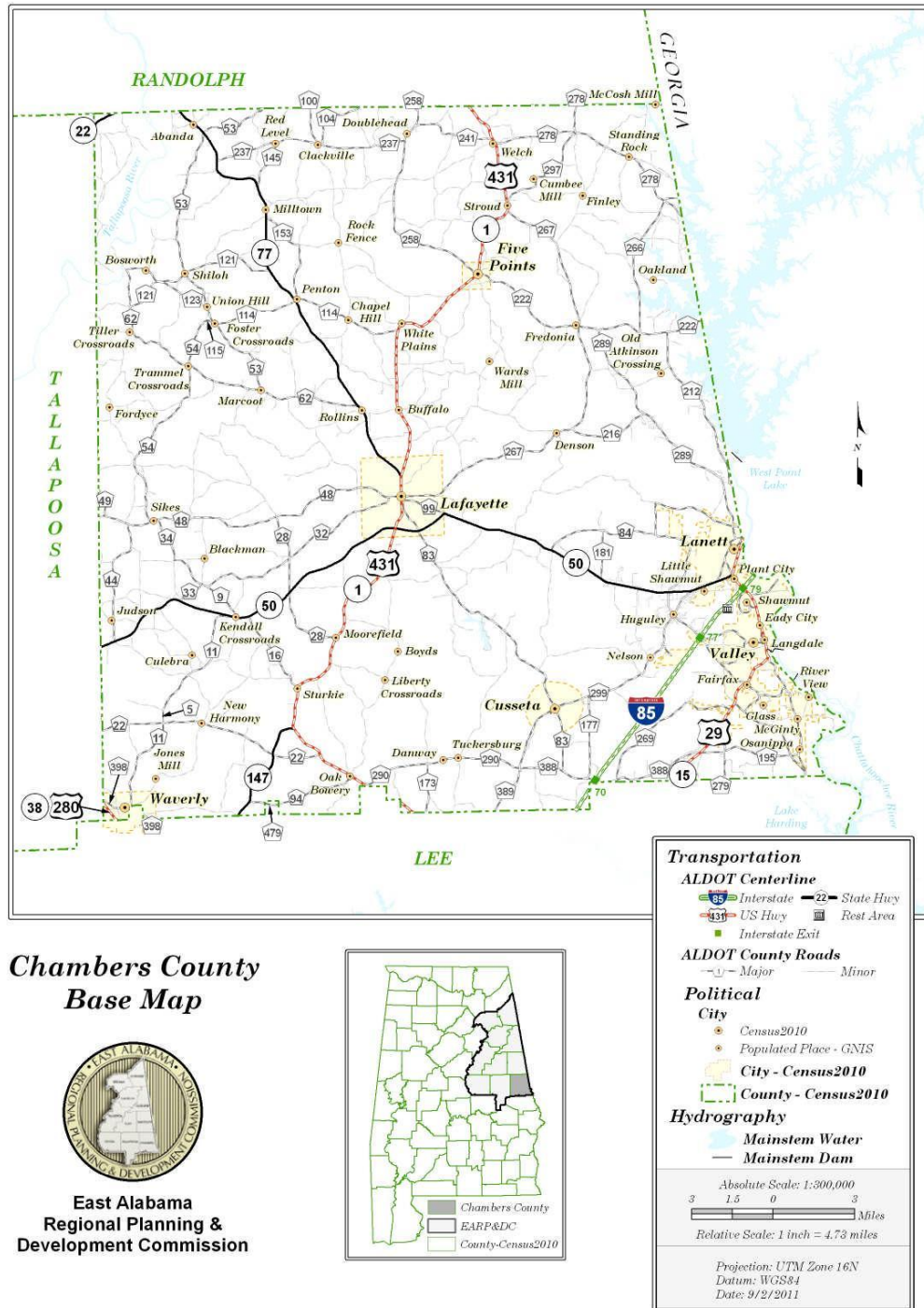


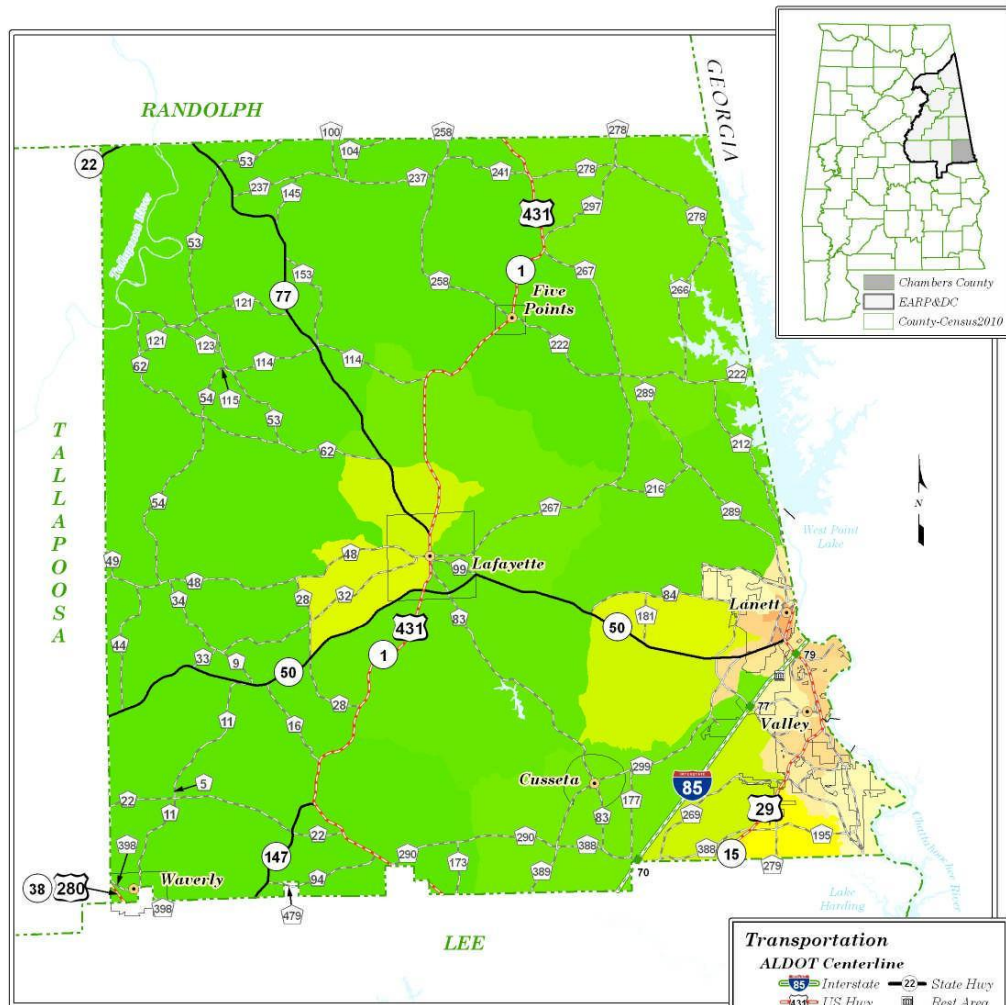






2. CHAMBERS COUNTY





**Chambers County
 Population Density Map**



**East Alabama
 Regional
 Planning &
 Development
 Commission**

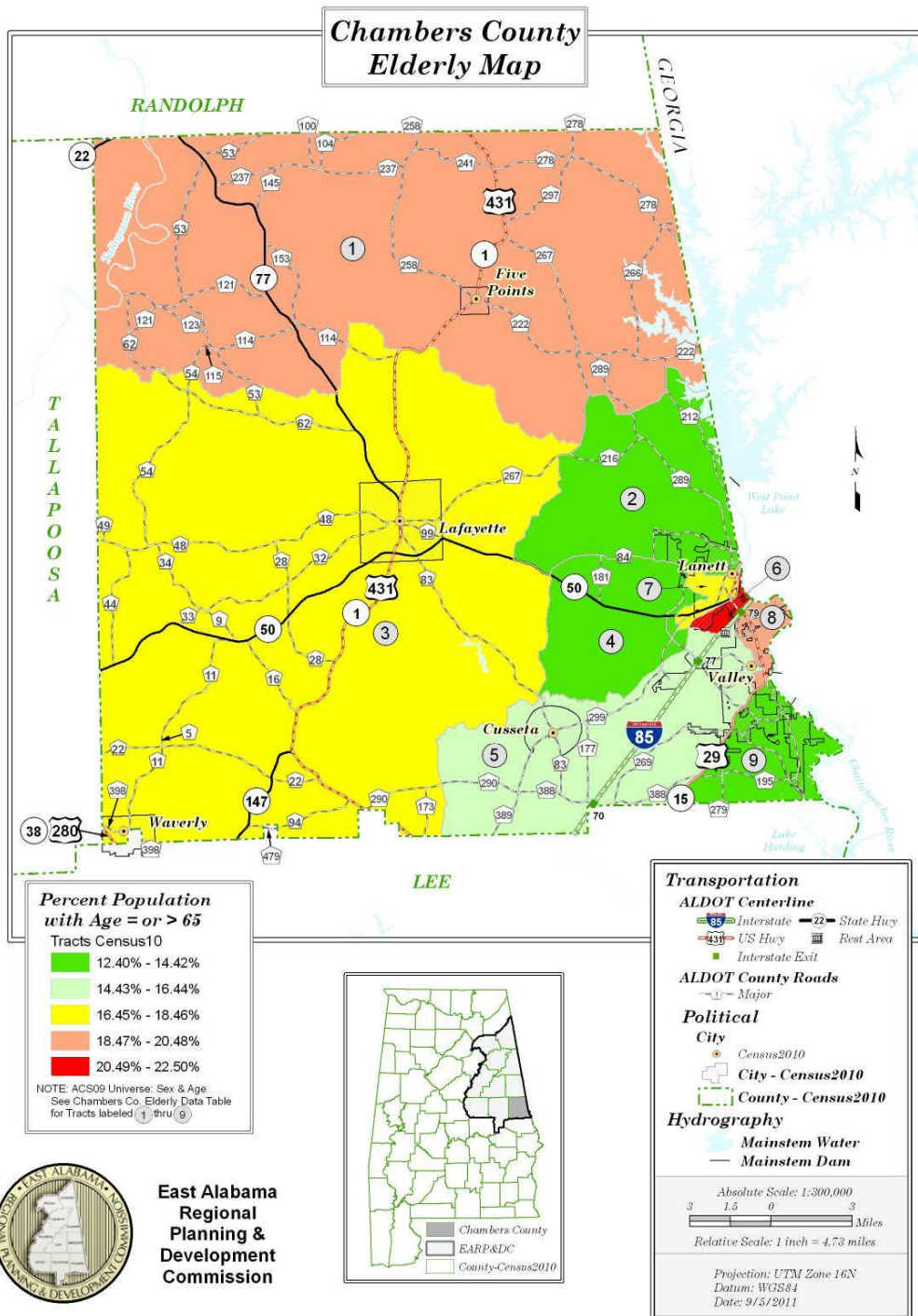
Block Group 2010 Population Density		Legend: Range - 2010 Total Population divided by Block Group sq. mi. Display - Geometrical Interval Method	
0.0 - 10.8	36.5 - 44.7	112.5 - 144.2	405.4 - 527.8
10.9 - 19.0	44.8 - 55.5	144.3 - 185.8	527.9 - 688.2
19.1 - 25.3	55.6 - 69.6	185.9 - 240.3	688.3 - 898.3
25.4 - 30.1	69.7 - 88.2	240.4 - 311.7	898.4 - 1173.5
30.2 - 36.4	88.3 - 112.4	311.8 - 405.3	1173.6 - 1534.0
			1534.1 - 2006.1
			2006.2 - 2624.4
			2624.5 - 3434.2
			3434.3 - 4494.9
			4495.0 - 5884.2

Transportation

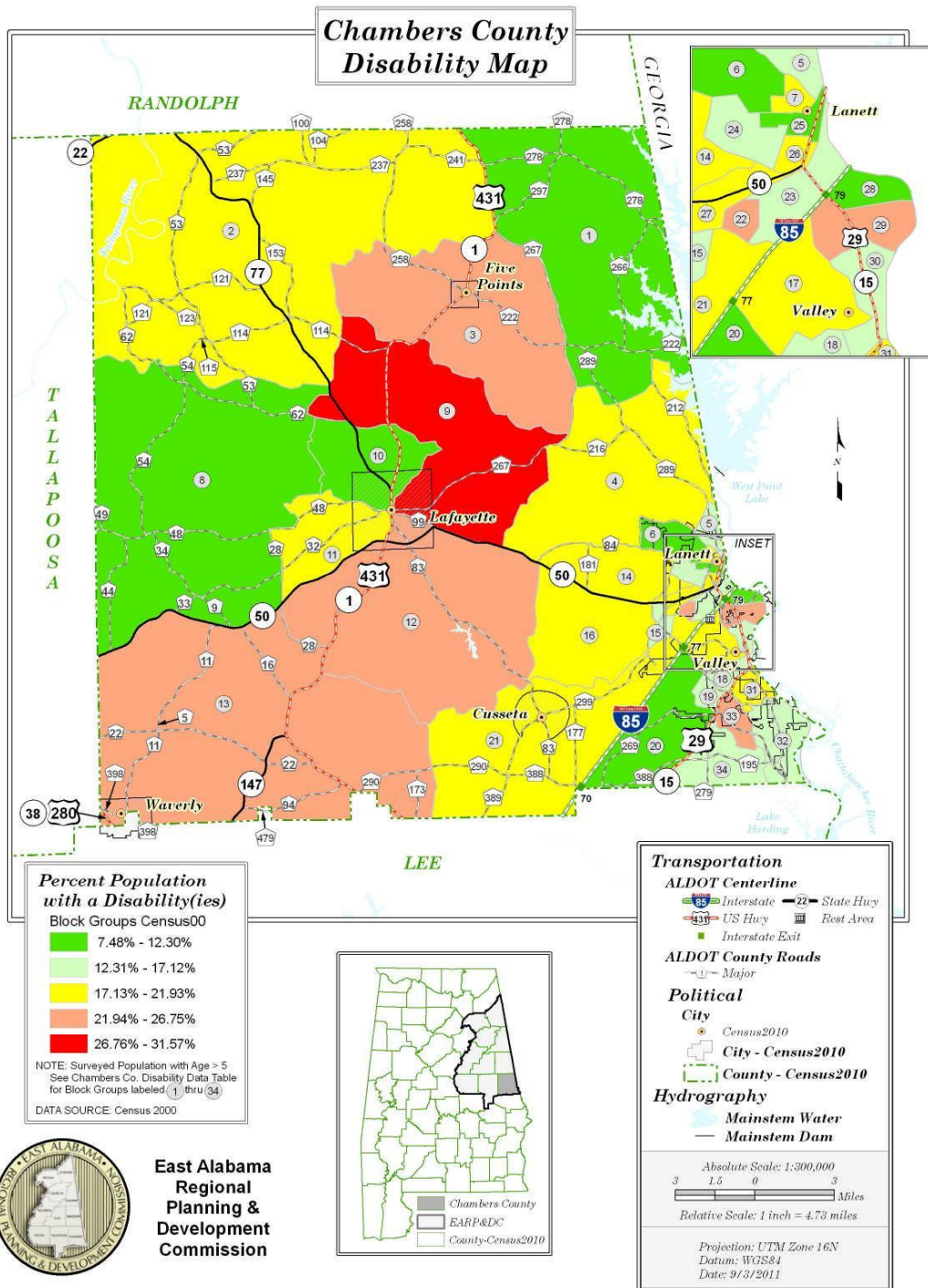
- ALDOT Centerline
 - Interstate
 - State Hwy
 - US Hwy
 - Interstate Exit
- ALDOT County Roads
 - Major
- Political
 - City
 - County - Census2010
- Hydrography
 - Mainstem Water
 - Mainstem Dam

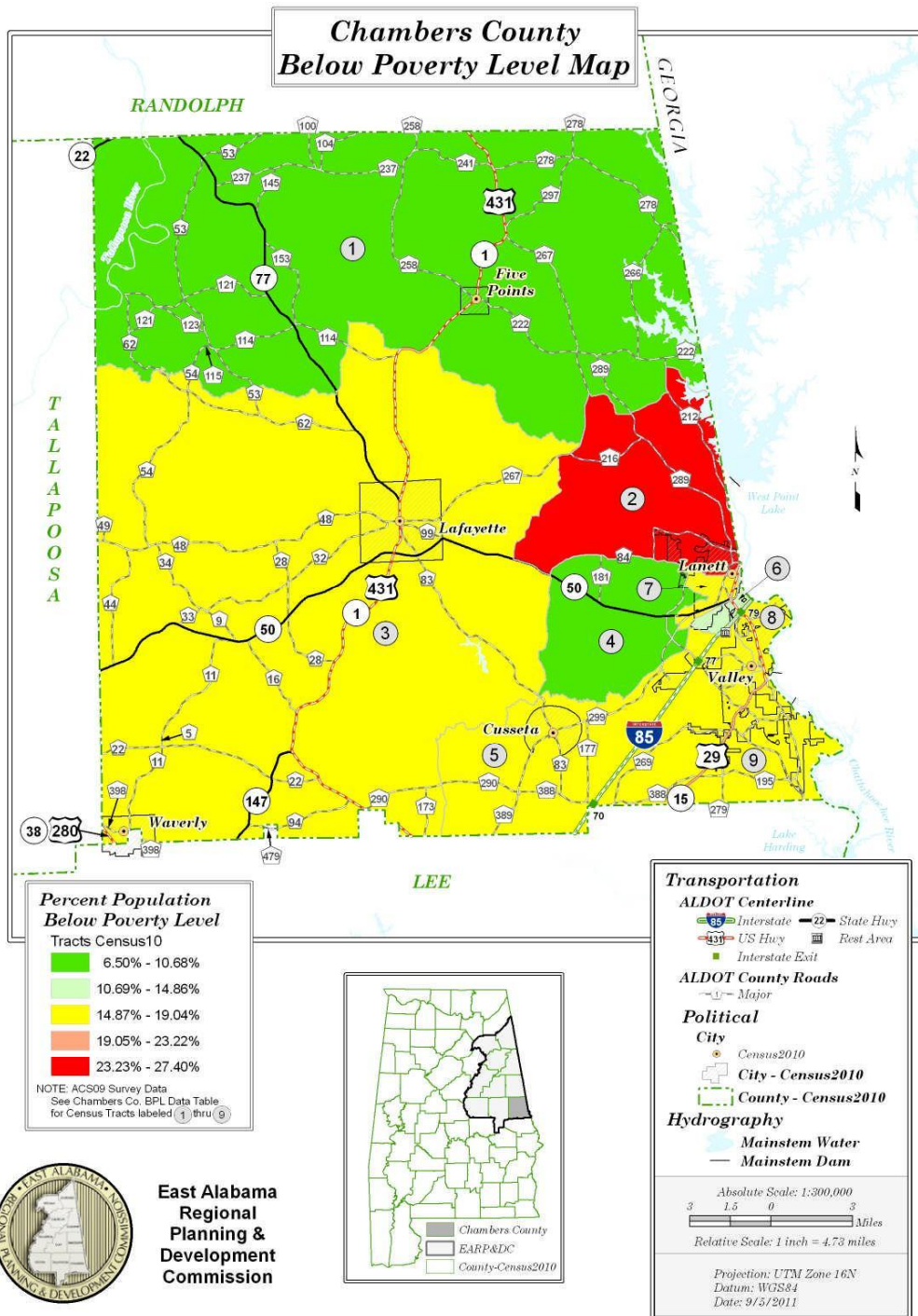
Absolute Scale: 1,300,000
 3 1.5 0 3 Miles
 Relative Scale: 1 inch = 4.73 miles

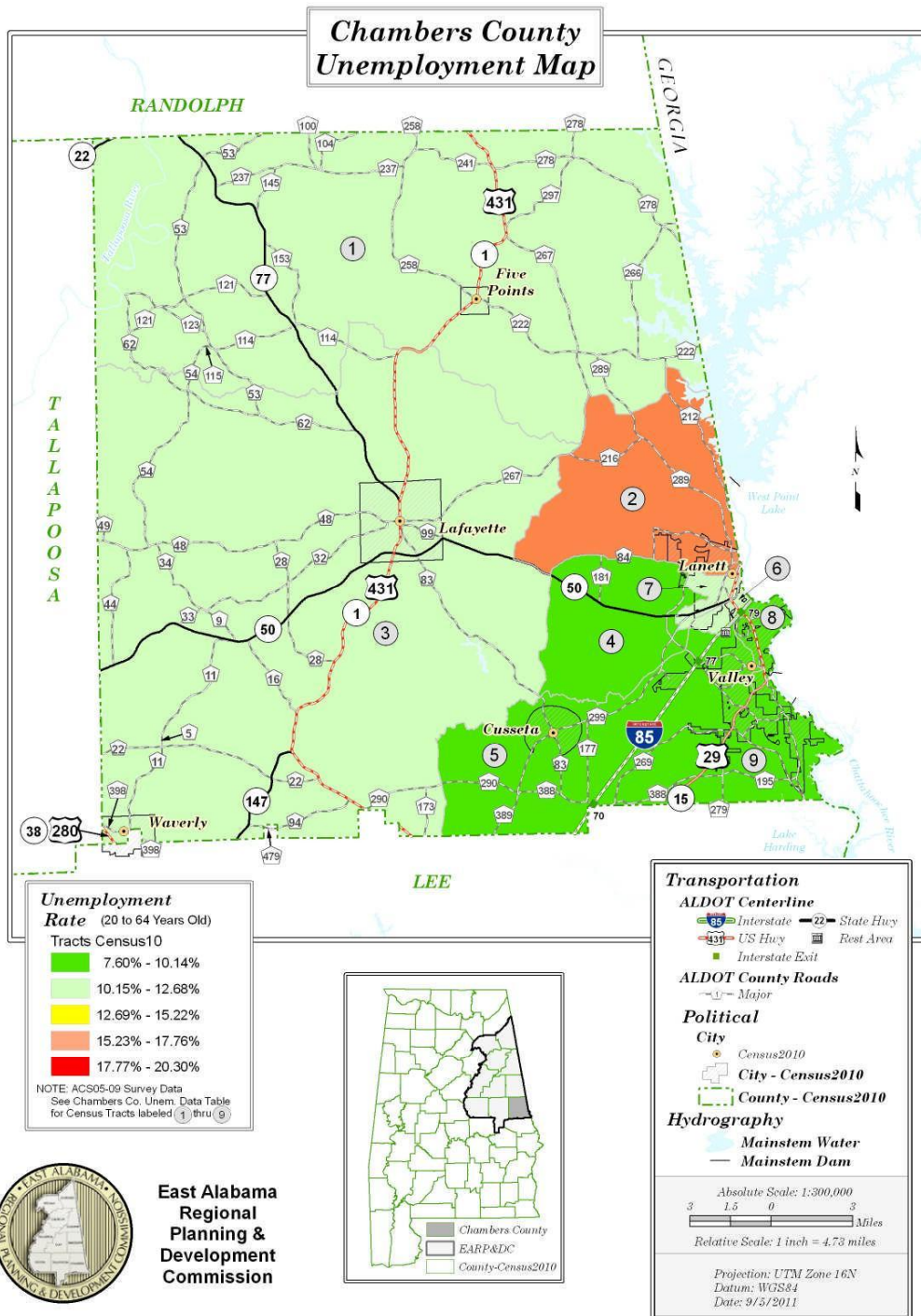
Projection: UTM Zone 16N
 Datum: WGS84
 Date: 9/5/2011

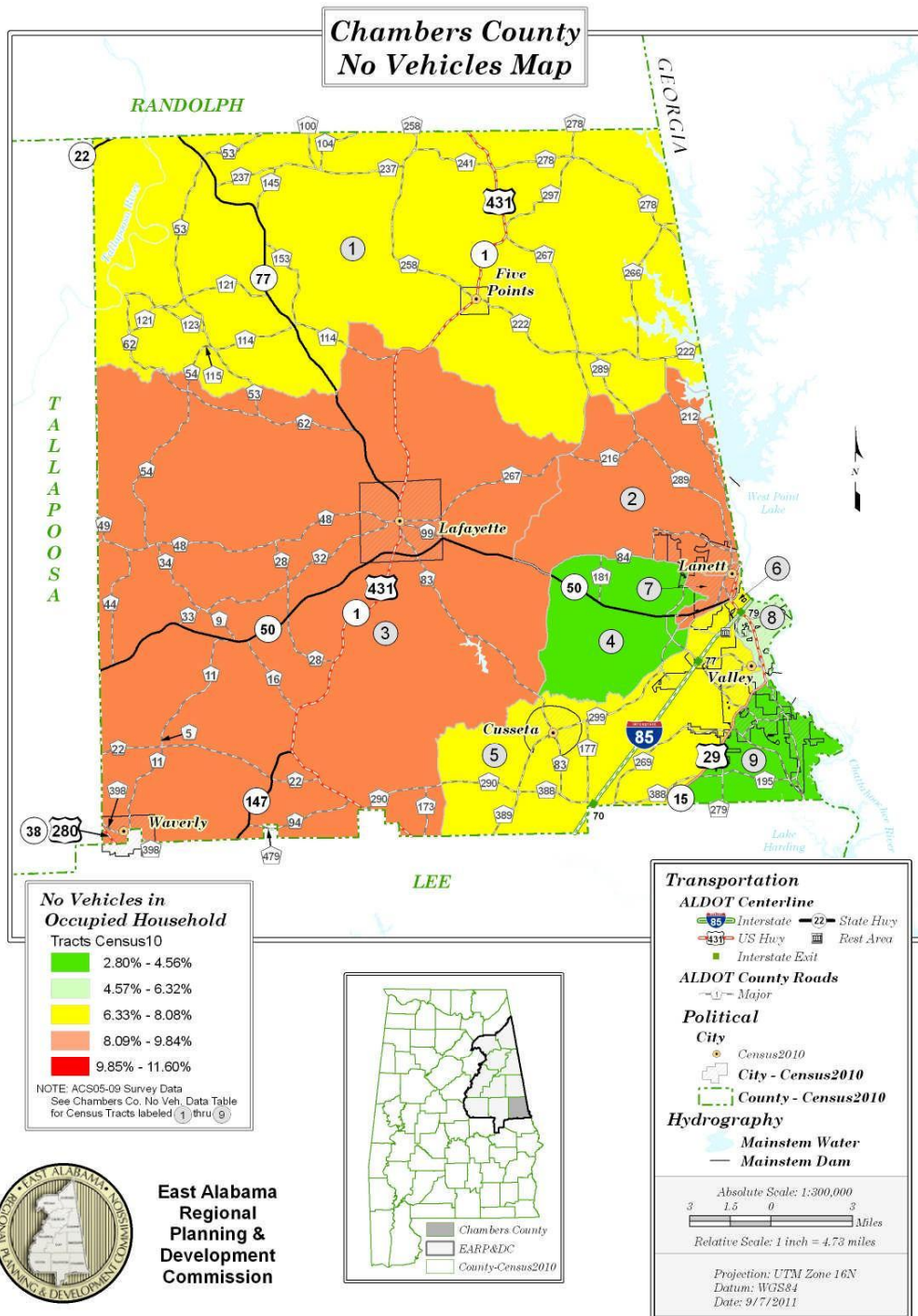


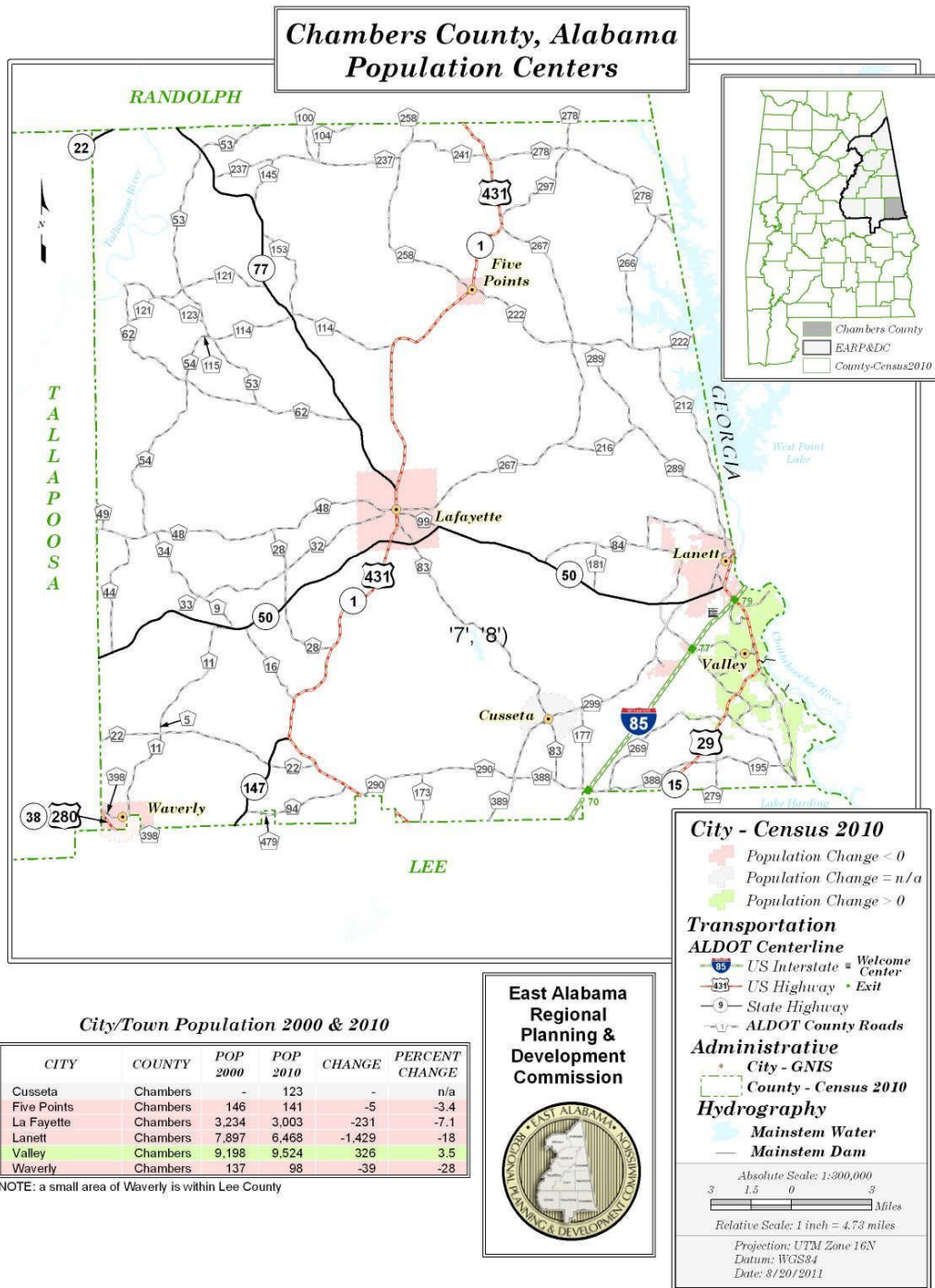
**East Alabama
 Regional
 Planning &
 Development
 Commission**

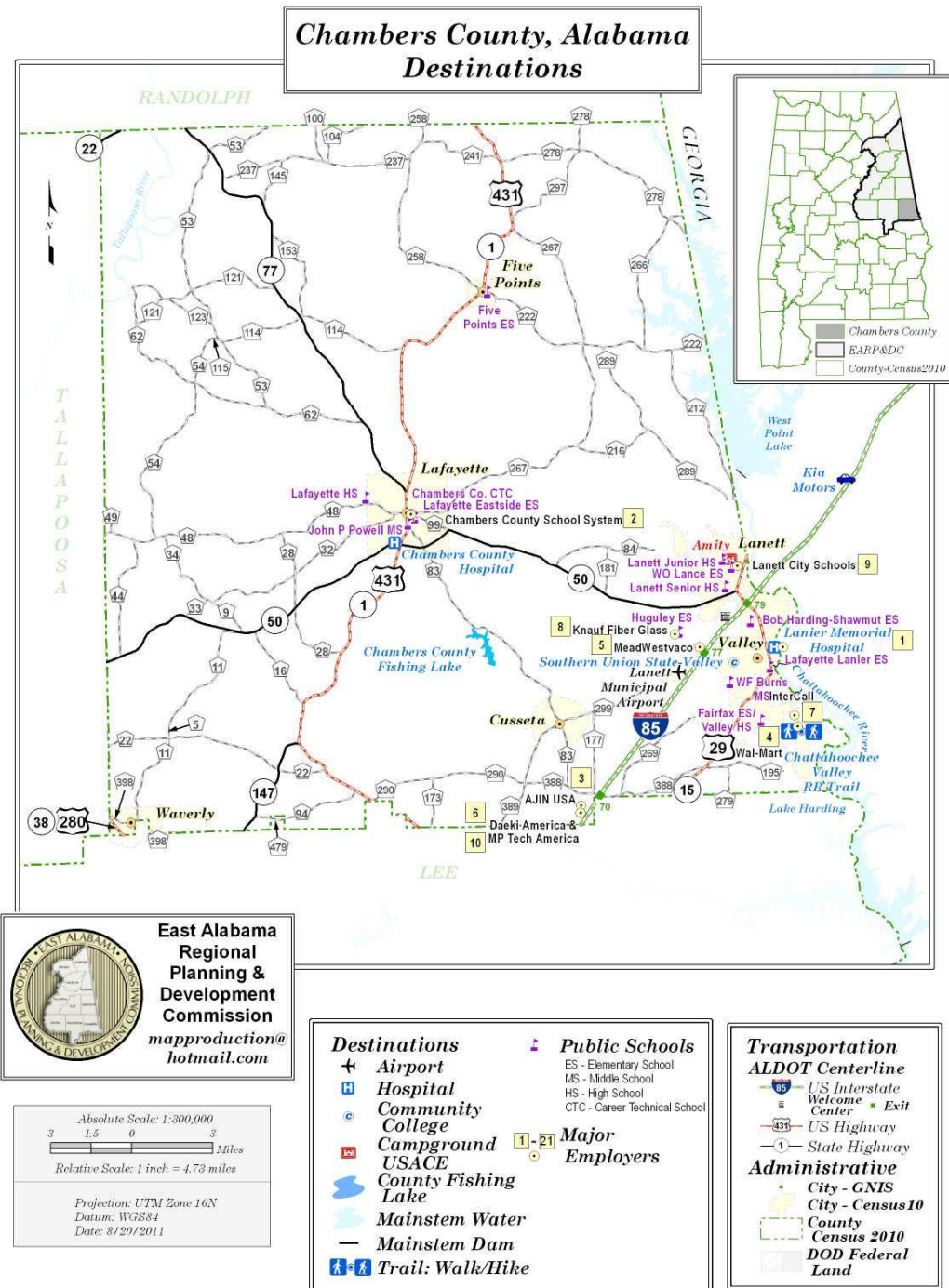






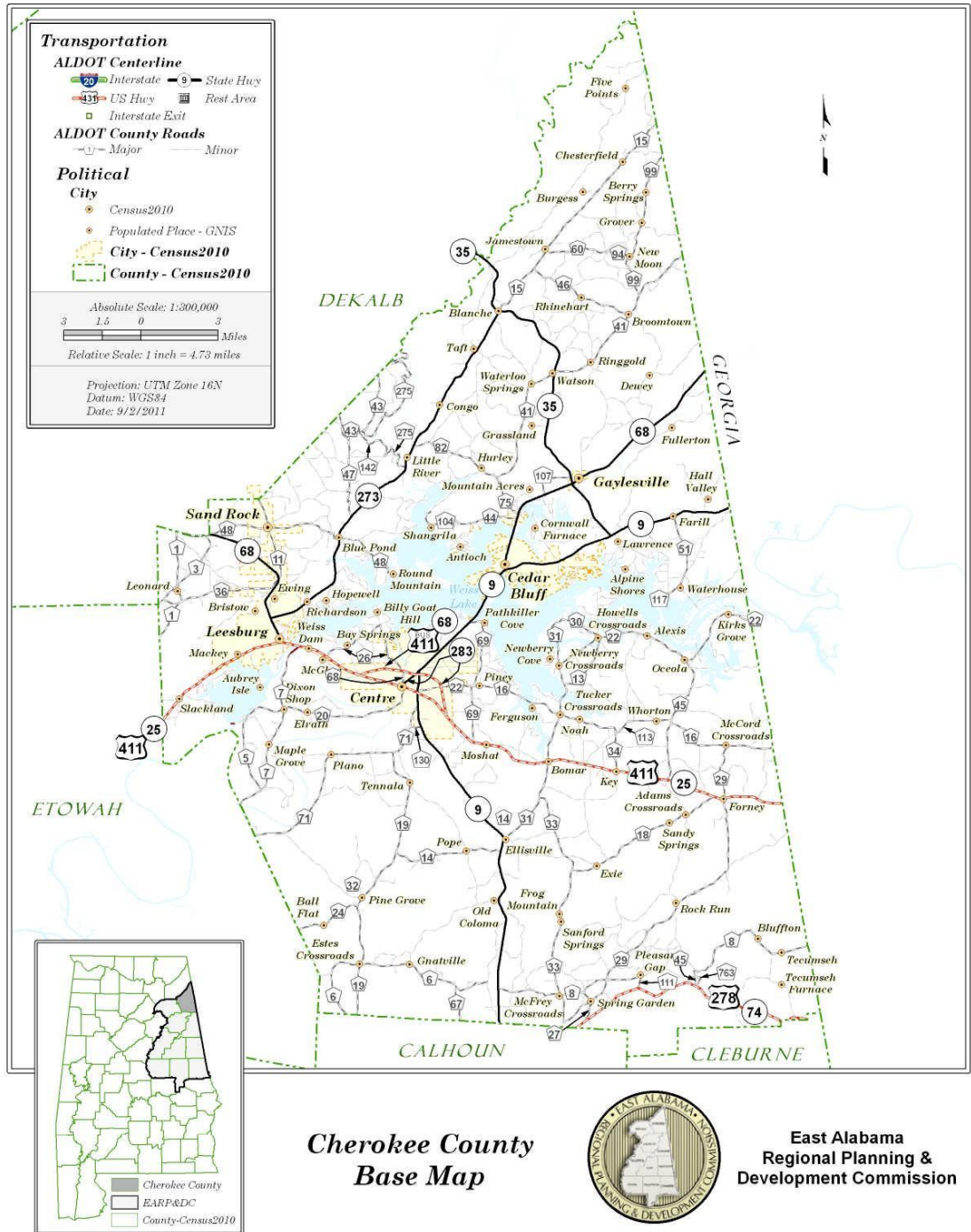


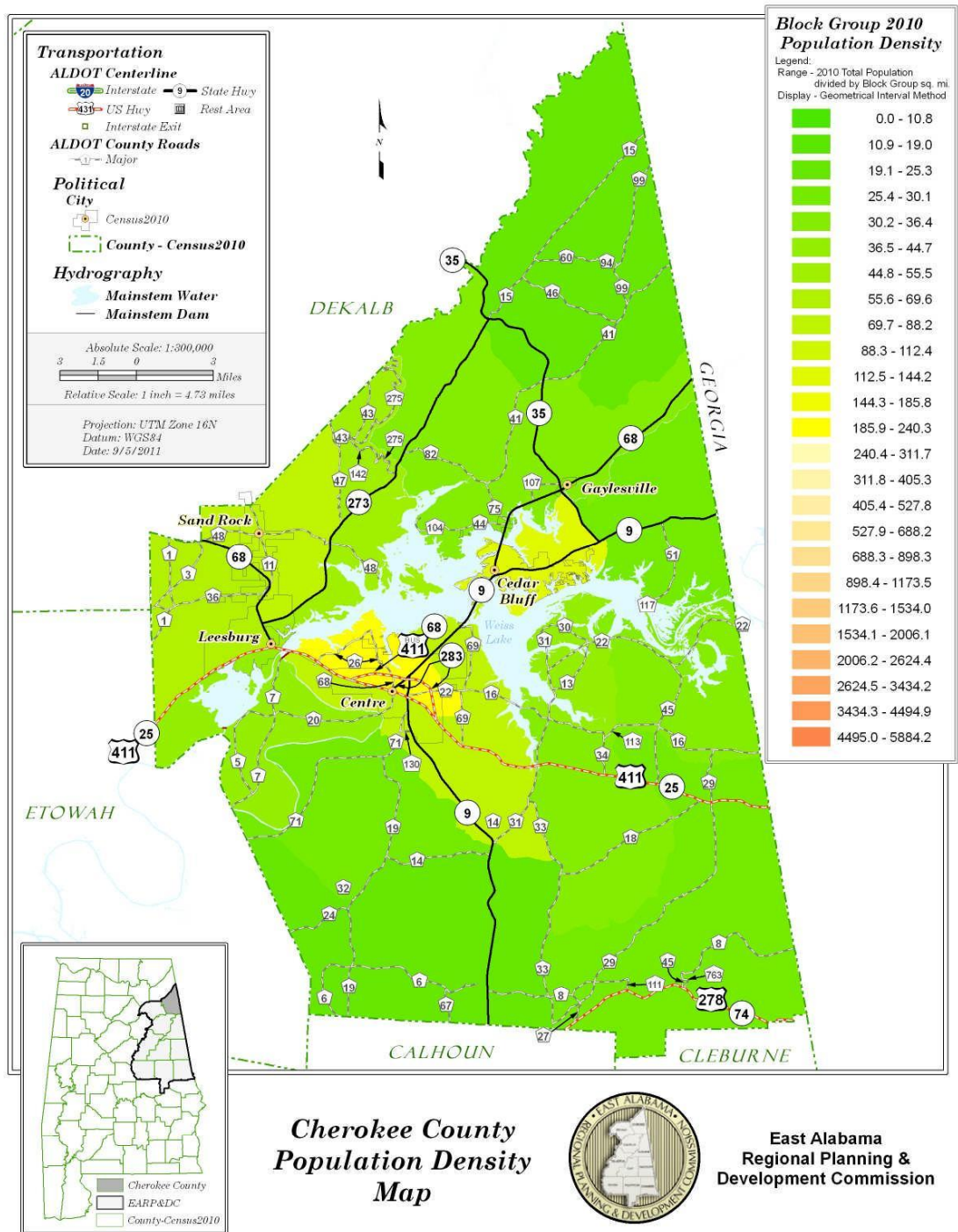


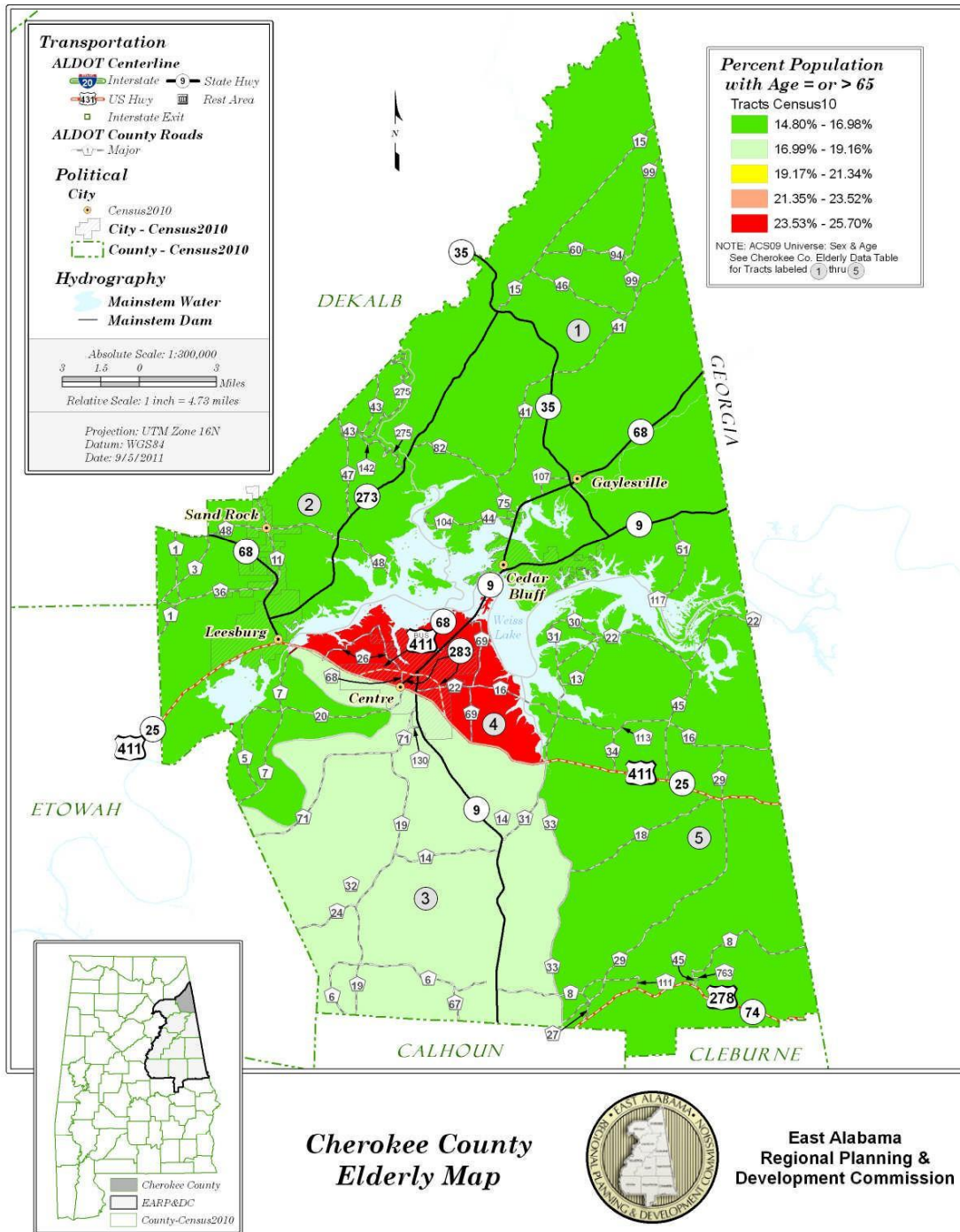


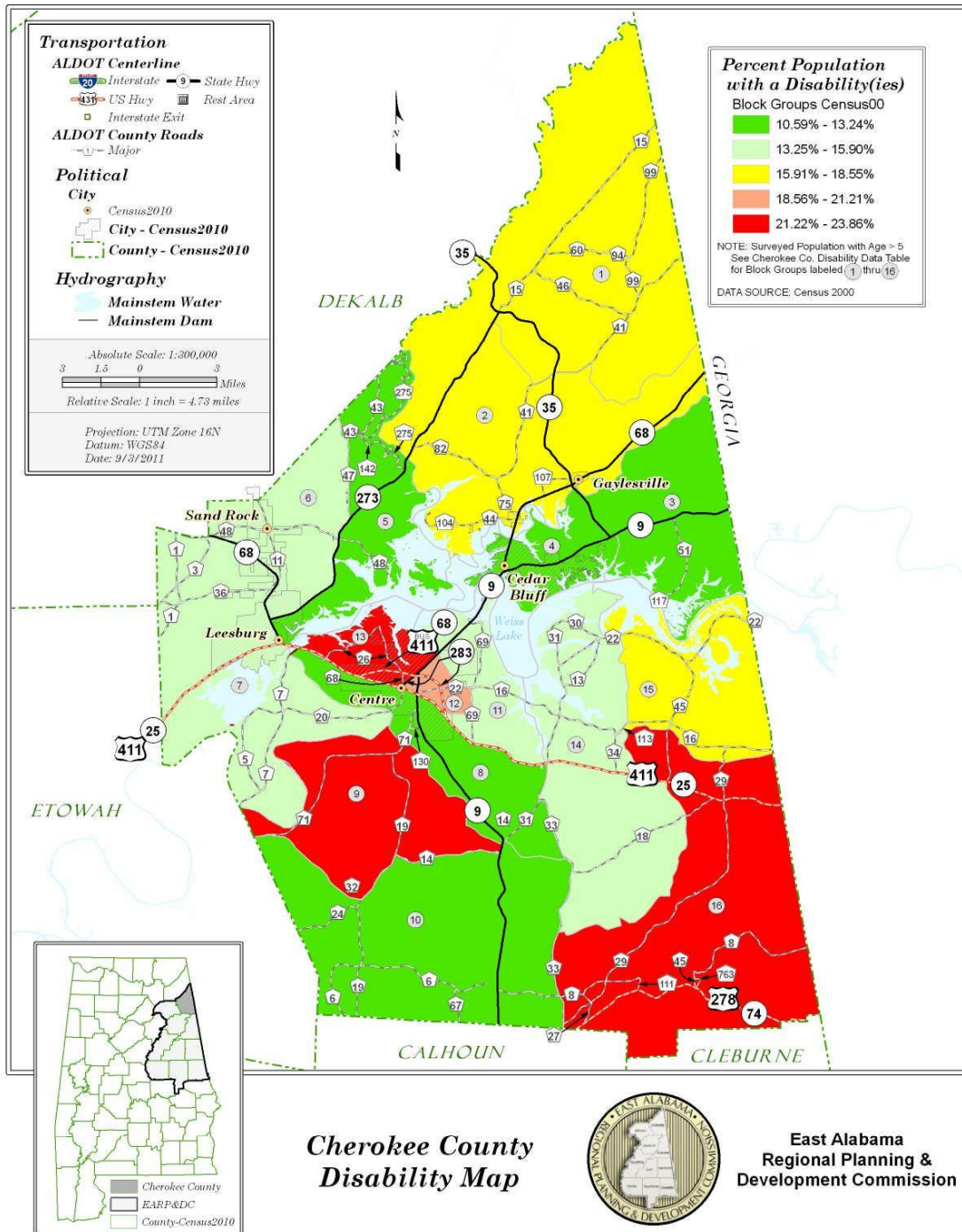


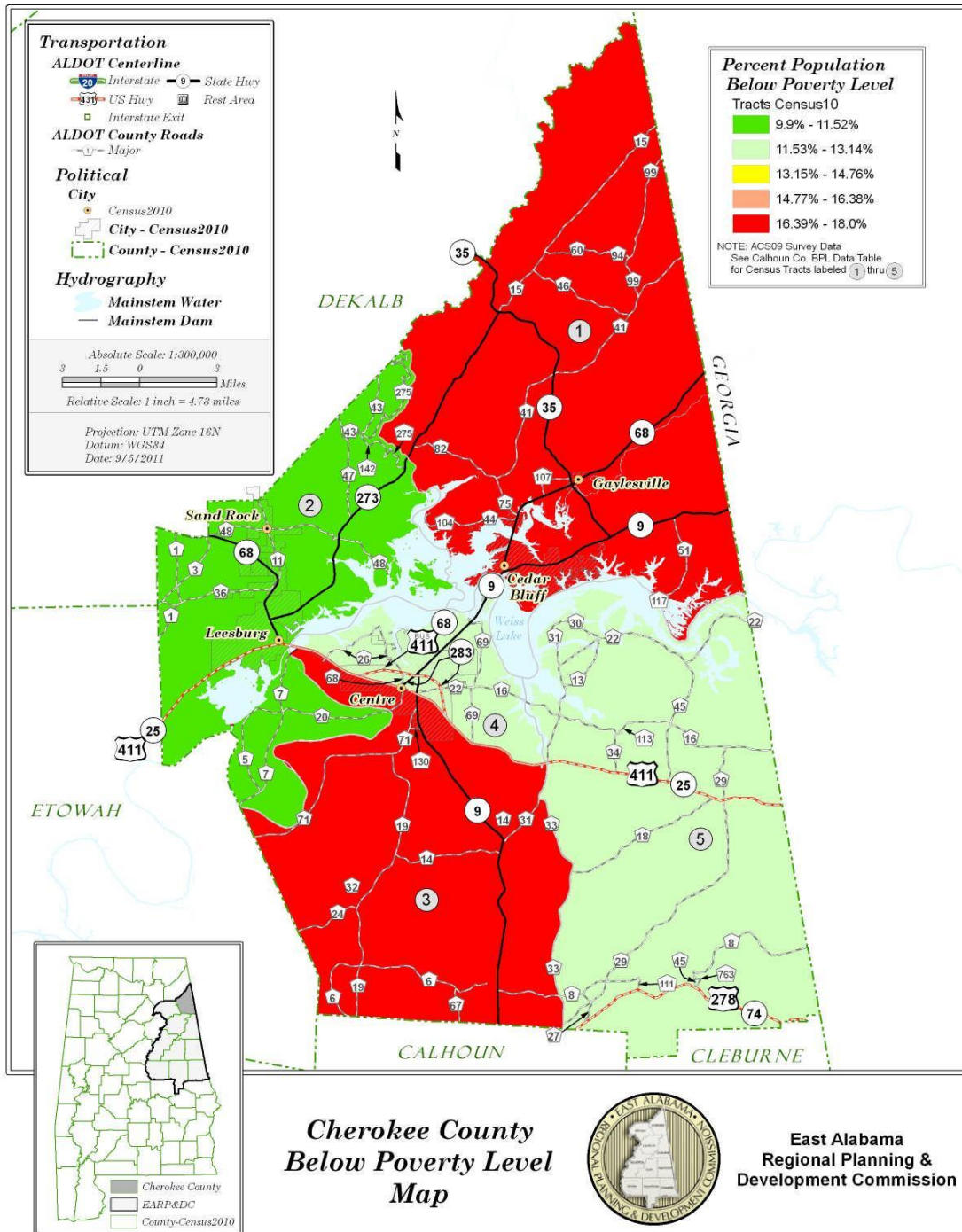
3. CHEROKEE COUNTY







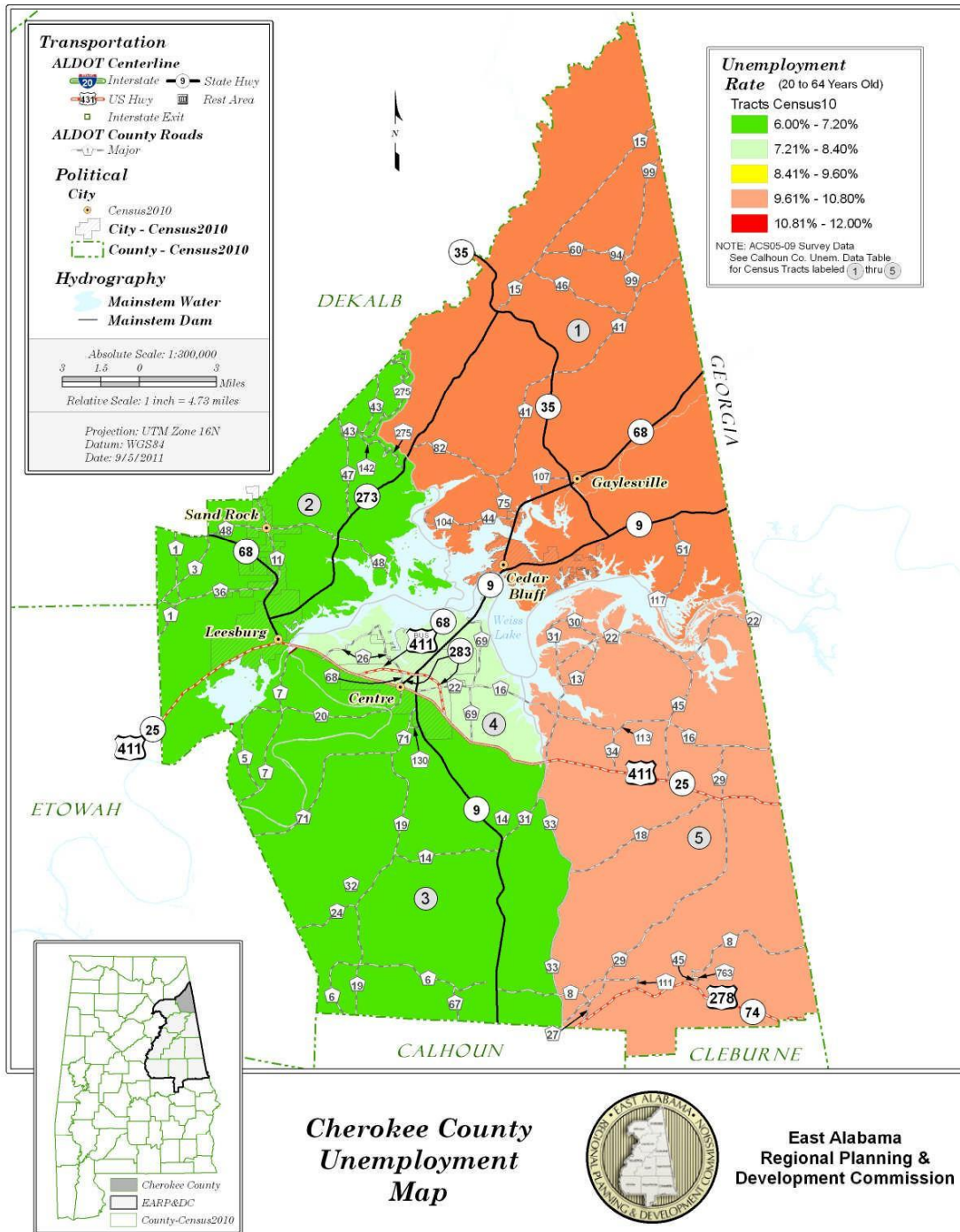


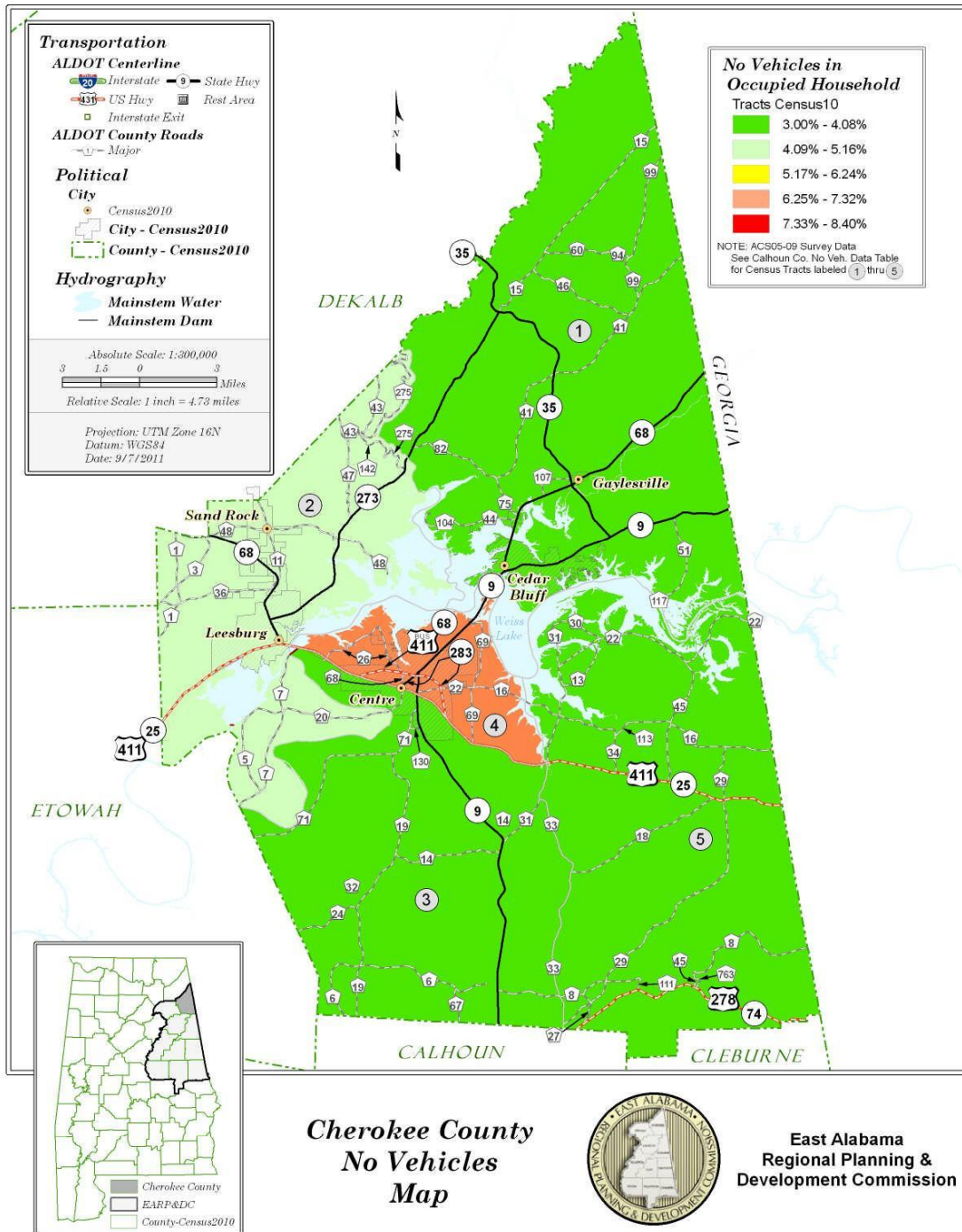


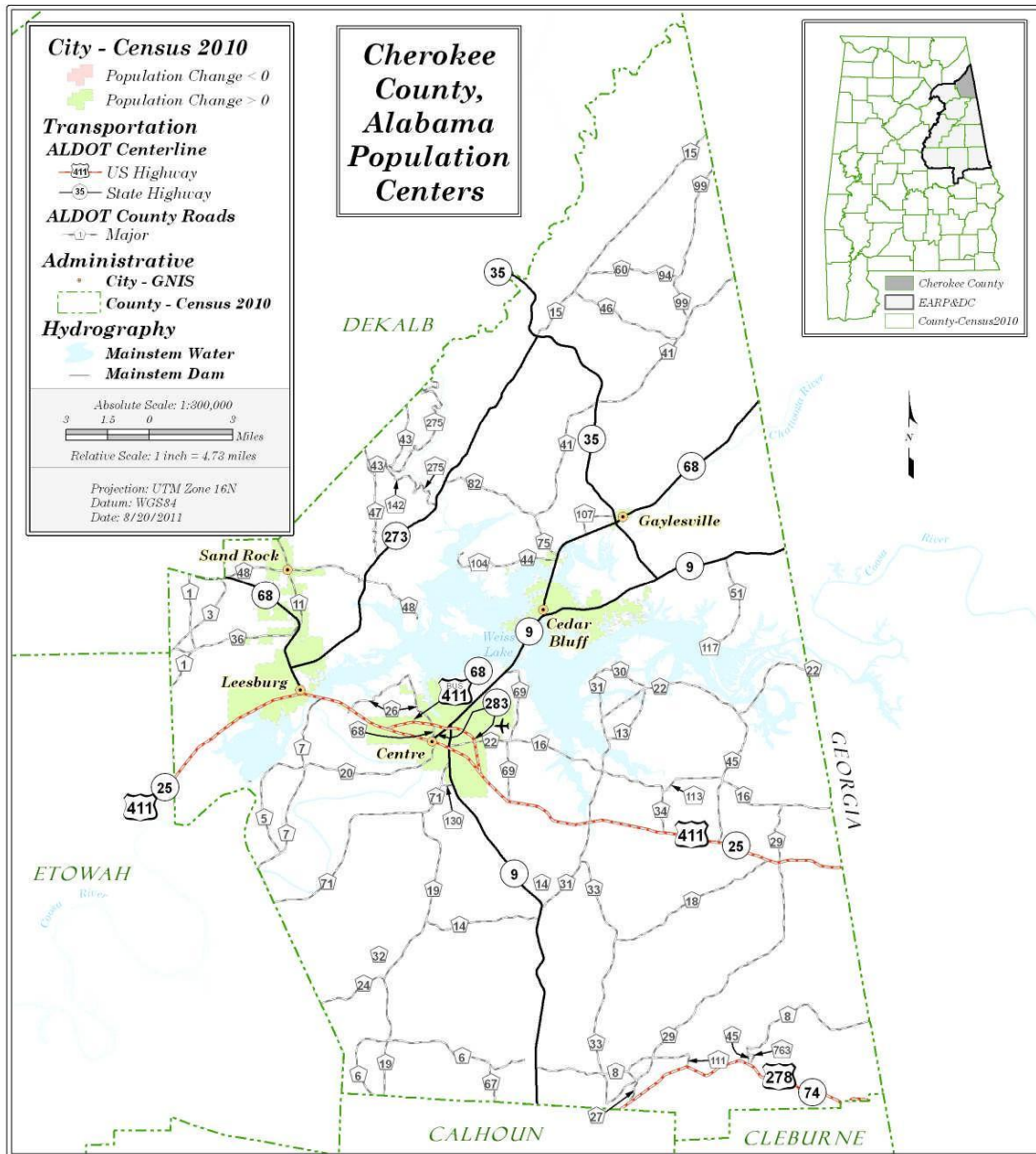
**Cherokee County
 Below Poverty Level
 Map**



**East Alabama
 Regional Planning &
 Development Commission**





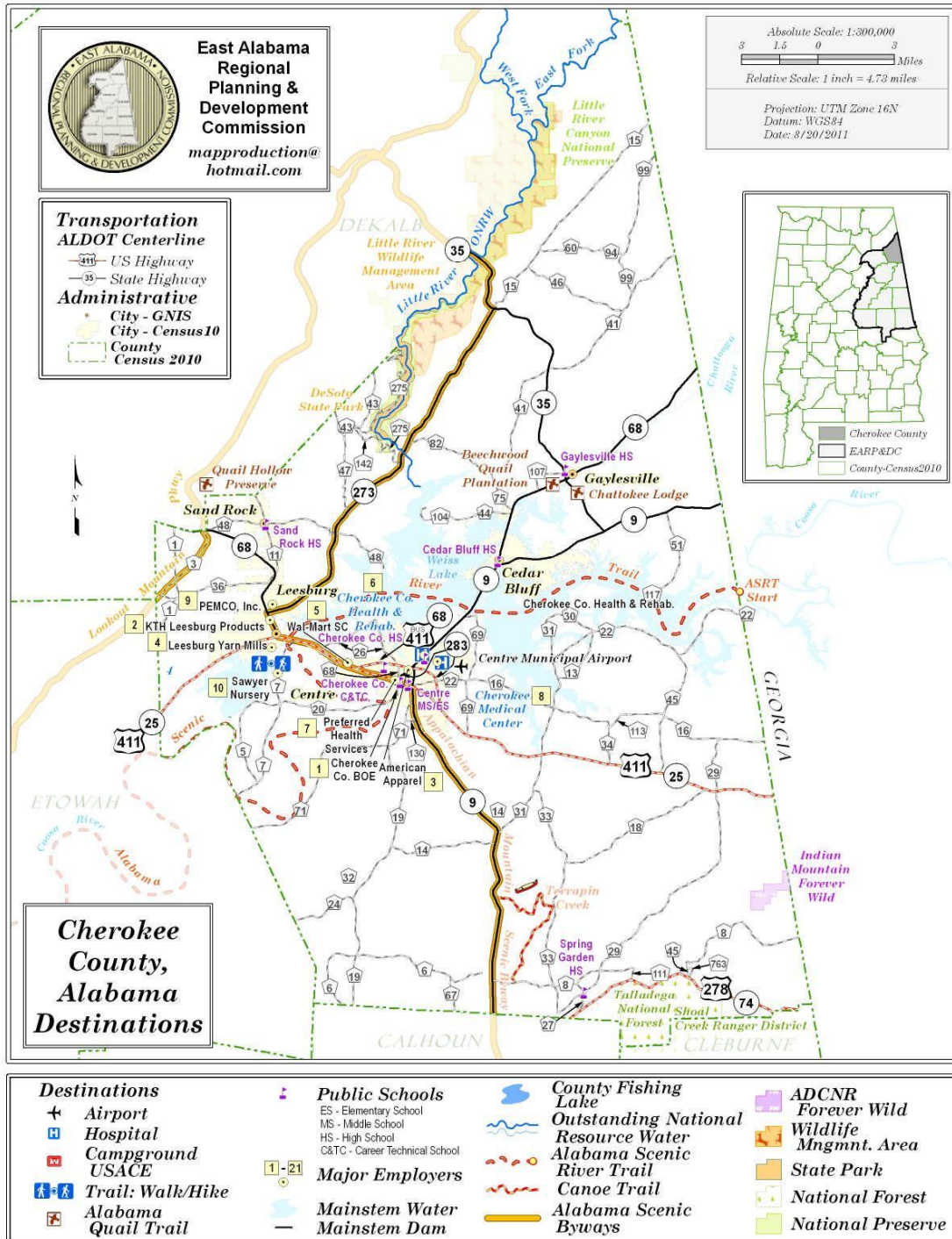


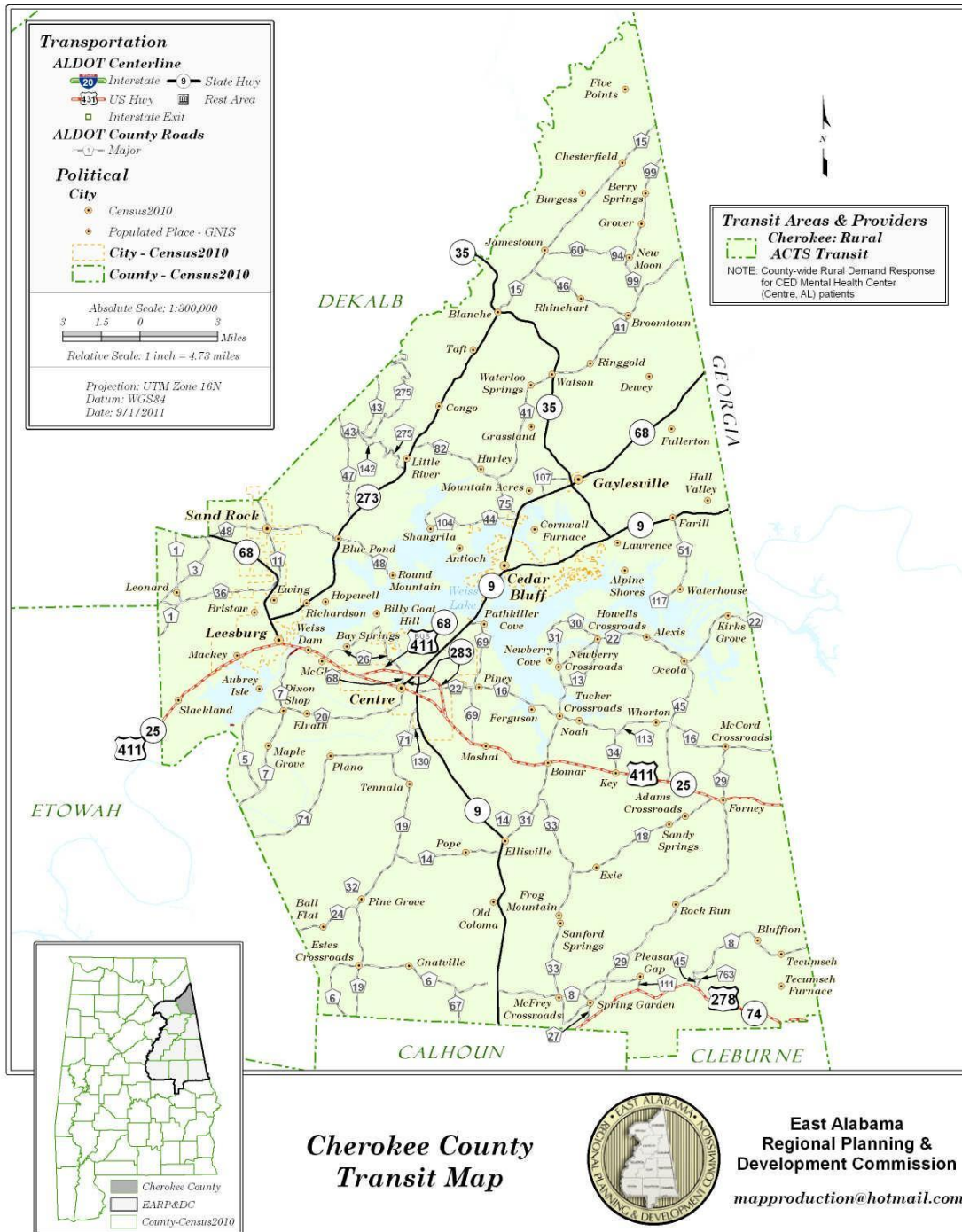
City/Town Population 2000 & 2010

CITY	COUNTY	POP 2000	POP 2010	CHANGE	PERCENT CHANGE
Cedar Bluff	Cherokee	1,467	1,820	353	24.1
Centre	Cherokee	3,216	3,489	273	8.5
Gaylesville	Cherokee	140	144	4	2.9
Leesburg	Cherokee	799	1,027	228	28.5
Sand Rock	Cherokee	477	537	60	12.6

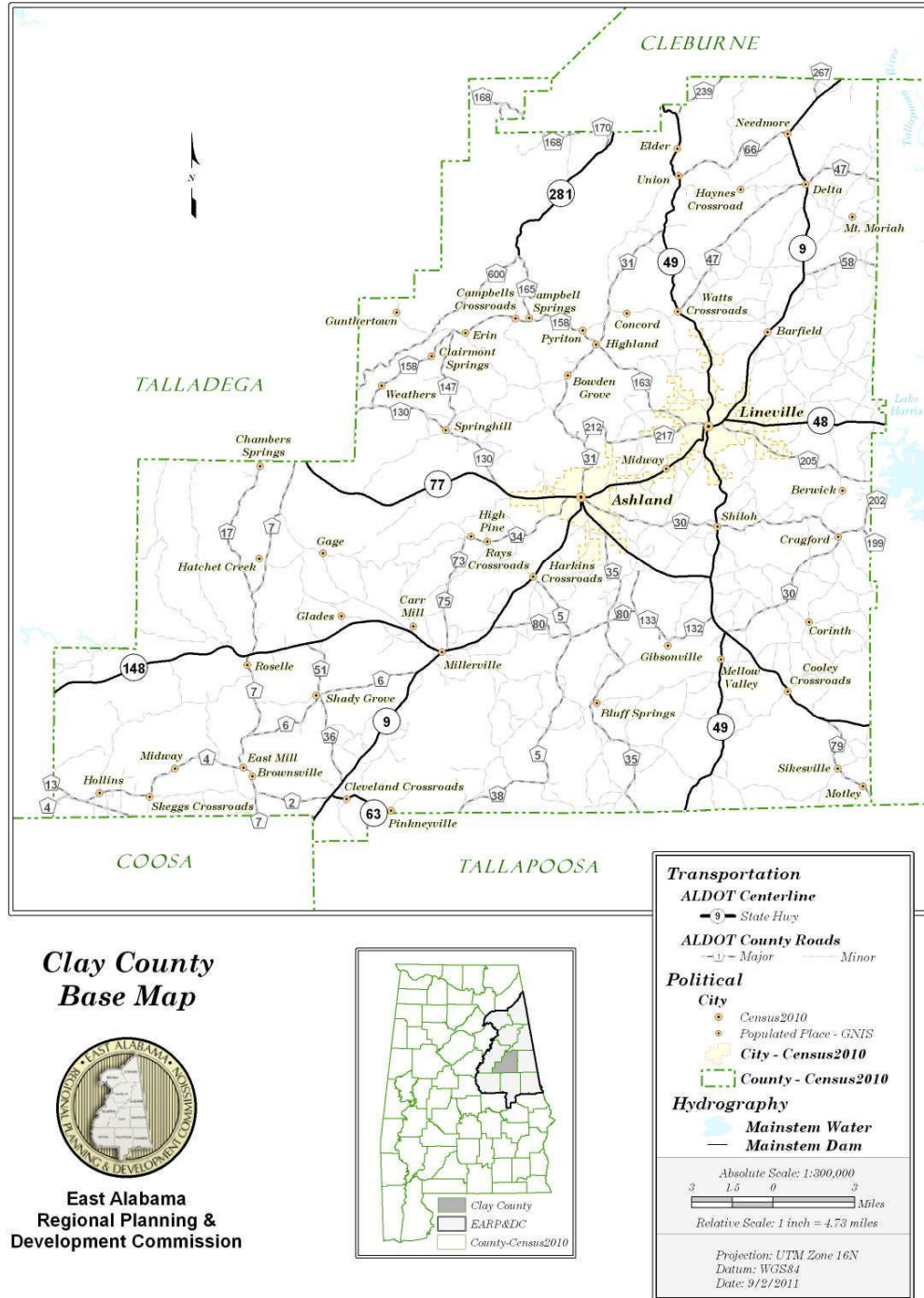
NOTE: A small area of Sand Rock is within DeKalb County.

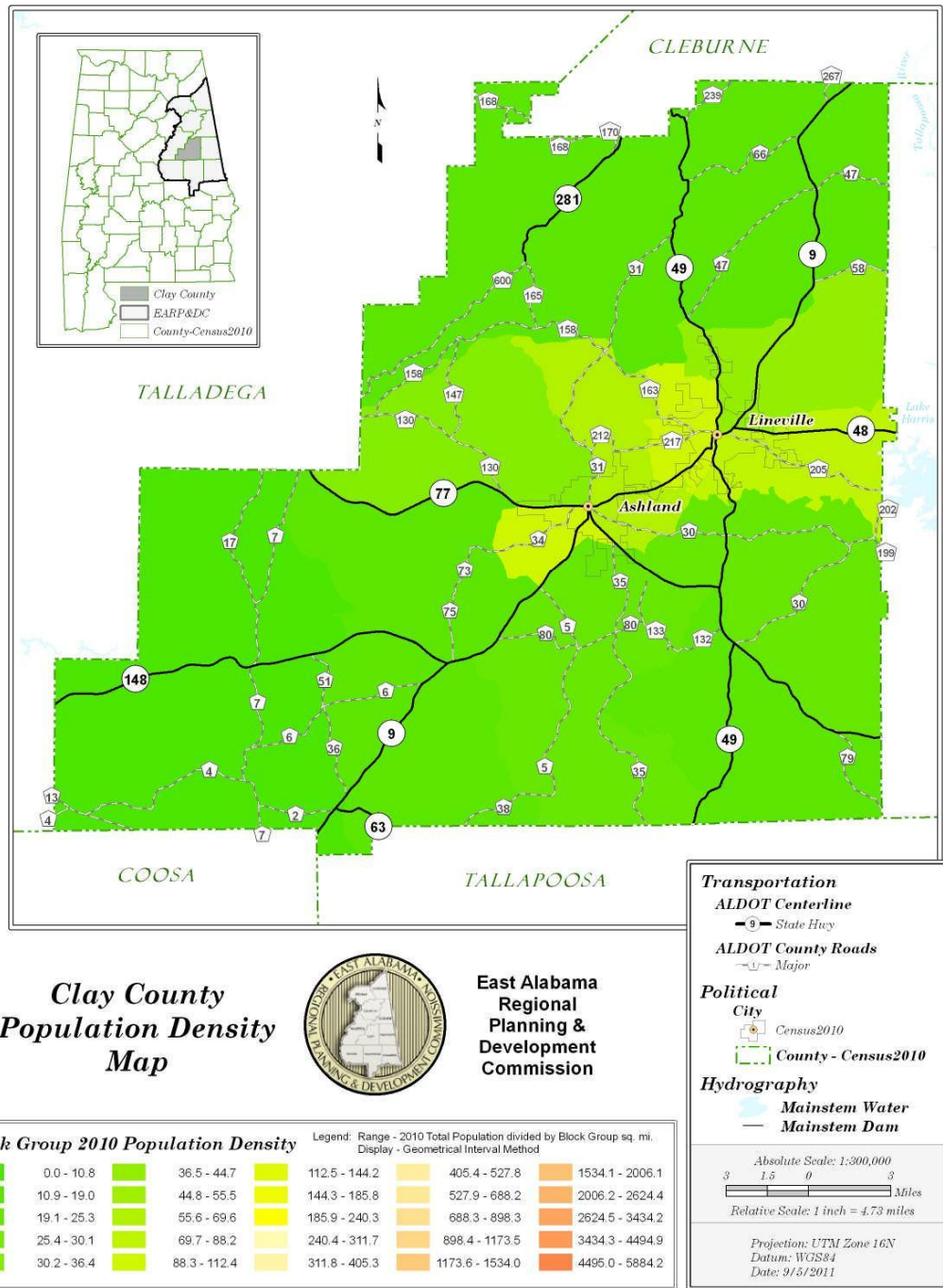


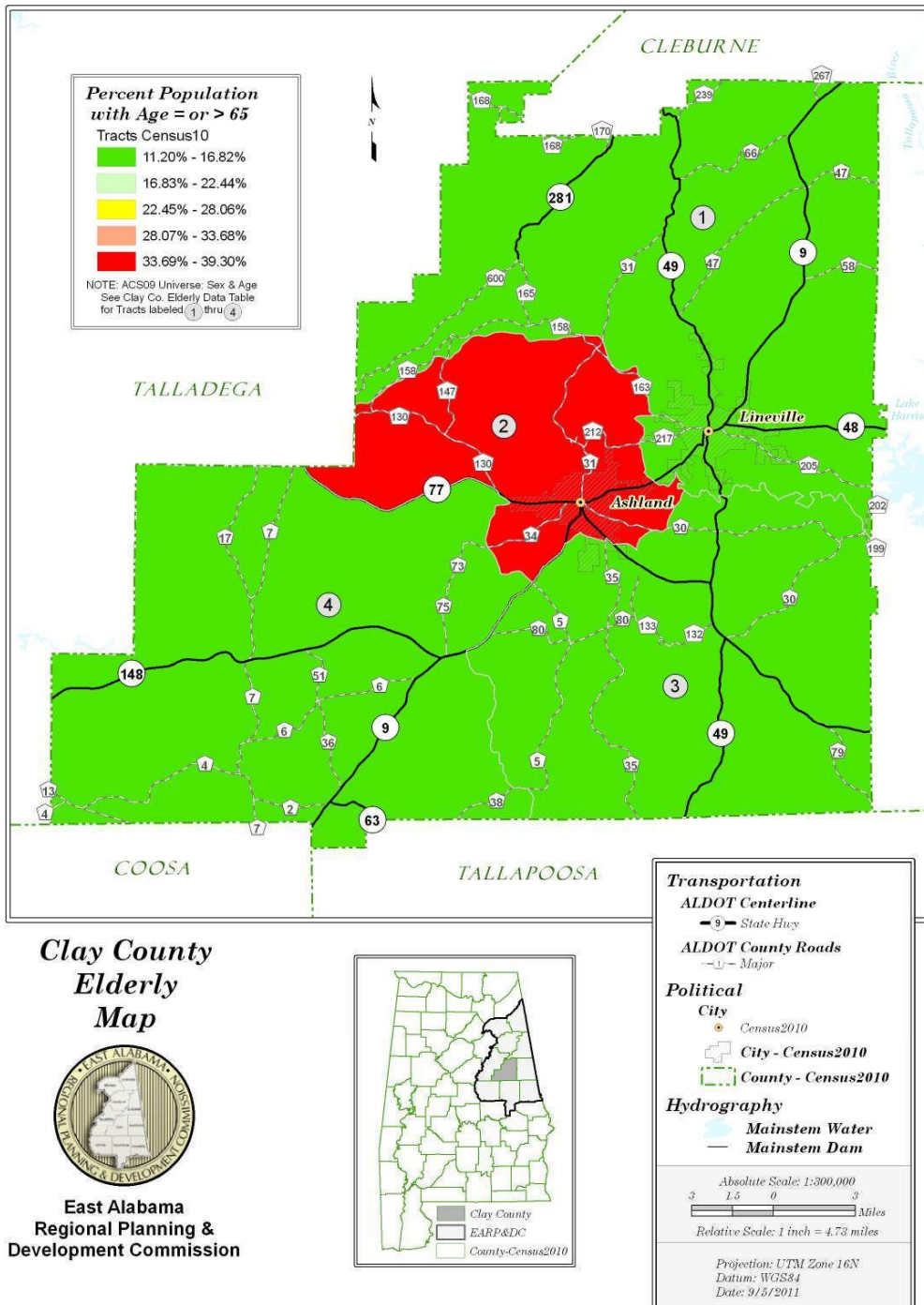


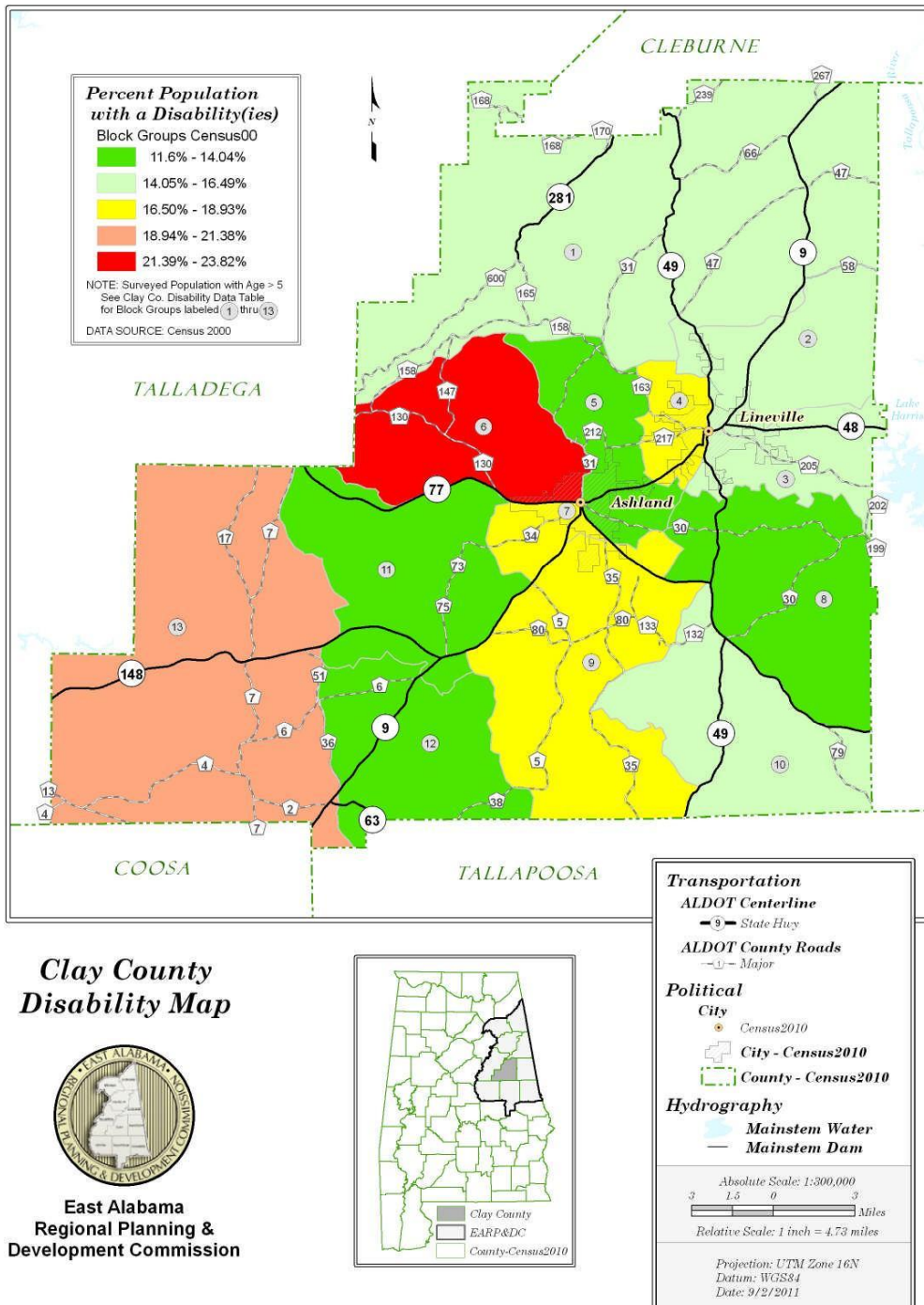


4. CLAY COUNTY







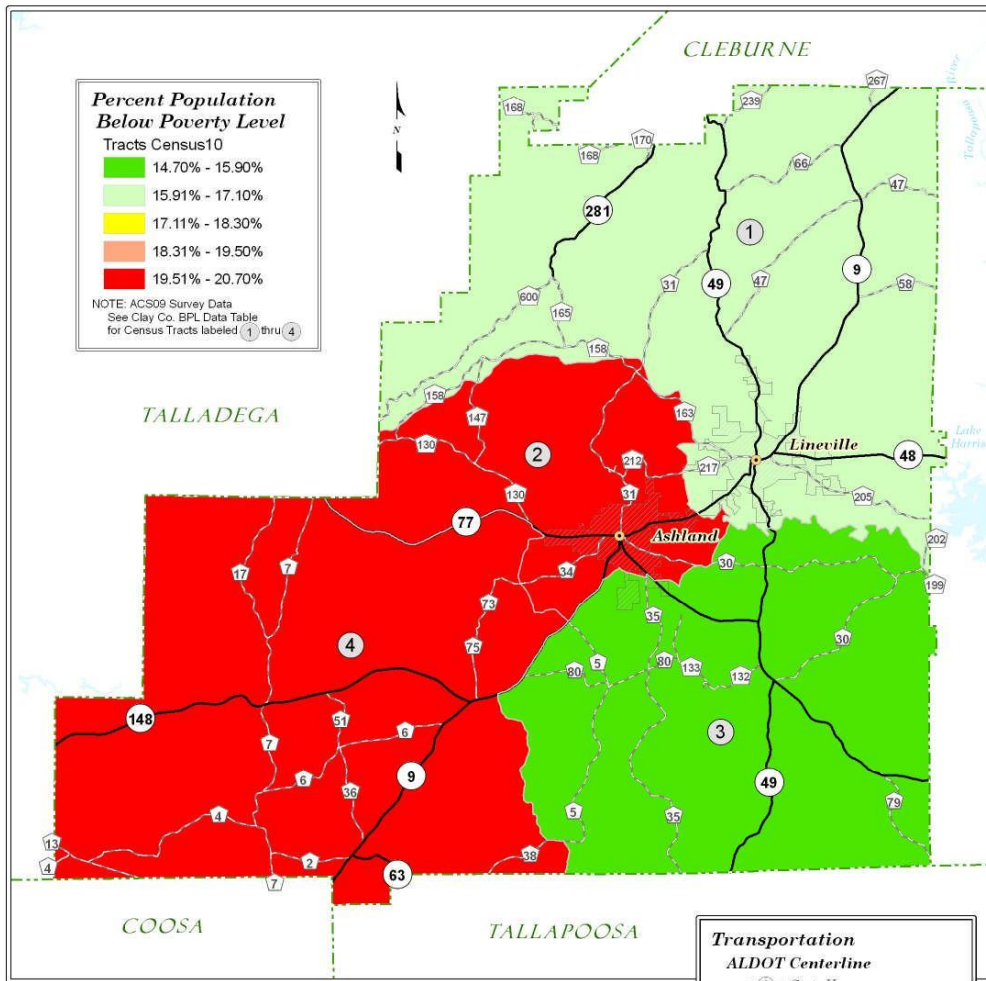


Clay County Disability Map



East Alabama Regional Planning & Development Commission





Percent Population Below Poverty Level
 Tracts Census10

- 14.70% - 15.90%
- 15.91% - 17.10%
- 17.11% - 18.30%
- 18.31% - 19.50%
- 19.51% - 20.70%

NOTE: ACS09 Survey Data
 See Clay Co. BPL Data Table for Census Tracts labeled (1) thru (4)

Transportation
 ALDOT Centerline
 — State Hwy
 ALDOT County Roads
 — Major

Political
 City
 City - Census2010
 City - Census2010
 County - Census2010

Hydrography
 Mainstem Water
 Mainstem Dam

Absolute Scale: 1:300,000
 3 1.5 0 3 Miles
 Relative Scale: 1 inch = 4.73 miles

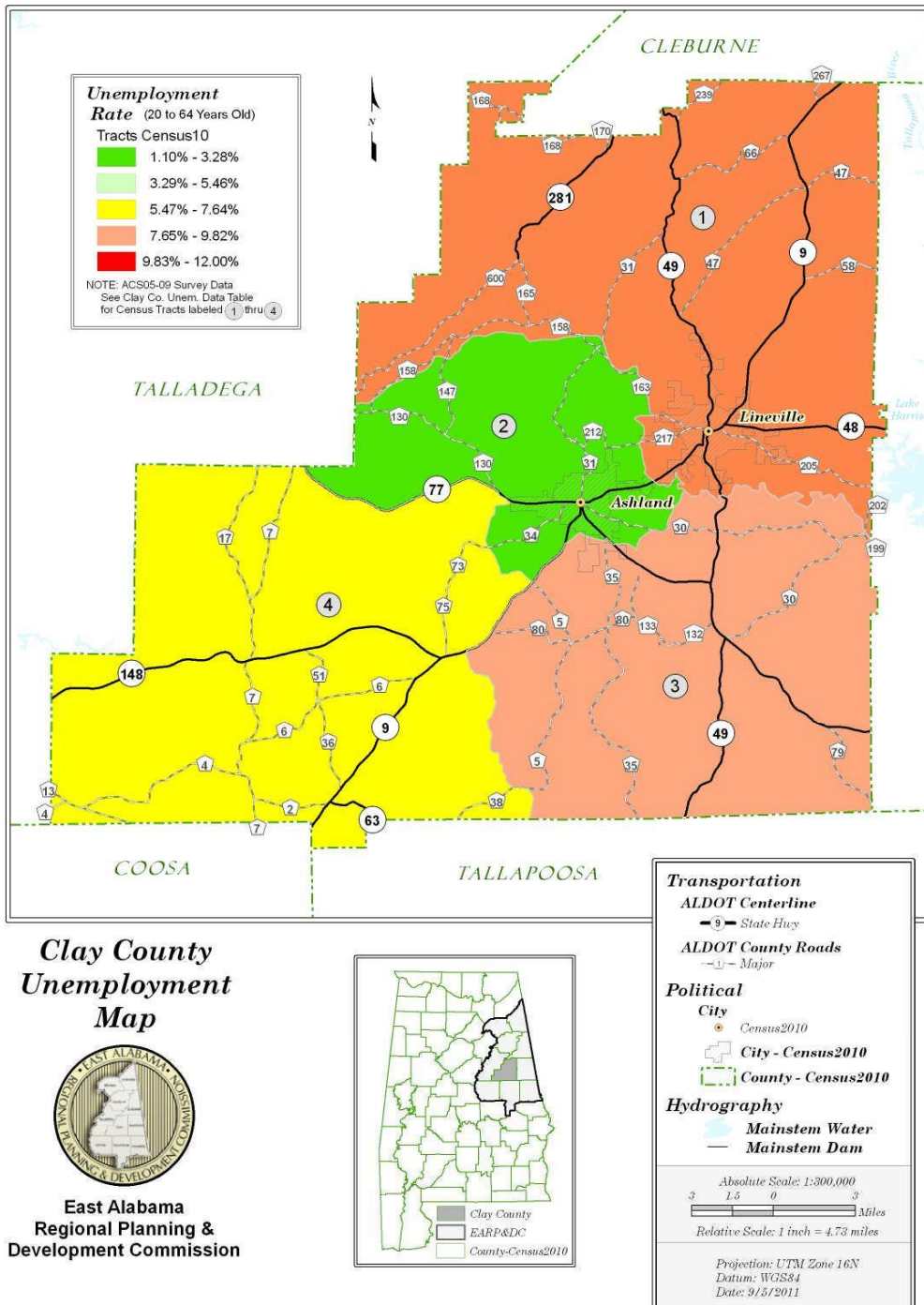
Projection: UTM Zone 16N
 Datum: WGS84
 Date: 9/5/2011

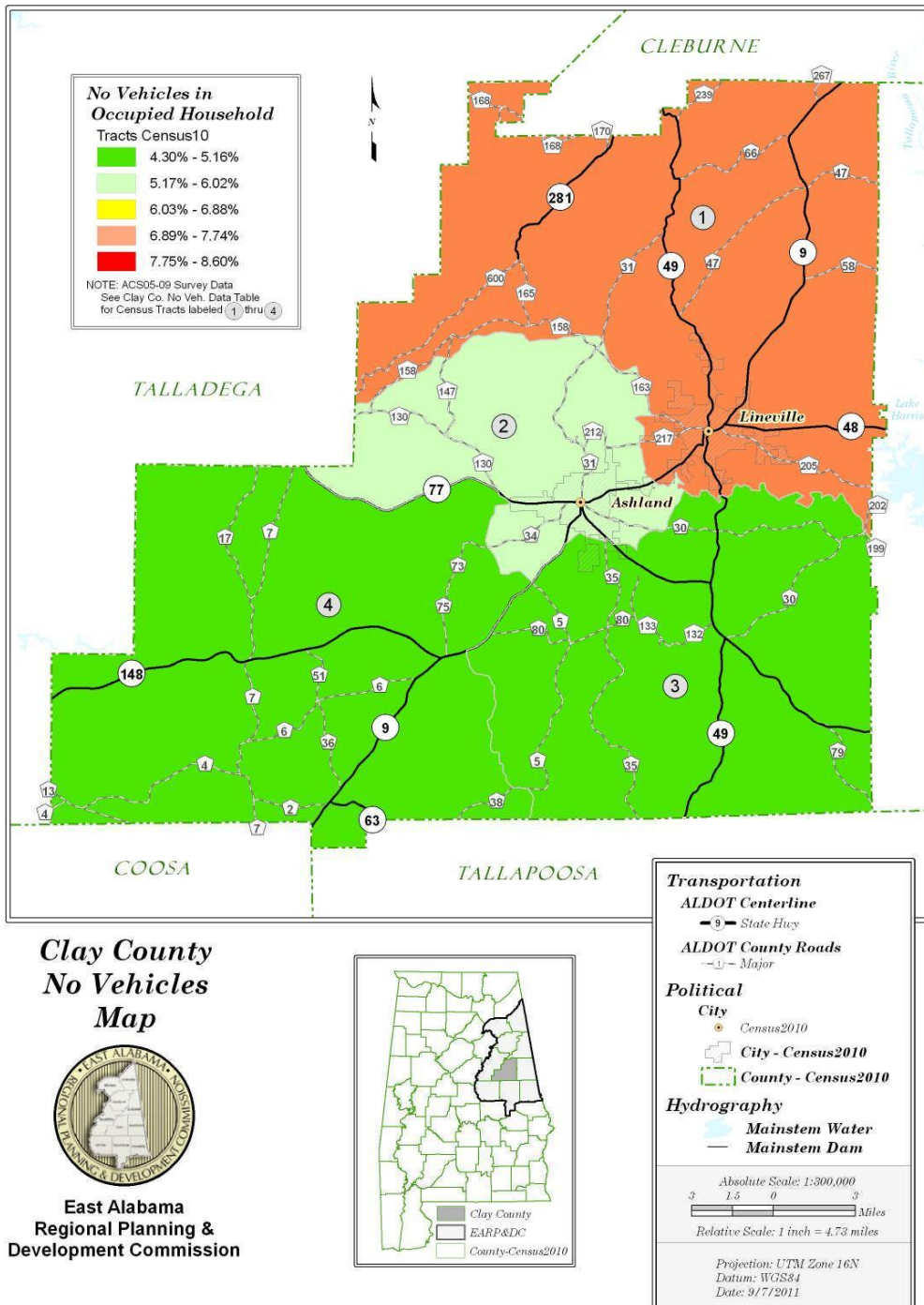
Clay County Below Poverty Level Map

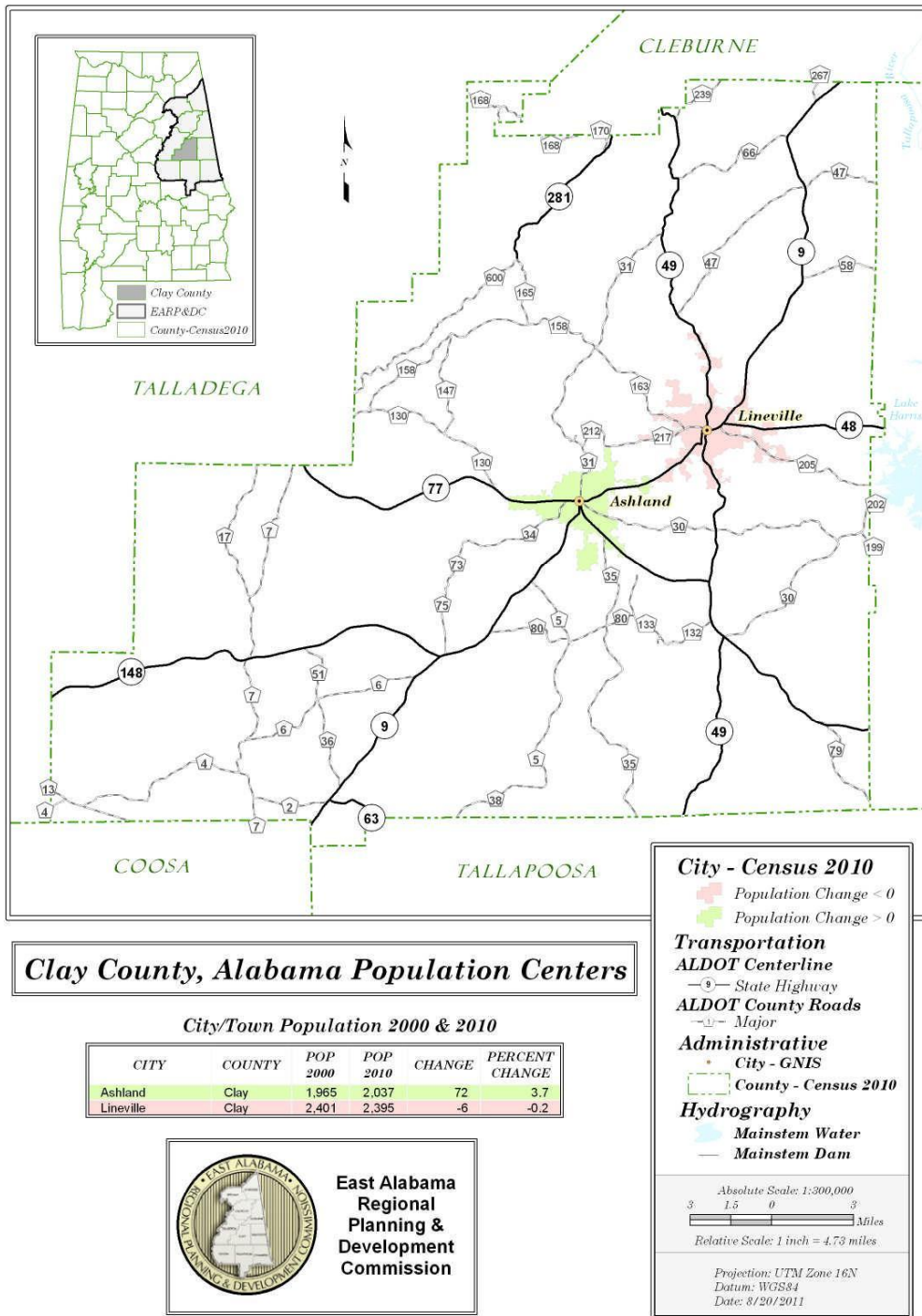


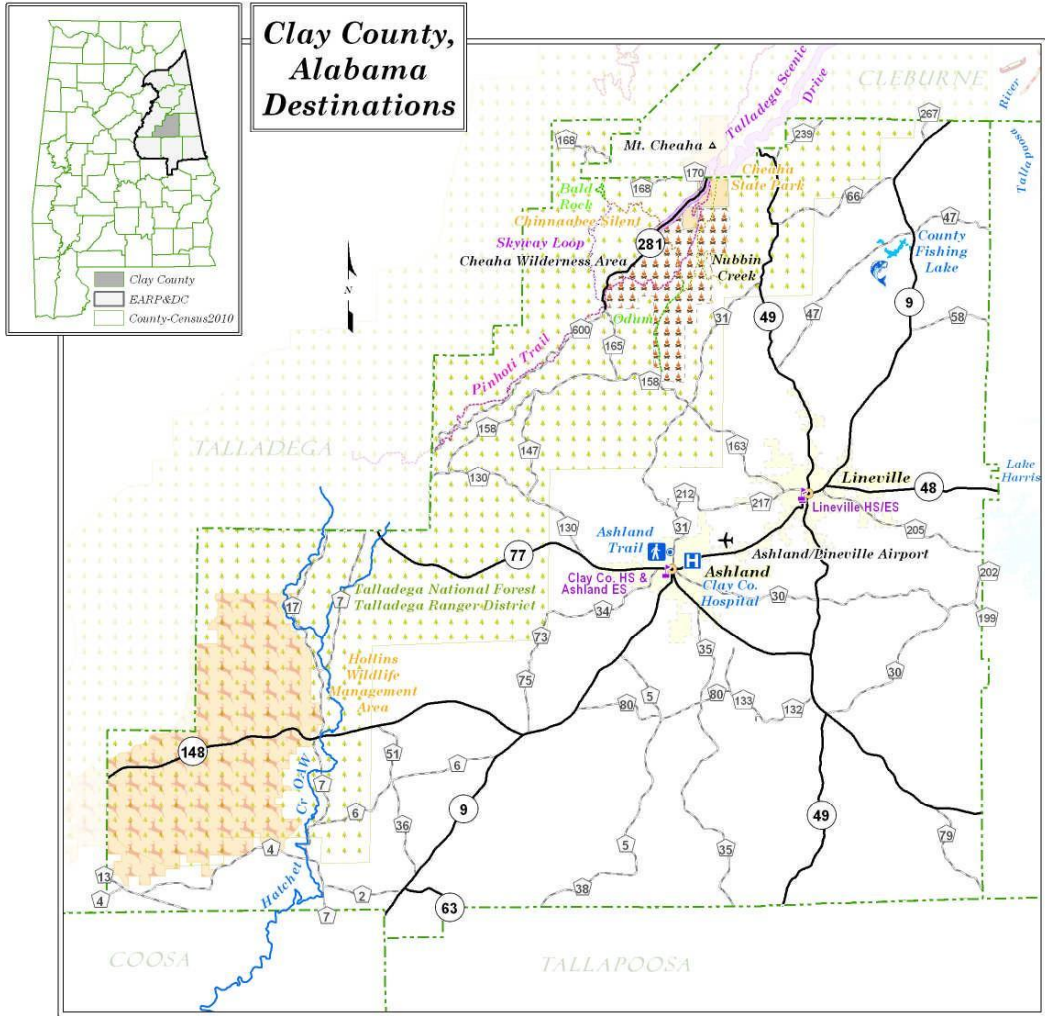
East Alabama Regional Planning & Development Commission











Destinations	County Fishing Lake	National Forest Hiking Trails	State Park
Airport	Mainstem Water	Pinhoti	National Forest
Hospital	Mainstem Dam	Other Trails	Wilderness Area
Trail: Walk	Outstanding Alabama Water	Wildlife Mngmnt. Area	
Public Schools ES - Elementary School HS - High School	National Scenic Byway		

**East Alabama
 Regional
 Planning &
 Development
 Commission**
 mapproduction@
 hotmail.com

Transportation
 ALDOT Centerline
 State Highway
Administrative
 City - GNIS
 City - Census10
 County
 Census 2010

Absolute Scale: 1:300,000
 3 1.5 0 3 Miles
 Relative Scale: 1 inch = 4.73 miles
 Projection: UTM Zone 16N
 Datum: WGS84
 Date: 8/20/2011



**Clay County
 Transit Map**



**East Alabama
 Regional Planning &
 Development Commission**
 mapproduction@hotmail.com



Transportation
 ALDOT Centerline
 — 9 — State Hwy
 ALDOT County Roads
 — 1 — Major

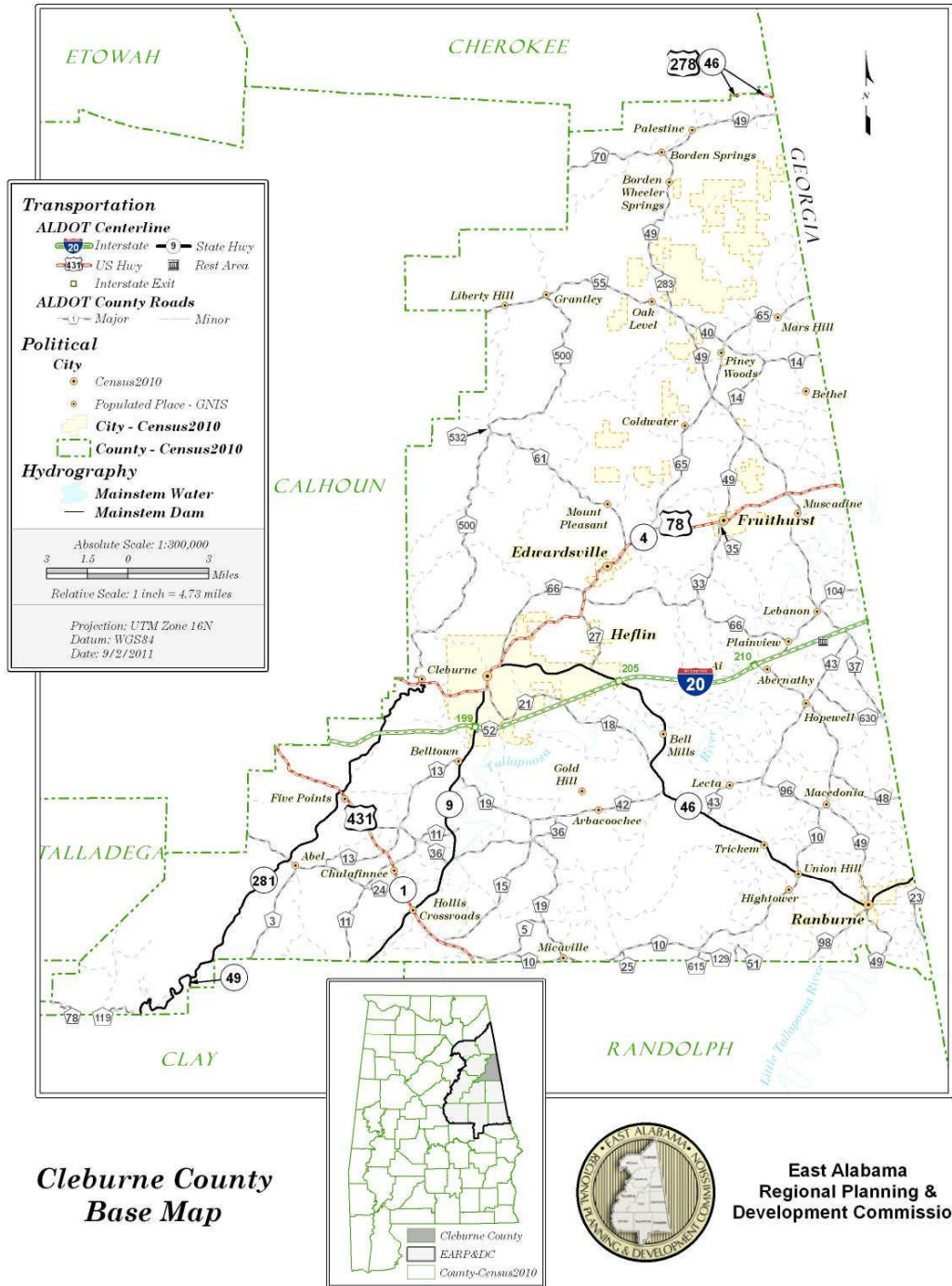
Political
 City
 ● Census2010
 ○ Populated Place - GNIS
 City - Census2010
 County - Census2010

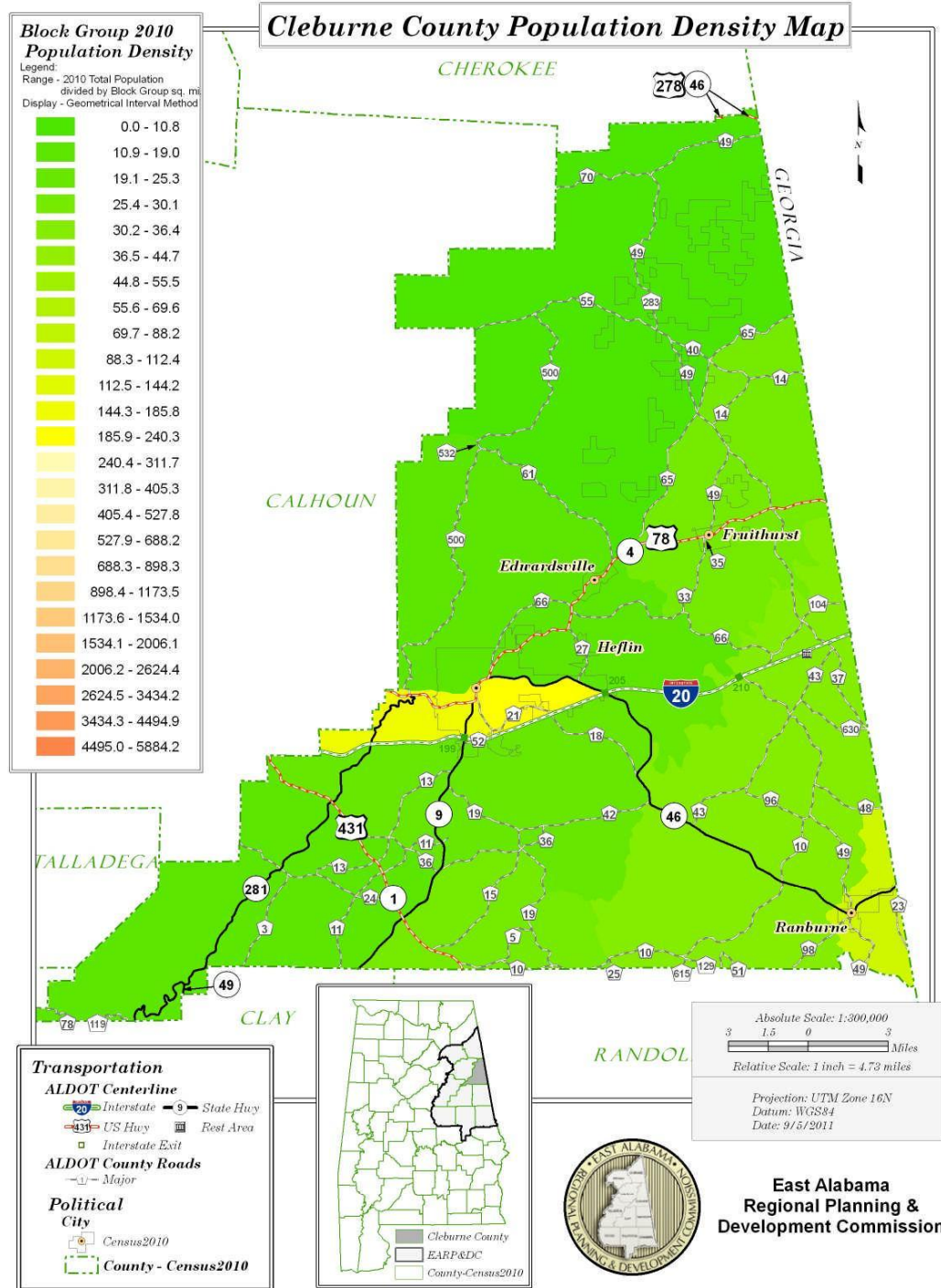
Hydrography
 Mainstem Water
 Mainstem Dam

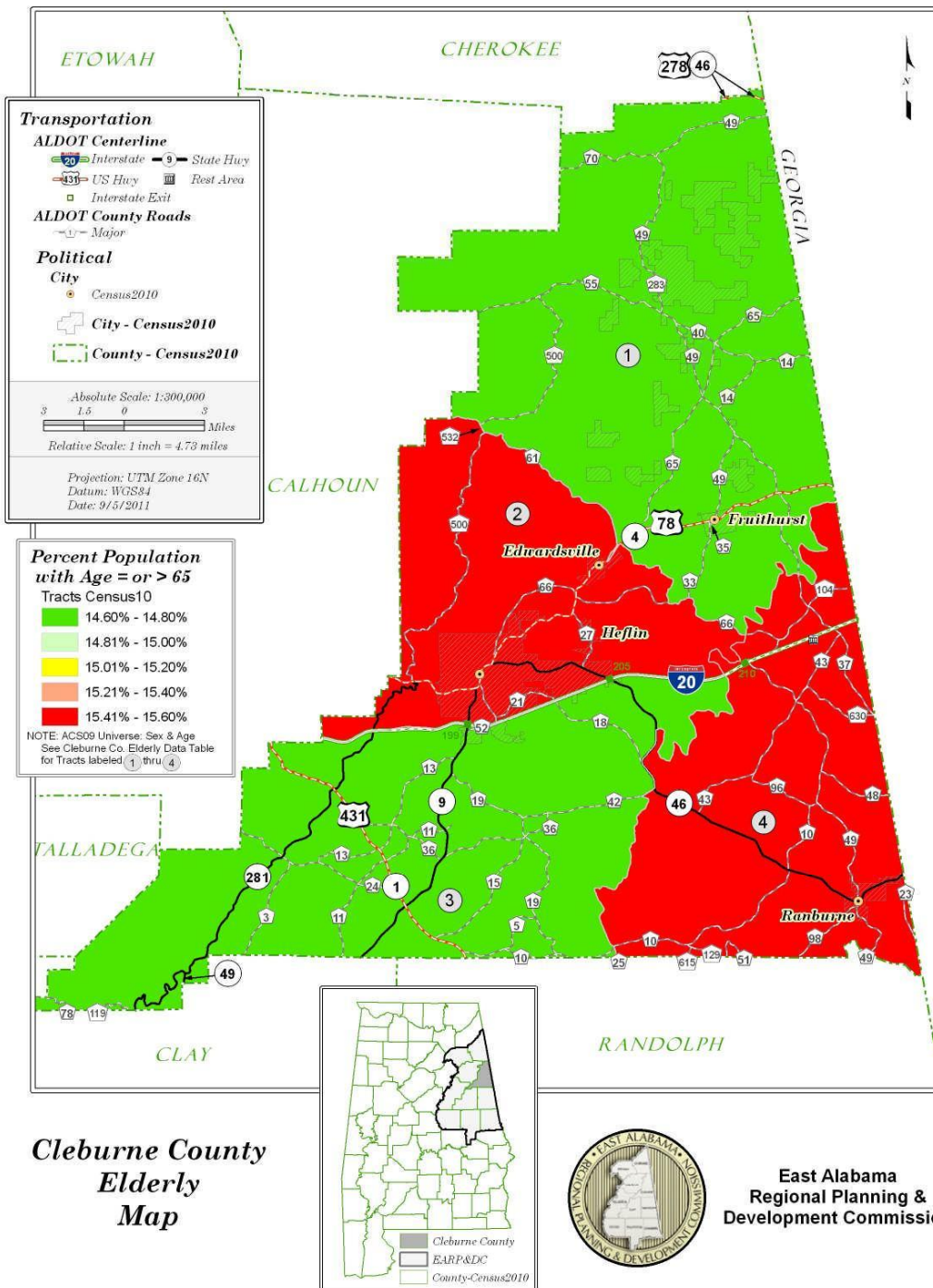
Absolute Scale: 1:300,000
 3 1.5 0 3 Miles
 Relative Scale: 1 inch = 4.73 miles

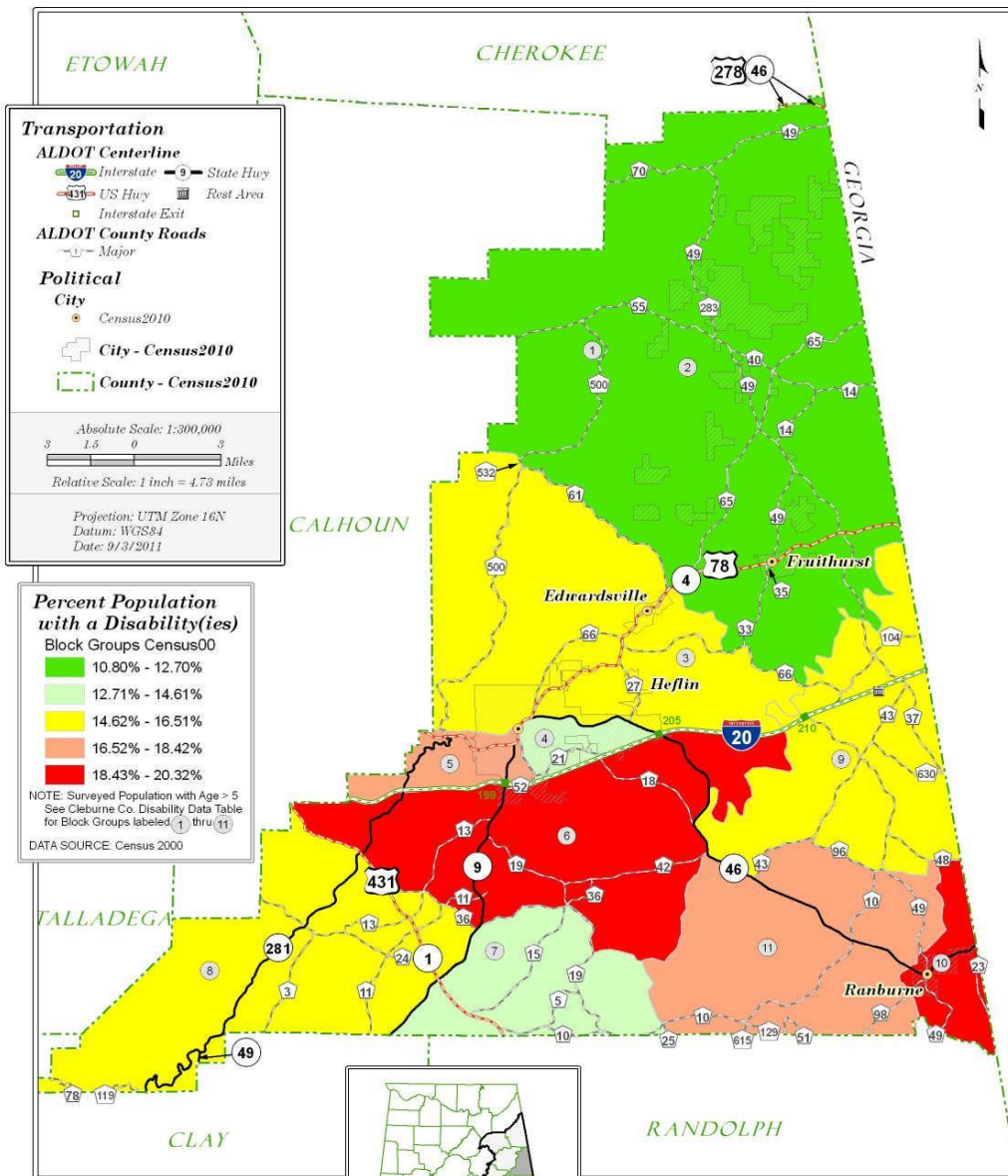
Projection: UTM Zone 16N
 Datum: WGS84
 Date: 9/1/2011

5. CLEBURNE COUNTY





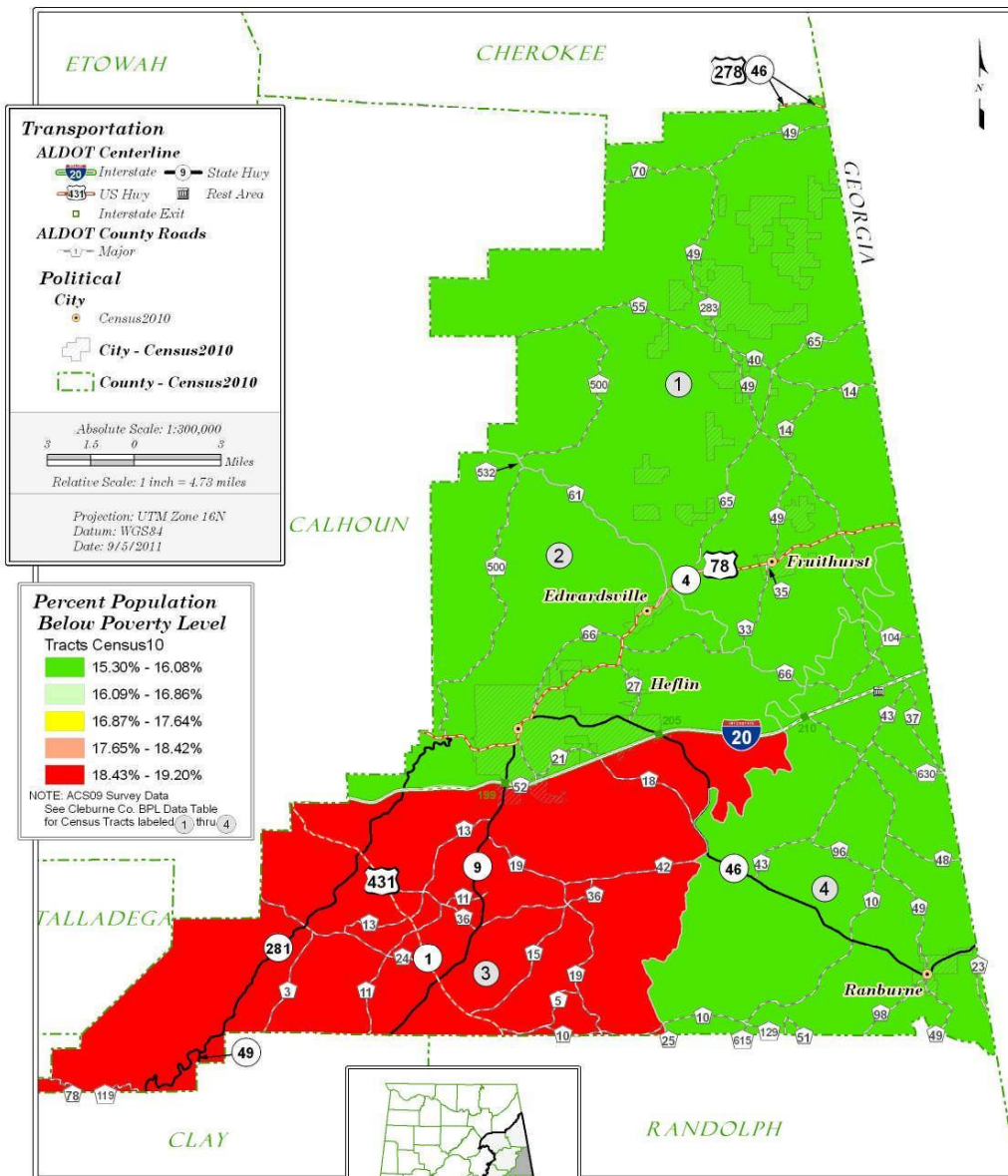




**Cleburne County
 Disability Map**



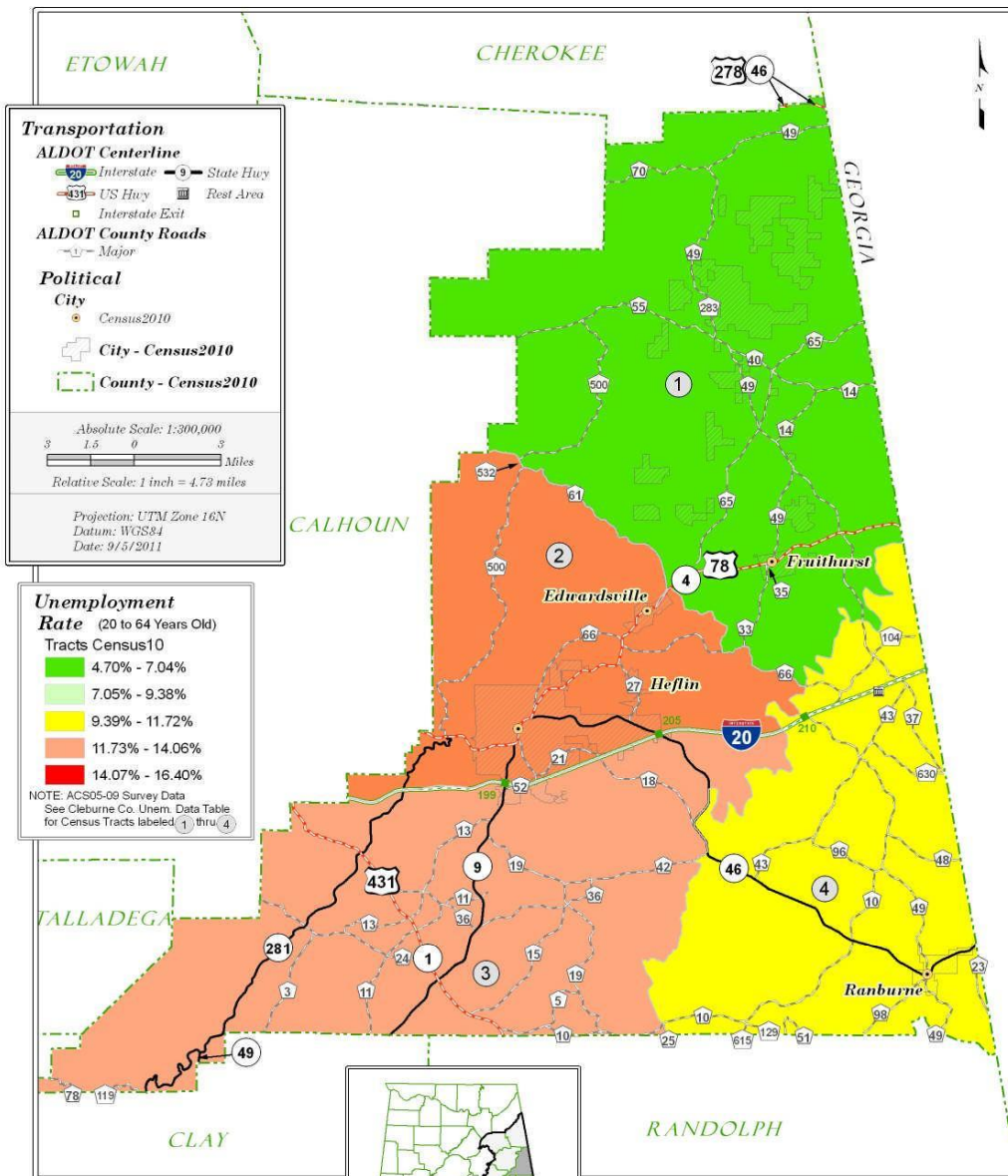
**East Alabama
 Regional Planning &
 Development Commission**



**Cleburne County
 Below Poverty Level
 Map**



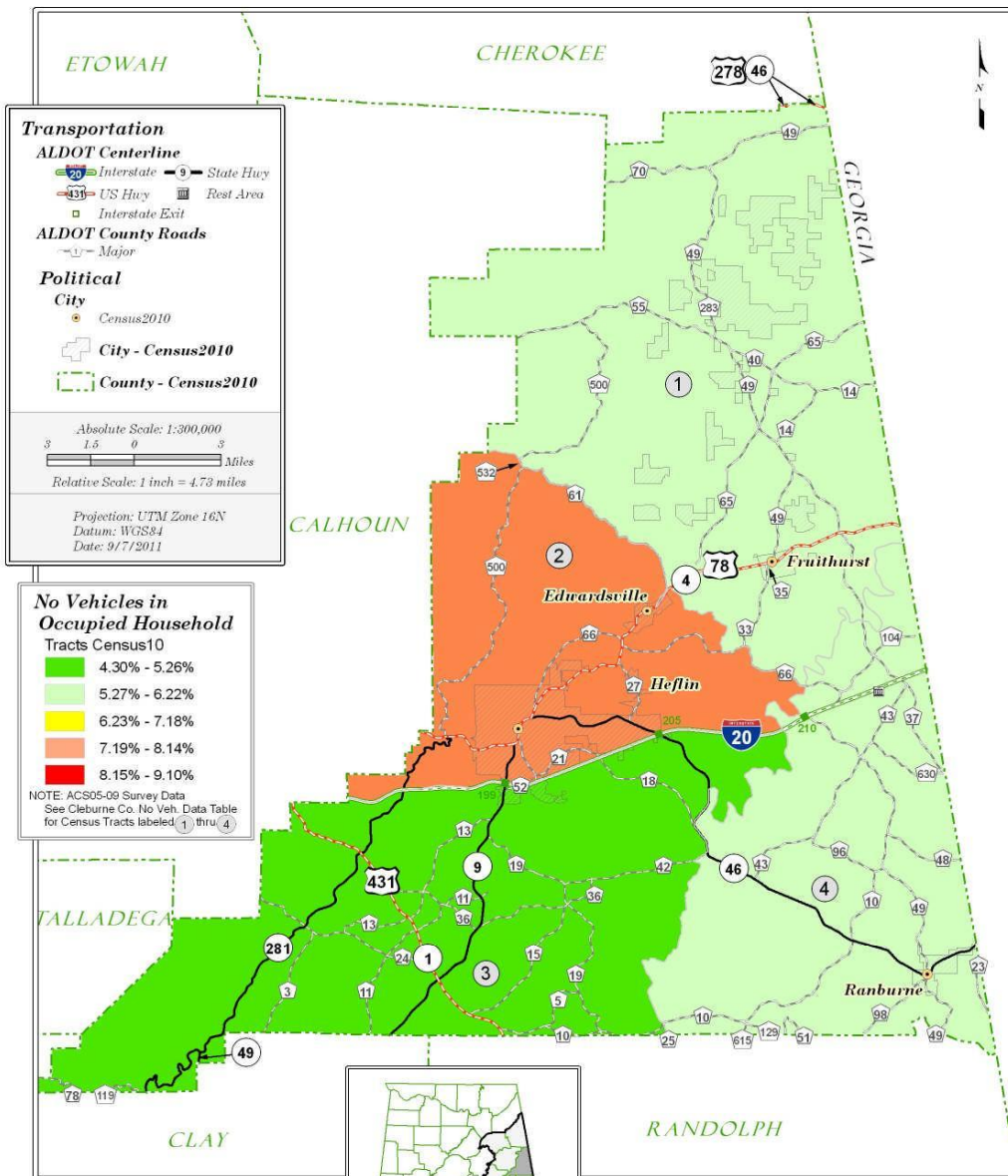
**East Alabama
 Regional Planning &
 Development Commission**



**Cleburne County
 Unemployment
 Map**



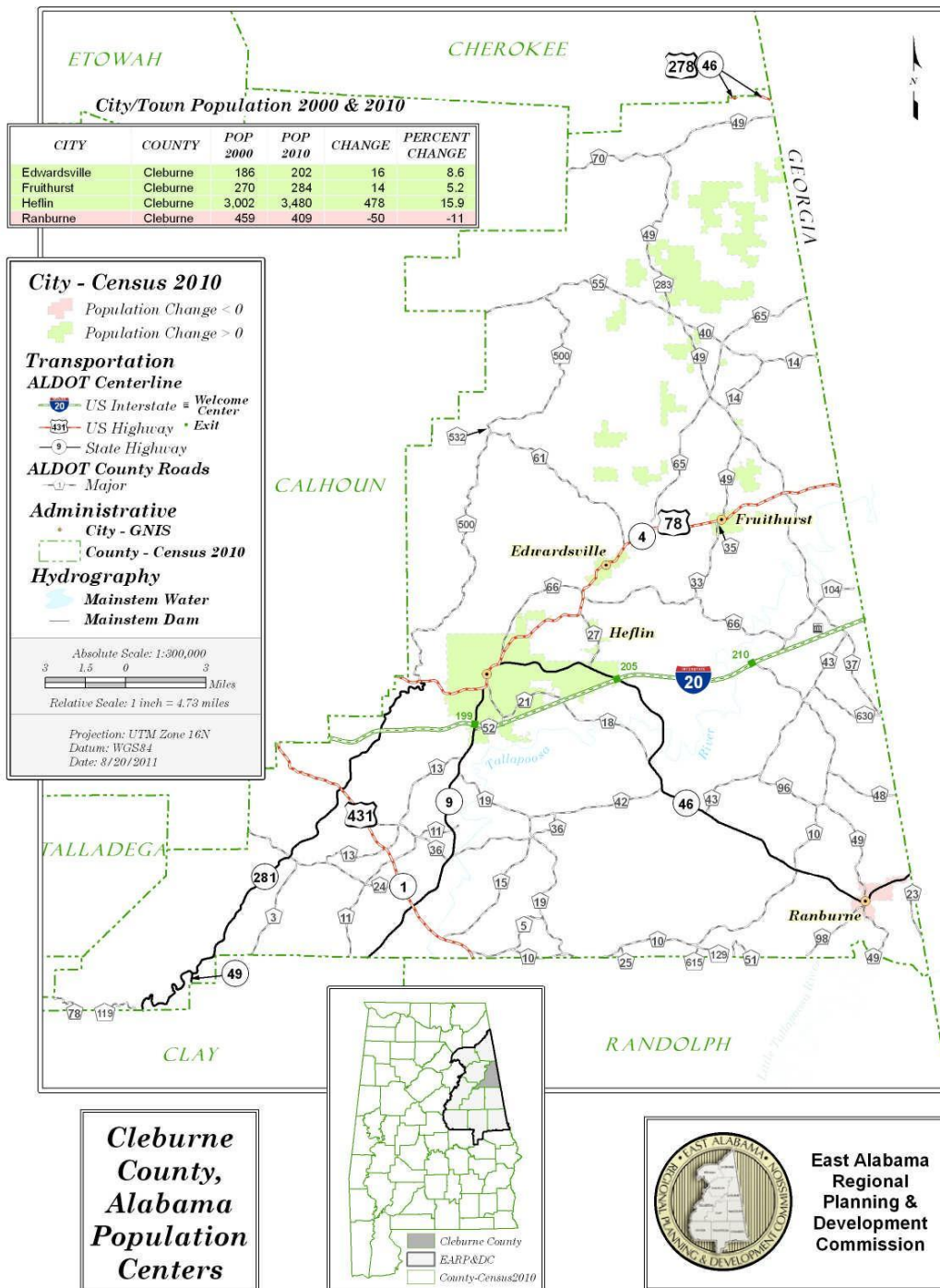
**East Alabama
 Regional Planning &
 Development Commission**

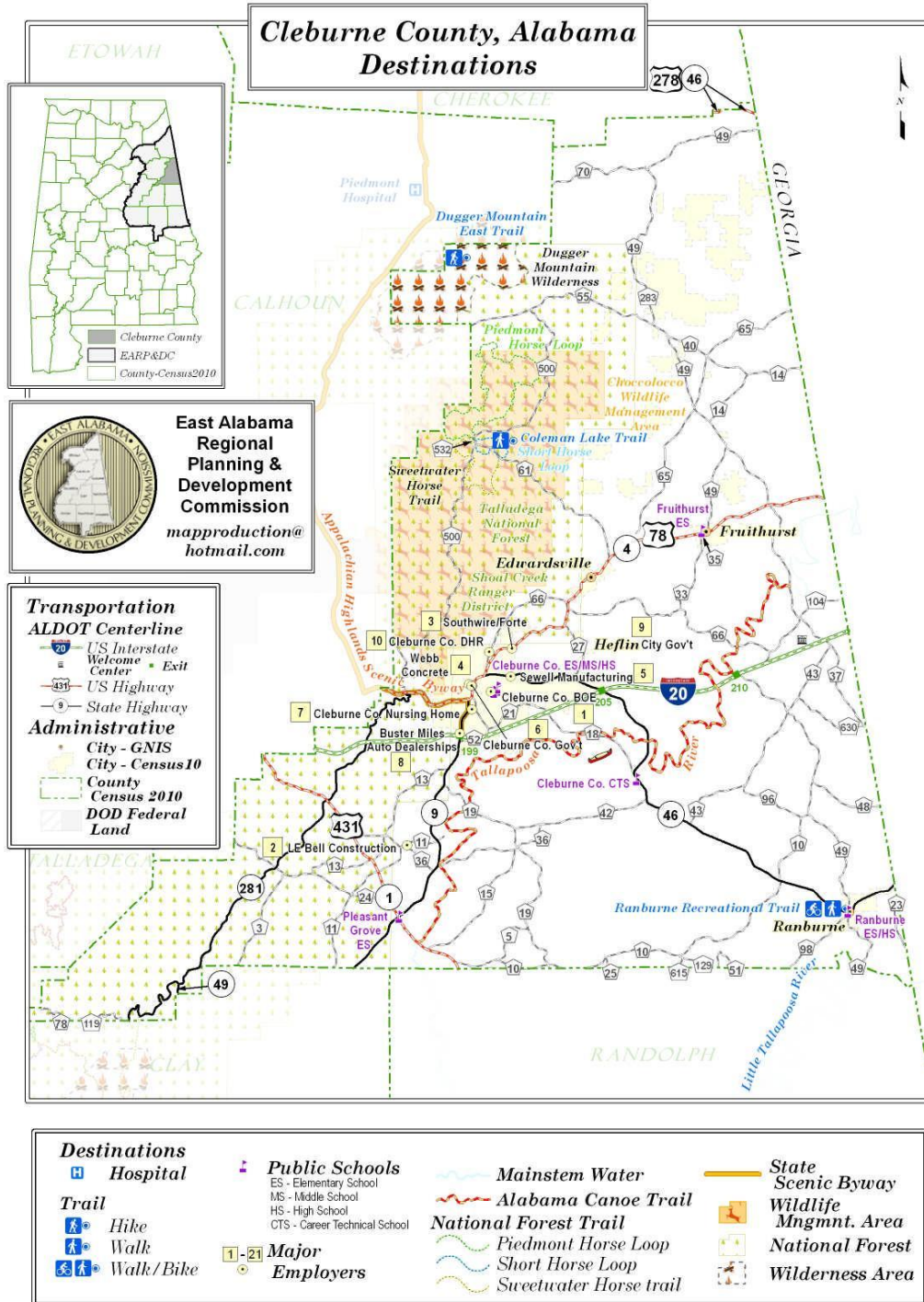


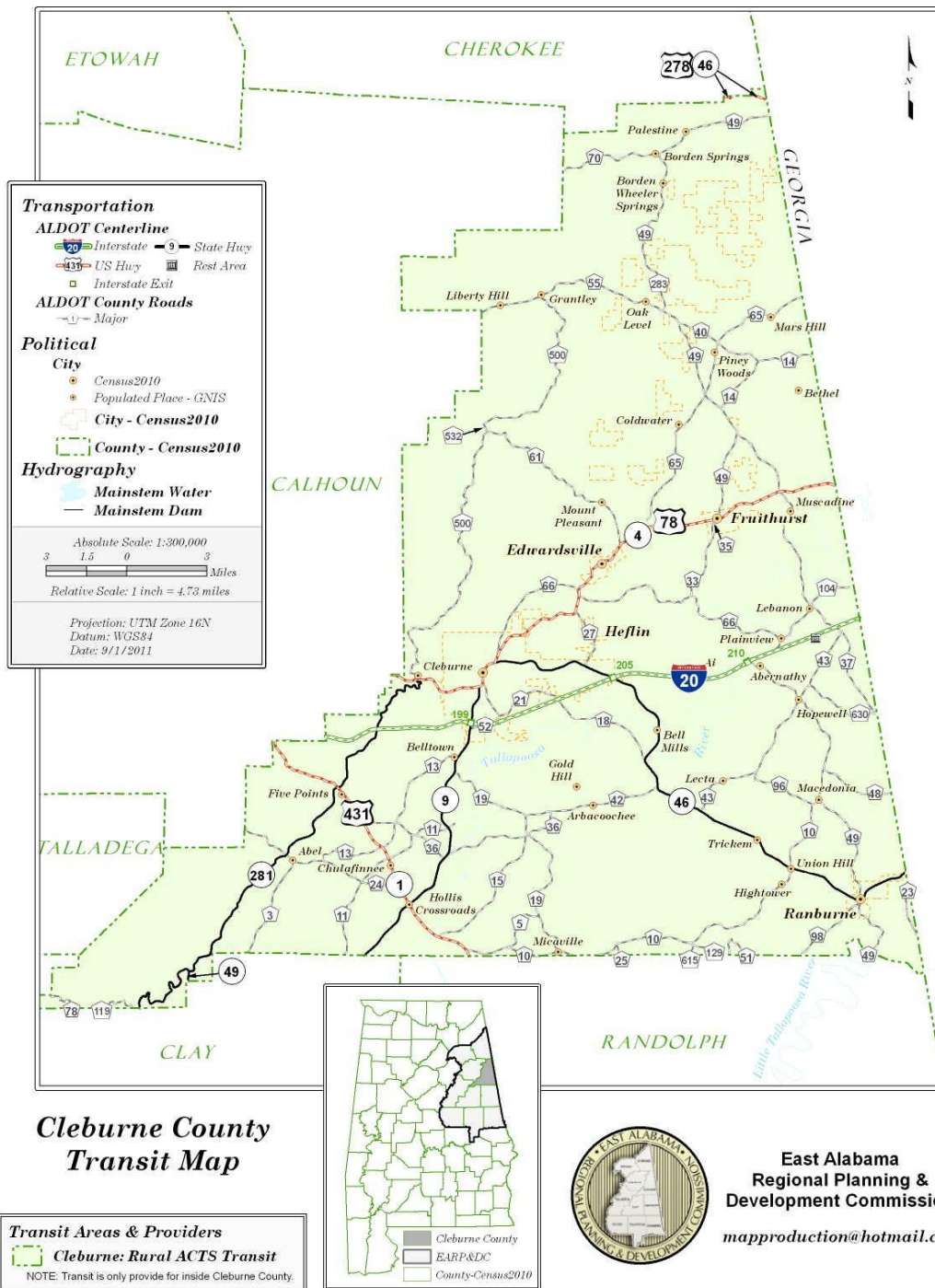
**Cleburne County
 No Vehicles
 Map**



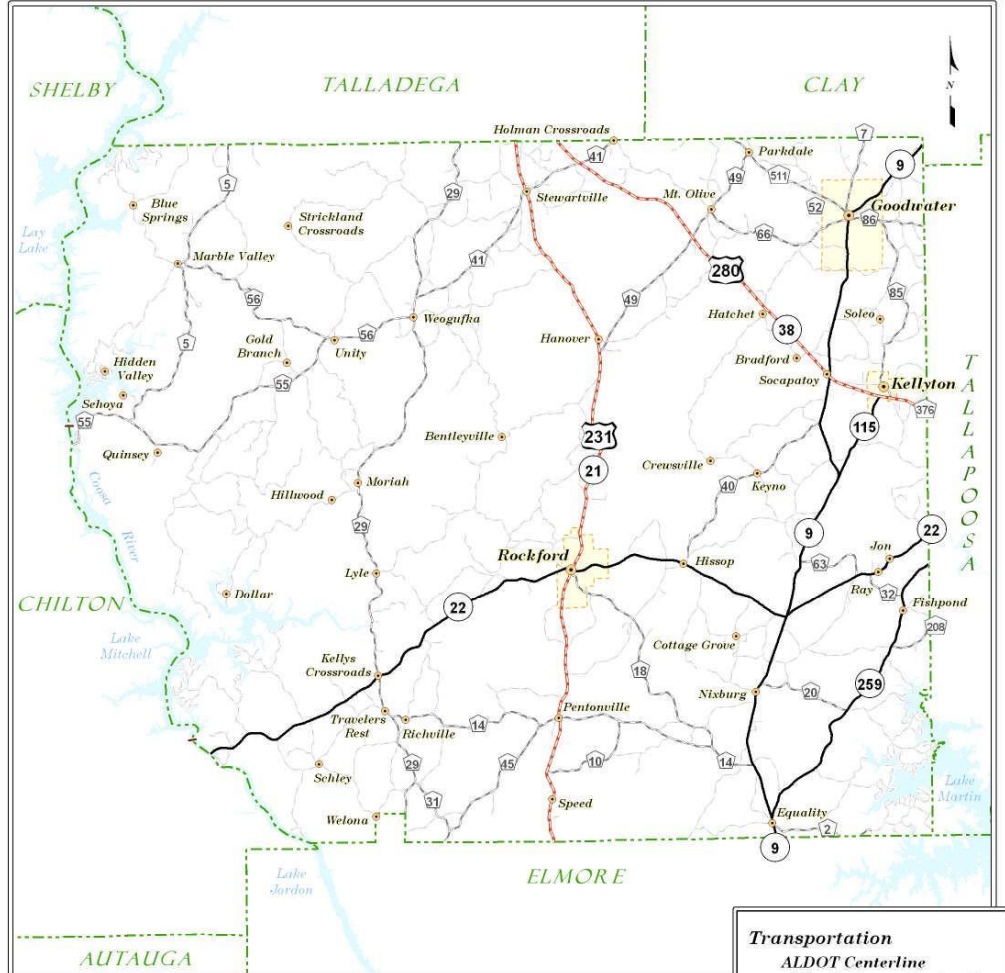
**East Alabama
 Regional Planning &
 Development Commission**







6. COOSA COUNTY



**Coosa County
Base Map**



Transportation

- ALDOT Centerline
 - 280 - US Hwy
 - 22 - State Hwy
- ALDOT County Roads
 - Major
 - Minor

Political

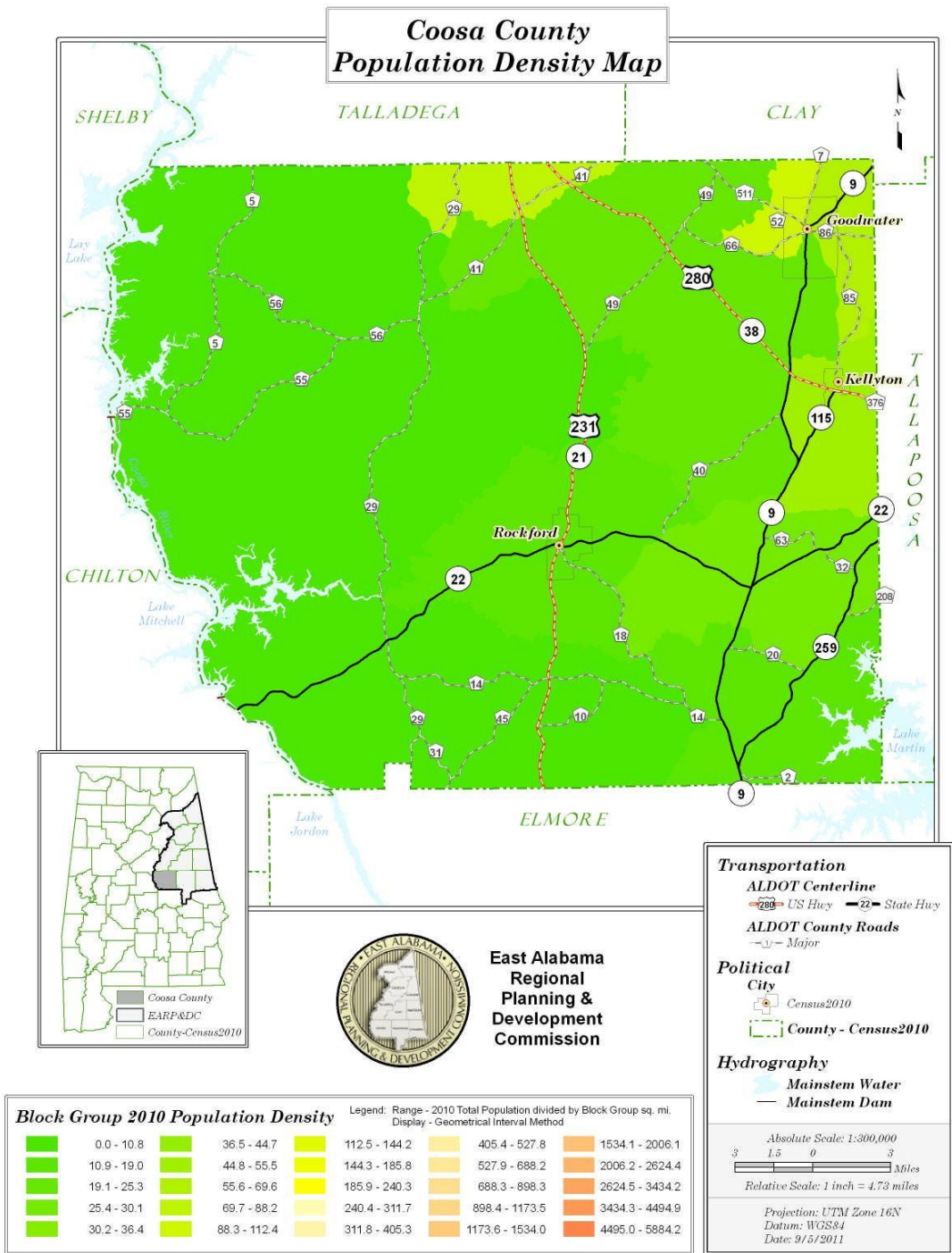
- City
 - Census2010
 - Populated Place - GNIS
 - City - Census2010
 - County - Census2010

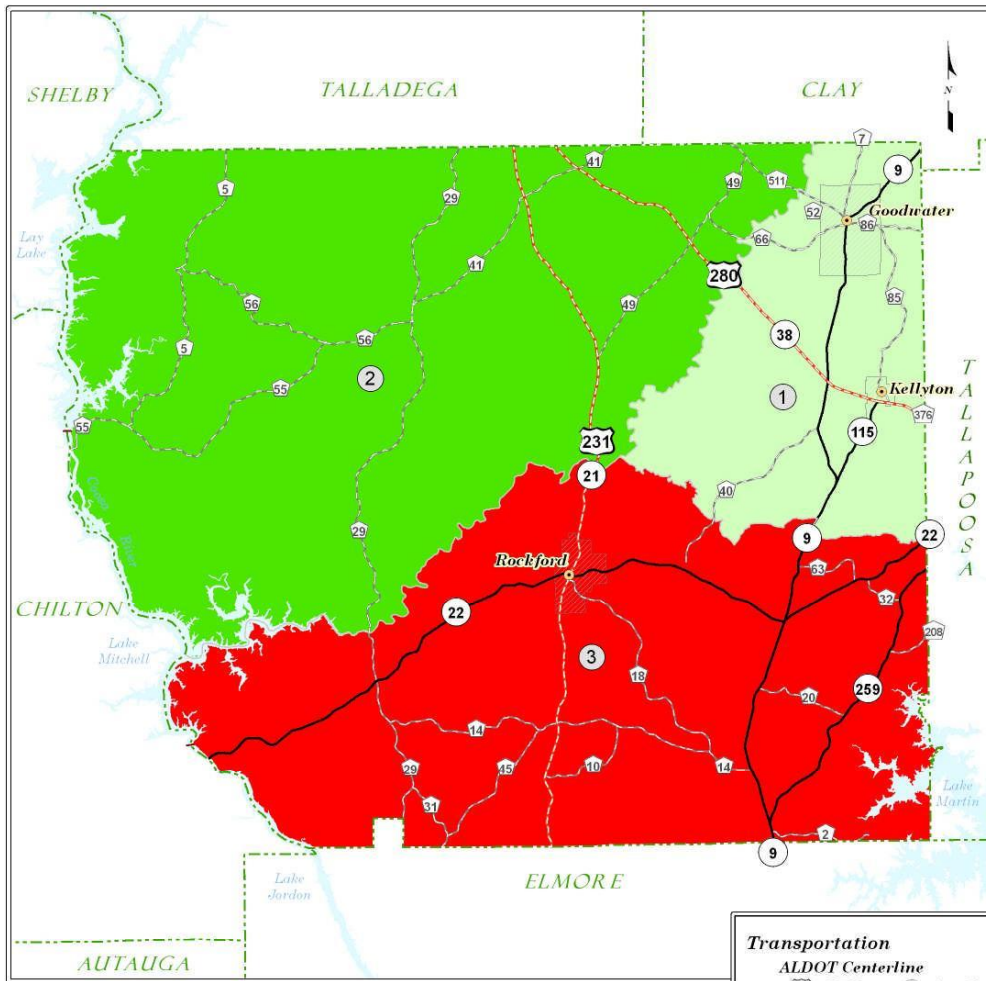
Hydrography

- Mainstem Water
- Mainstem Dam

Absolute Scale: 1:300,000
 3 1.5 0 3 Miles
 Relative Scale: 1 inch = 4.73 miles

Projection: UTM Zone 16N
 Datum: WGS84
 Date: 9/2/2011





**Coosa County
 Elderly
 Map**



**East Alabama
 Regional Planning &
 Development Commission**

**Percent Population
 with Age = or > 65**

Tracts Census10

- 14.40% - 15.62%
- 15.63% - 16.84%
- 16.85% - 18.06%
- 18.07% - 19.28%
- 19.29% - 20.50%

NOTE: ACS09 Universe: Sex & Age
 See Coosa Co. Elderly Data Table
 for Tracts labeled (1) thru (3)



Transportation

ALDOT Centerline

280 - US Hwy 22 - State Hwy

ALDOT County Roads

— Major

Political

City

- City - Census2010
- City - Census2010
- County - Census2010

Hydrography

— Mainstem Water

— Mainstem Dam

Absolute Scale: 1:300,000

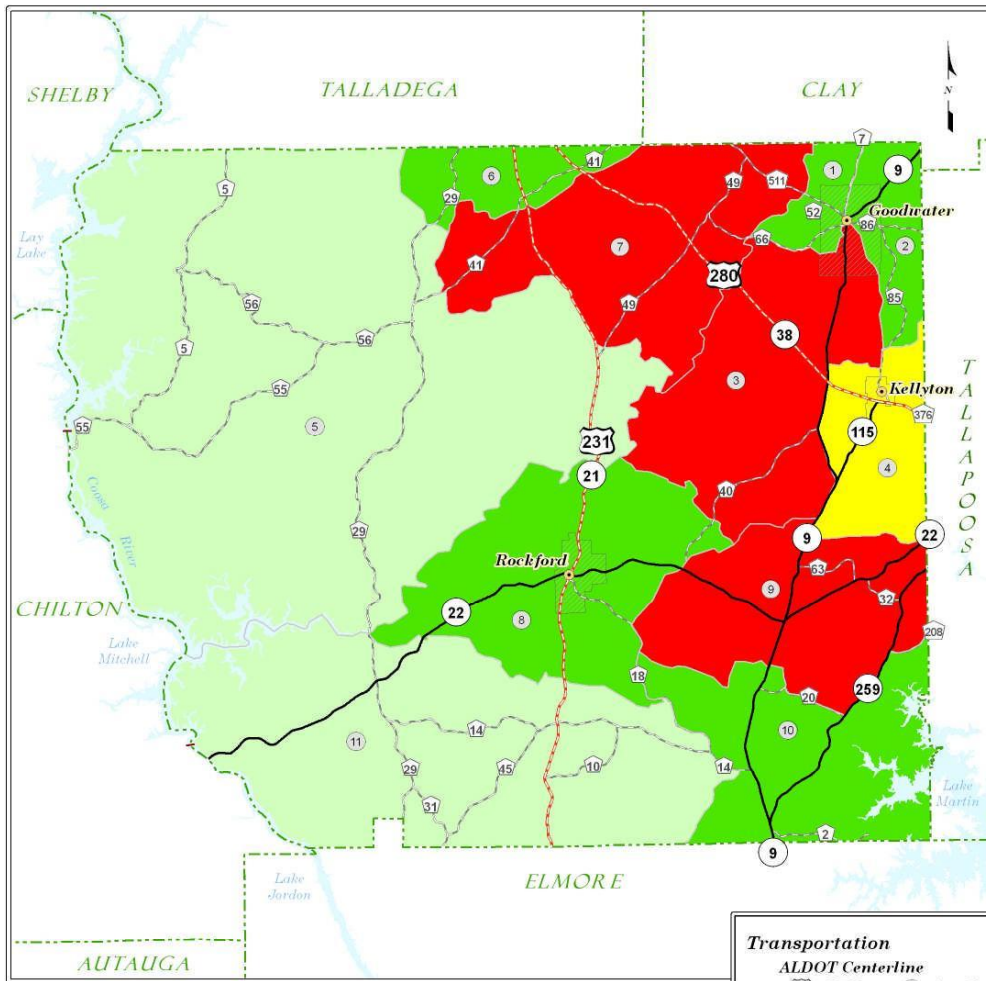
3 1.5 0 3 Miles

Relative Scale: 1 inch = 4.73 miles

Projection: UTM Zone 16N

Datum: WGS84

Date: 9/5/2011



Coosa County Disability Map



East Alabama
 Regional Planning &
 Development Commission

Percent Population with a Disability(ies)

- Block Groups Census00
- 11.54% - 13.87%
 - 13.88% - 16.20%
 - 16.21% - 18.54%
 - 18.55% - 20.87%
 - 20.88% - 23.20%

NOTE: Surveyed Population with Age >= 5
 See Coosa Co. Disability Data Table
 for Block Groups labeled (1 thru 11)
 DATA SOURCE: Census 2000



Transportation

- ALDOT Centerline**
 — 280 — US Hwy — 22 — State Hwy
- ALDOT County Roads**
 — 115 — Major

Political

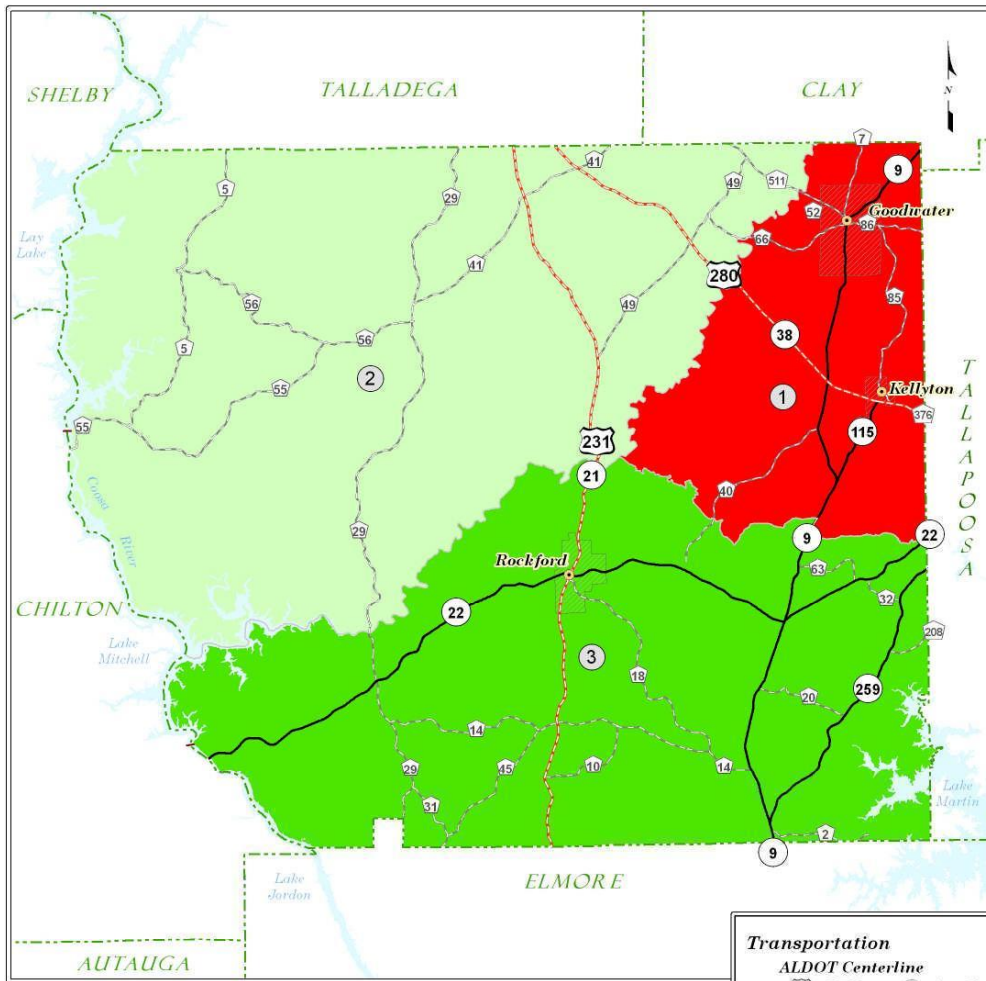
- City**
 ● Census2010
 ⊕ City - Census2010
 □ County - Census2010

Hydrography

- Mainstem Water
 — Mainstem Dam

Absolute Scale: 1:300,000
 3 1.5 0 3 Miles
 Relative Scale: 1 inch = 4.73 miles

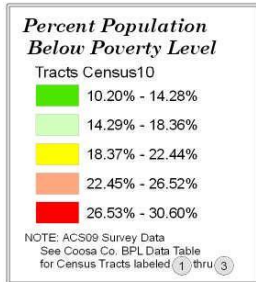
Projection: UTM Zone 16N
 Datum: WGS84
 Date: 9/3/2011



**Coosa County
 Below Poverty
 Level
 Map**



**East Alabama
 Regional Planning &
 Development Commission**



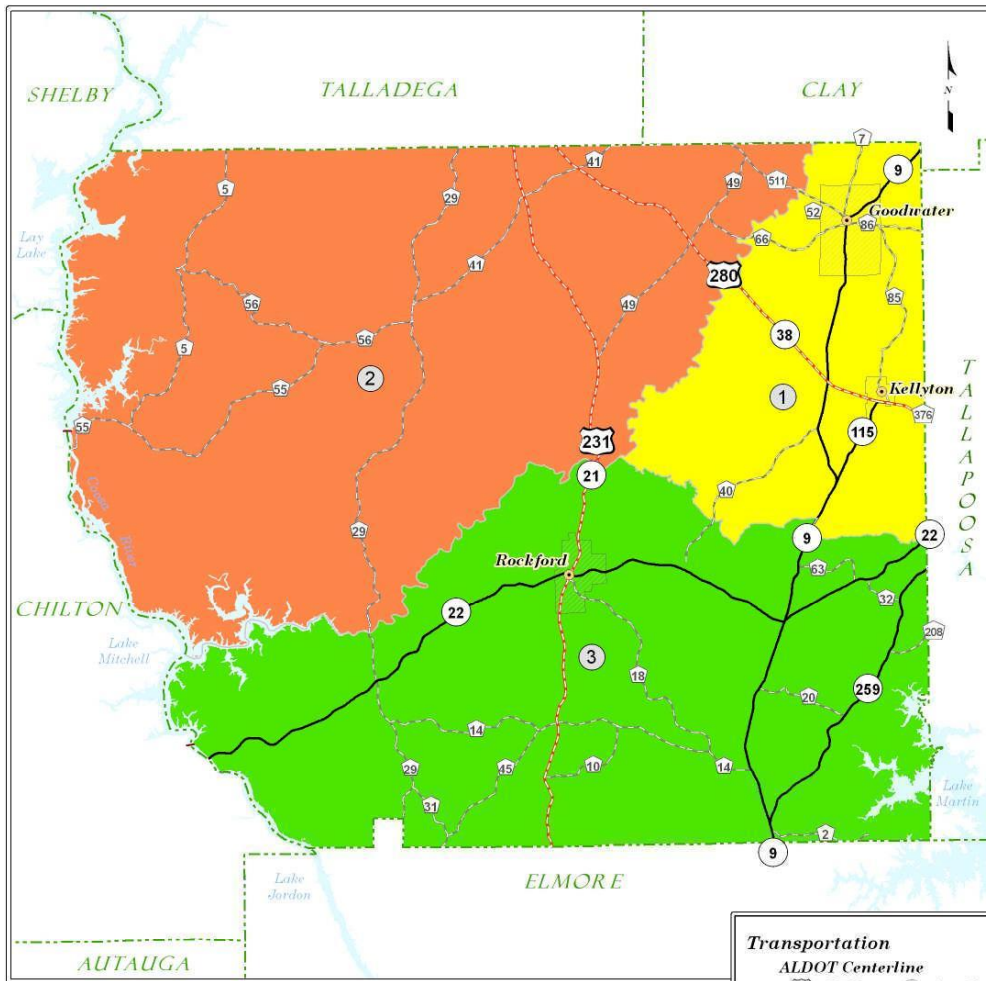
Transportation
 ALDOT Centerline
 280 - US Hwy 22 - State Hwy
 ALDOT County Roads
 - - - Major

Political
 City
 ● Census2010
 ⊕ City - Census2010
 □ County - Census2010

Hydrography
 Mainstem Water
 Mainstem Dam

Absolute Scale: 1:300,000
 3 1.5 0 3 Miles
 Relative Scale: 1 inch = 4.73 miles

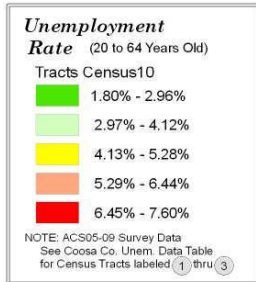
Projection: UTM Zone 16N
 Datum: WGS84
 Date: 9/5/2011



Coosa County Unemployment Map



**East Alabama
Regional Planning &
Development Commission**



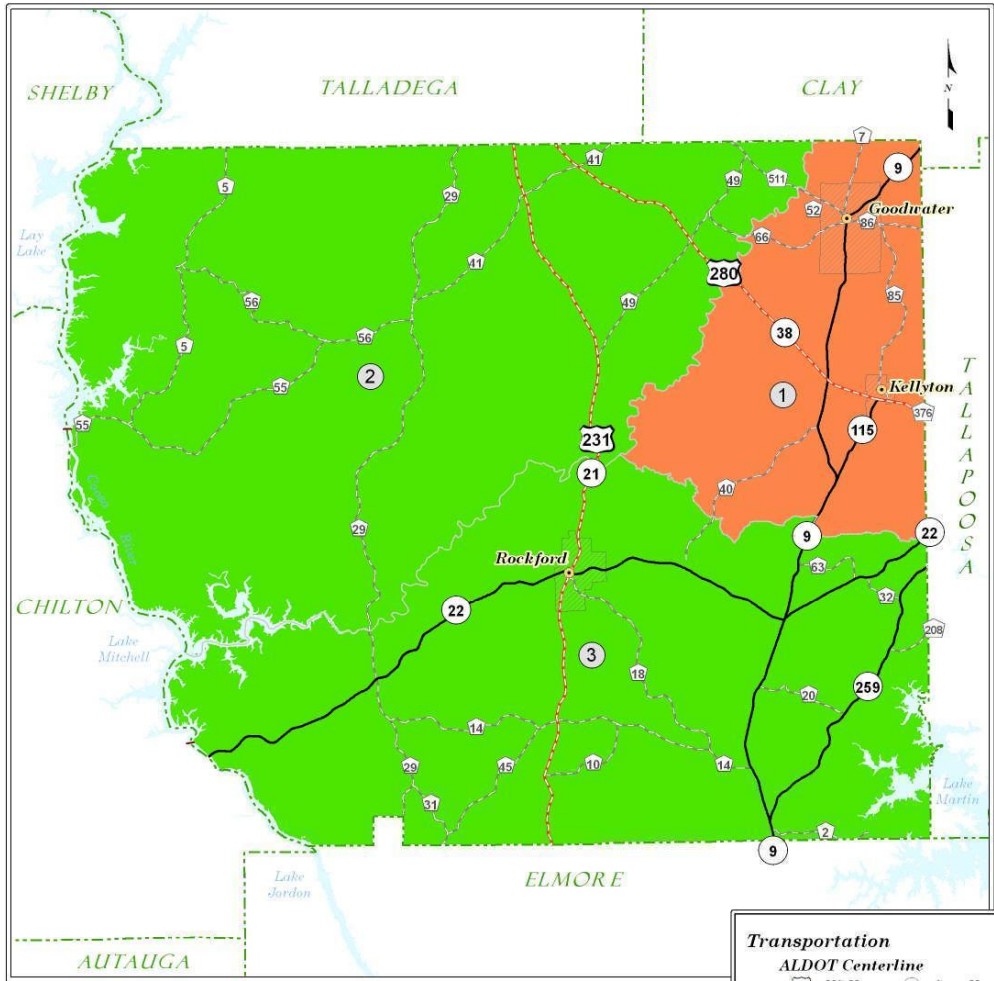
Transportation
 ALDOT Centerline
 280 - US Hwy 22 - State Hwy
 ALDOT County Roads
 - - - Major

Political
 City
 ● - Census2010
 ⊕ - City - Census2010
 □ - County - Census2010

Hydrography
 Mainstem Water
 Mainstem Dam

Absolute Scale: 1:300,000
 3 1.5 0 3 Miles
 Relative Scale: 1 inch = 4.73 miles

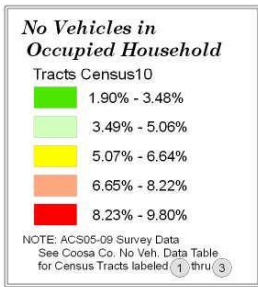
Projection: UTM Zone 16N
 Datum: WGS84
 Date: 9/5/2011



Coosa County No Vehicles Map



**East Alabama
Regional Planning &
Development Commission**



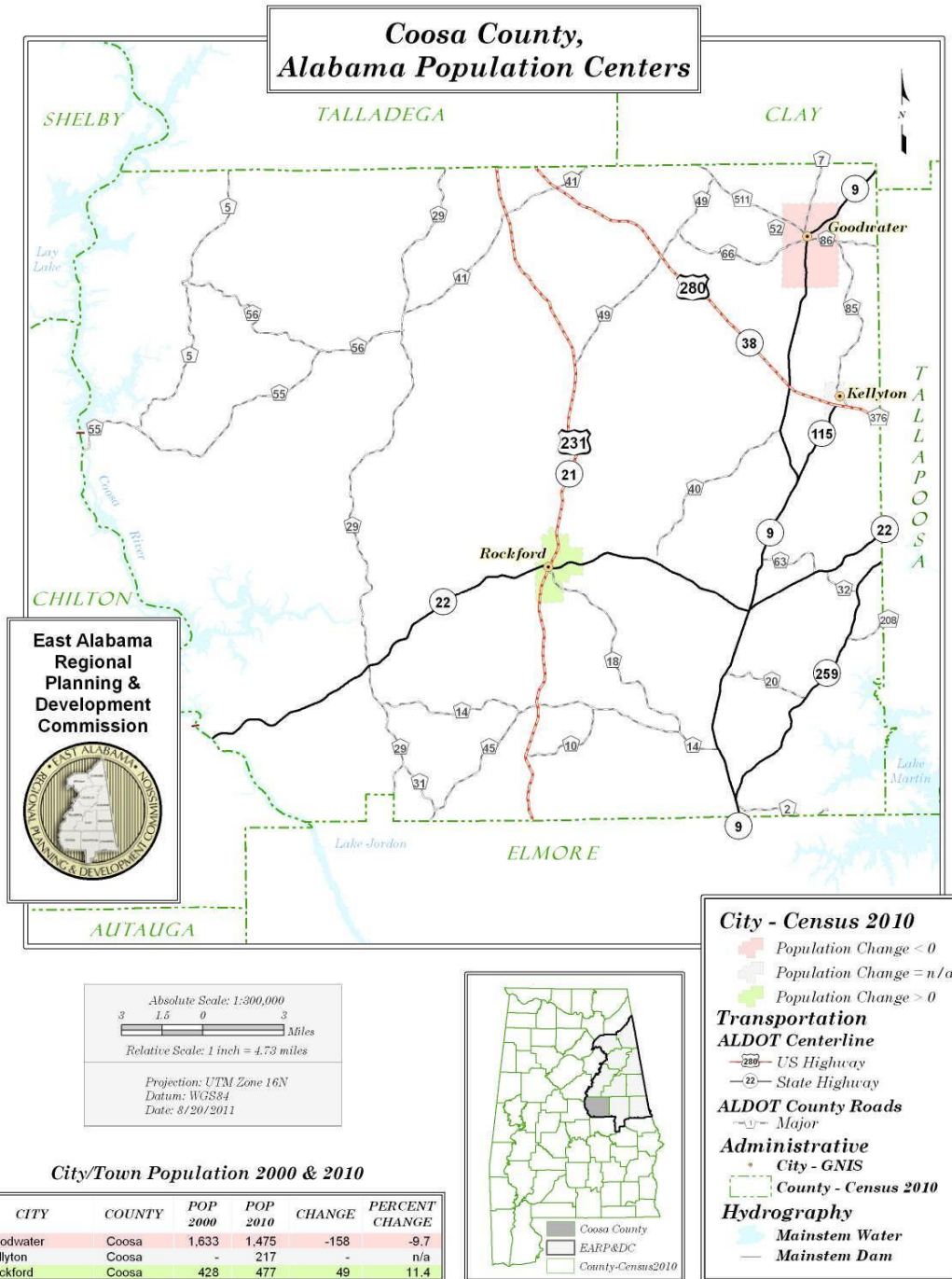
Transportation
 ALDOT Centerline
 280 → US Hwy 22 → State Hwy
 ALDOT County Roads
 — Major

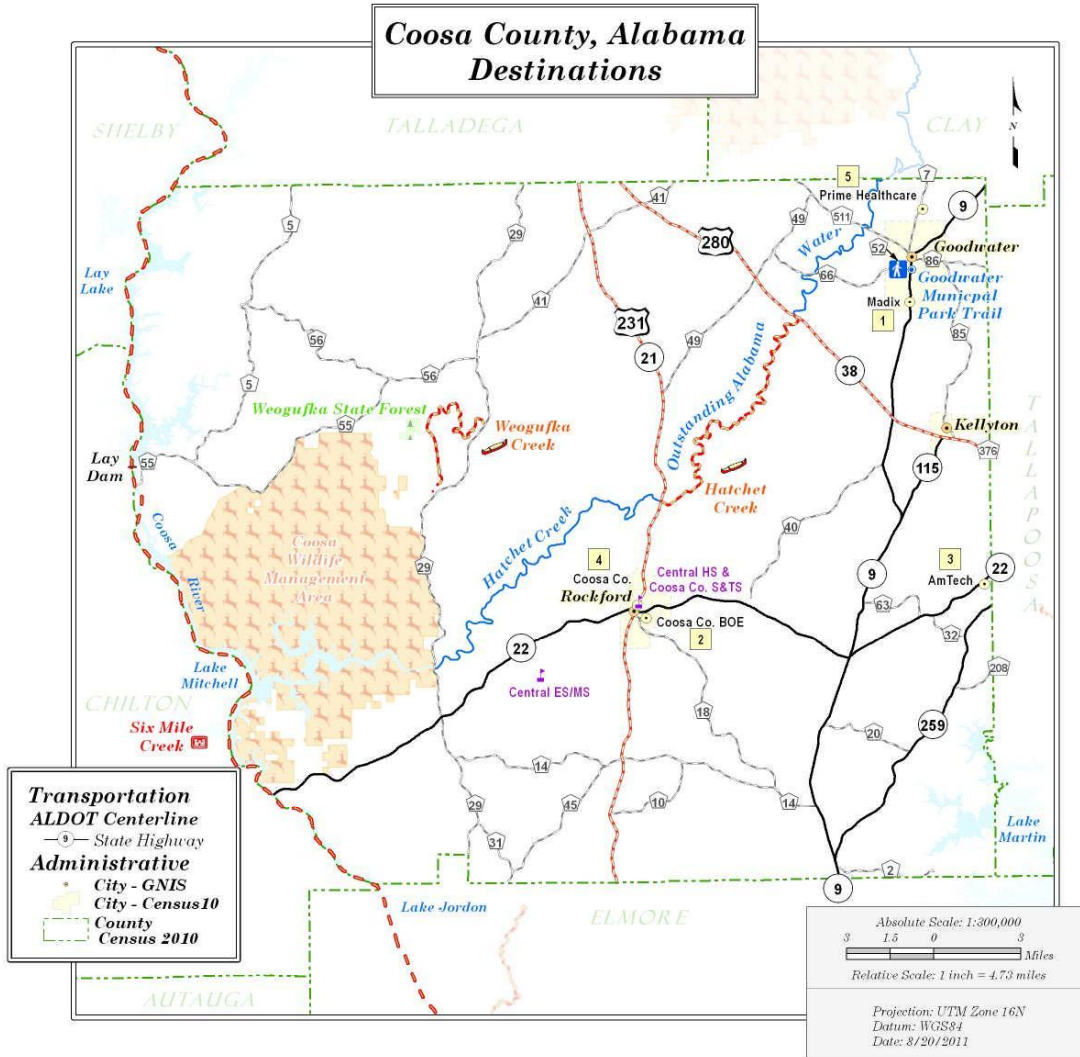
Political
 City
 ● Census2010
 ⊕ City - Census2010
 □ County - Census2010

Hydrography
 Mainstem Water
 Mainstem Dam

Absolute Scale: 1:300,000
 3 1.5 0 3 Miles
 Relative Scale: 1 inch = 4.73 miles

Projection: UTM Zone 16N
 Datum: WGS84
 Date: 9/7/2011



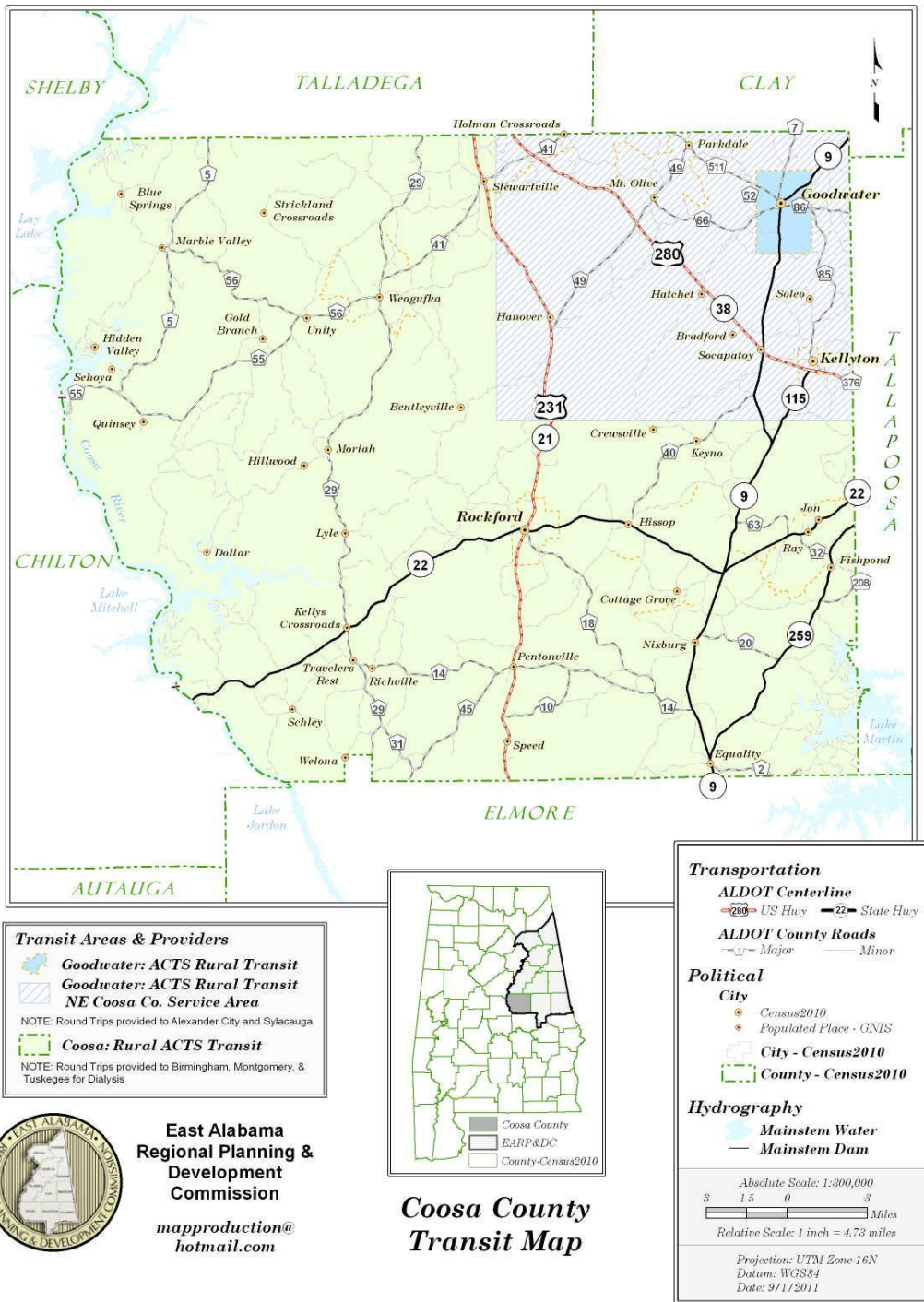


**East Alabama
Regional
Planning &
Development
Commission**
 mapproduction@
hotmail.com

Destinations

Trail: Walk	Mainstem Water
Public Schools ES - Elementary School MS - Middle School HS - High School S&TS - Science & Technology School	Mainstem Dam
Major Employers	Alabama Scenic River Trail
	Alabama Scenic River Trail
	Wildlife Mngmnt. Area
	State Forest





**East Alabama
 Regional Planning &
 Development
 Commission**

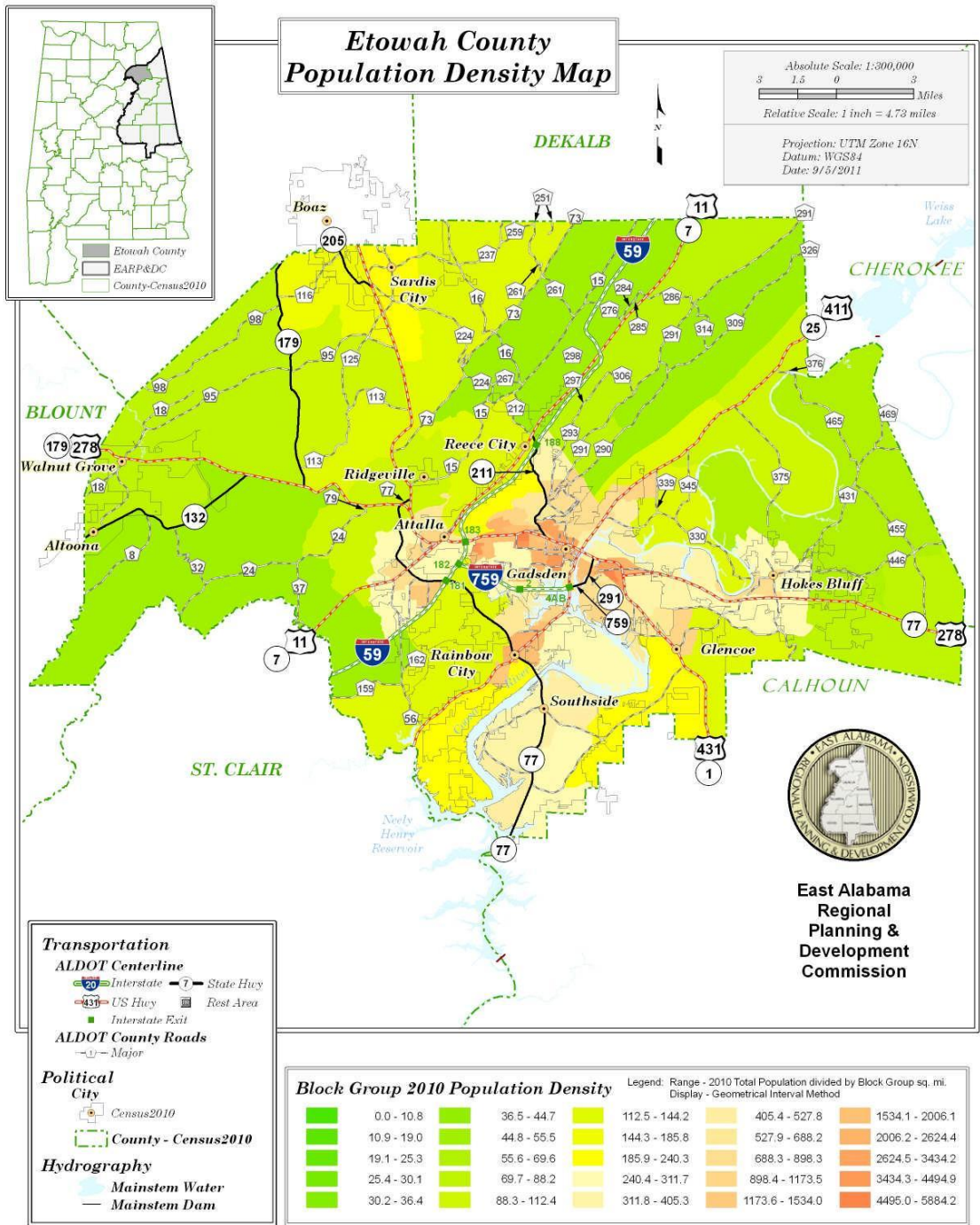
[mapproduction@
 hotmail.com](mailto:mapproduction@hotmail.com)

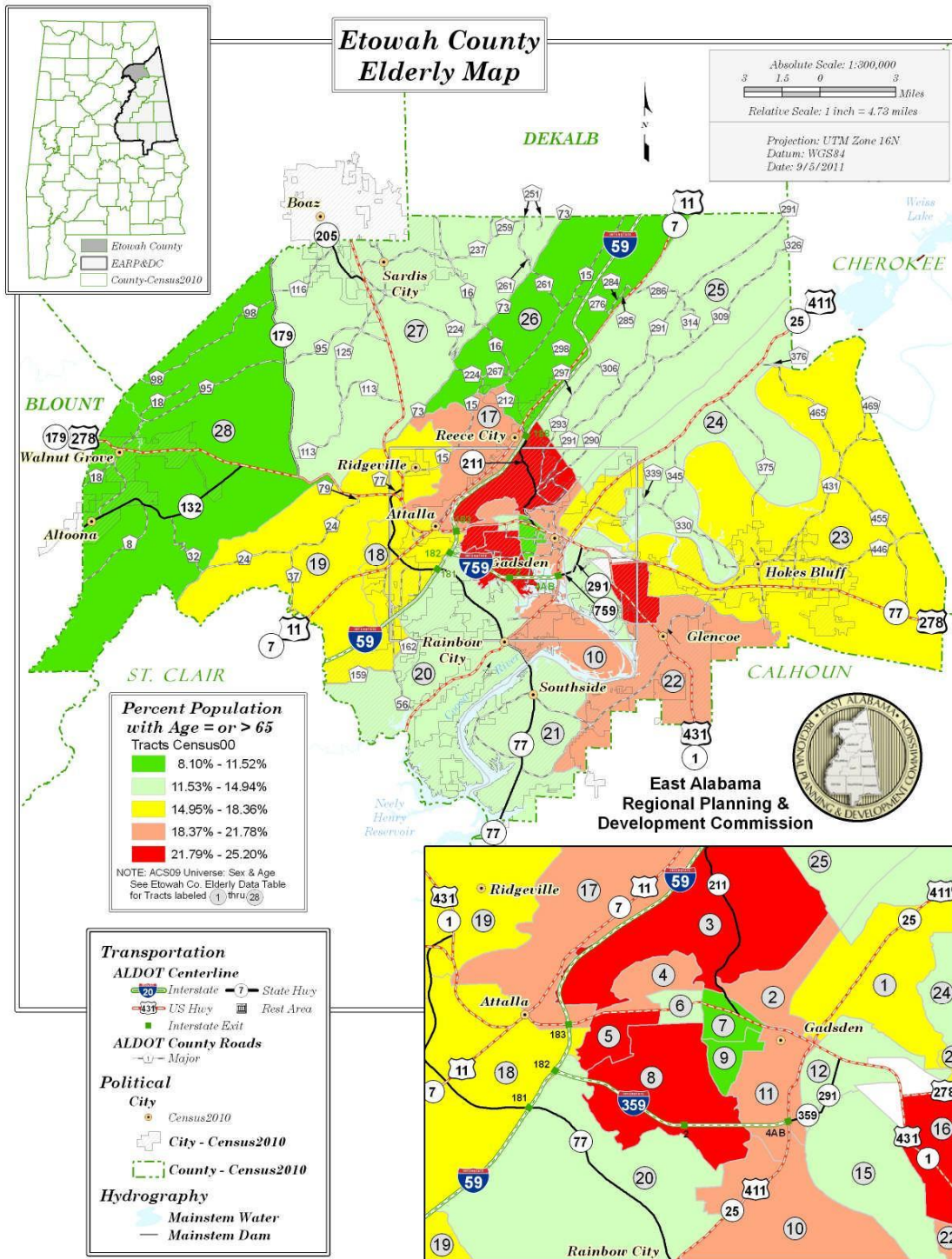


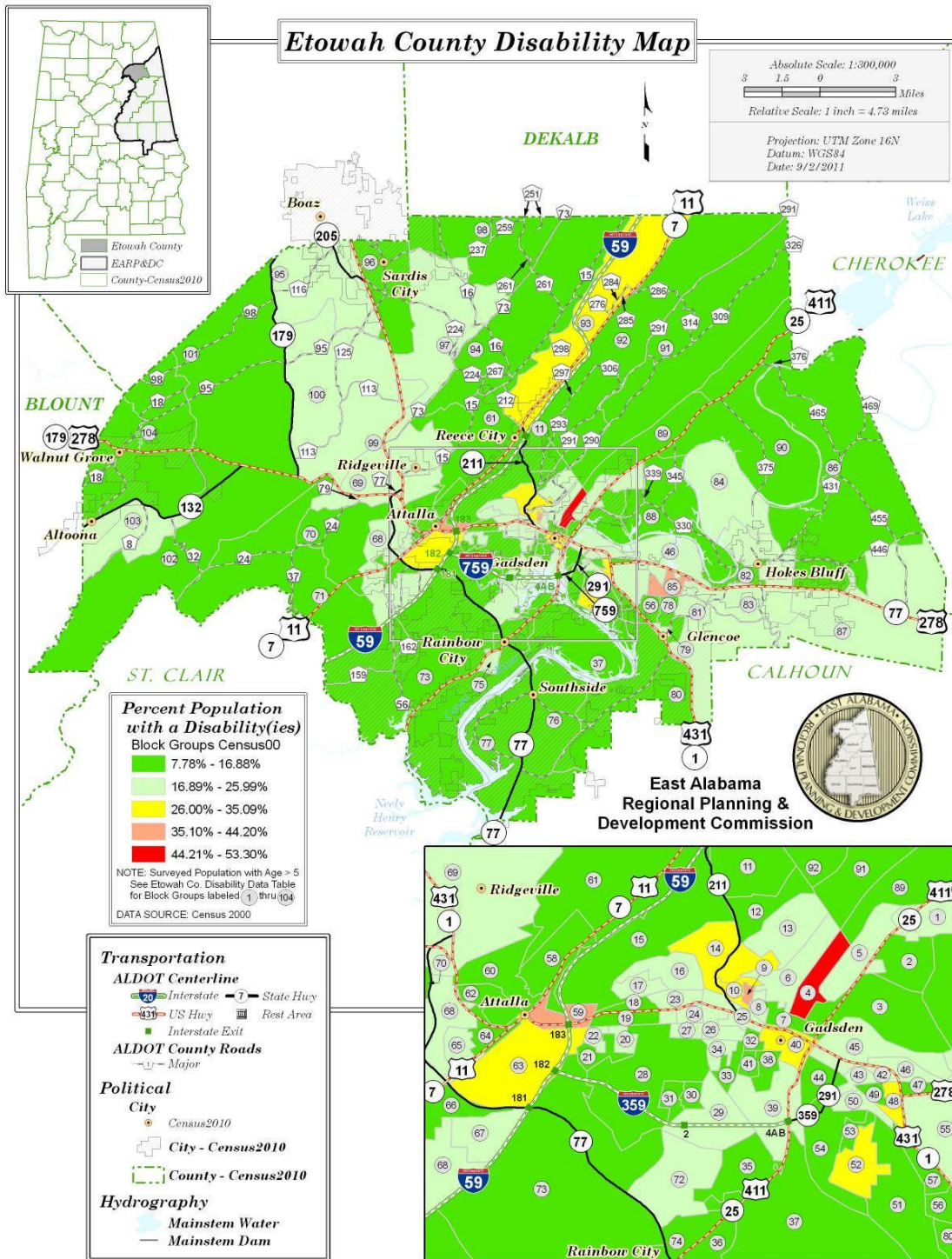
**Coosa County
 Transit Map**

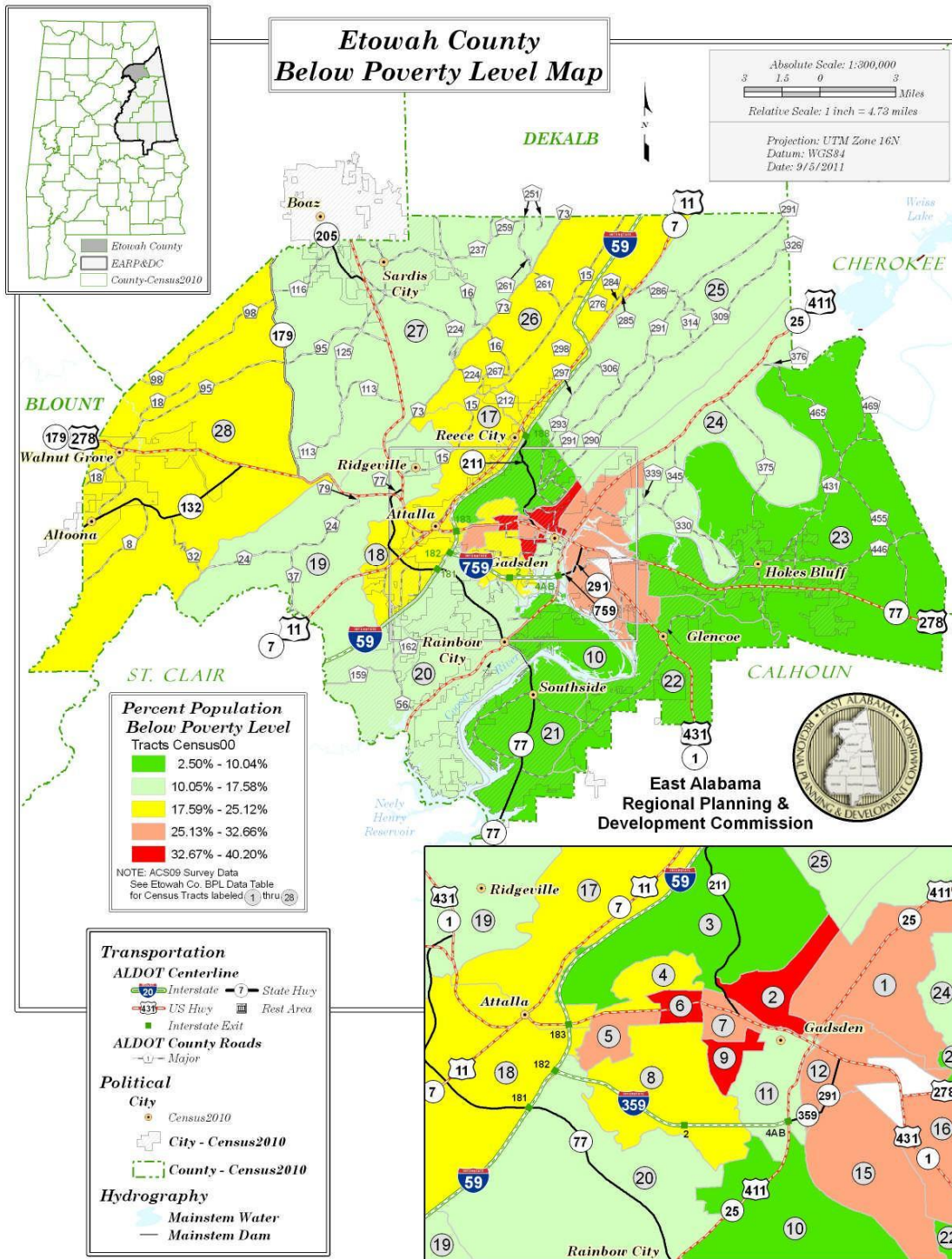
7. ETOWAH COUNTY

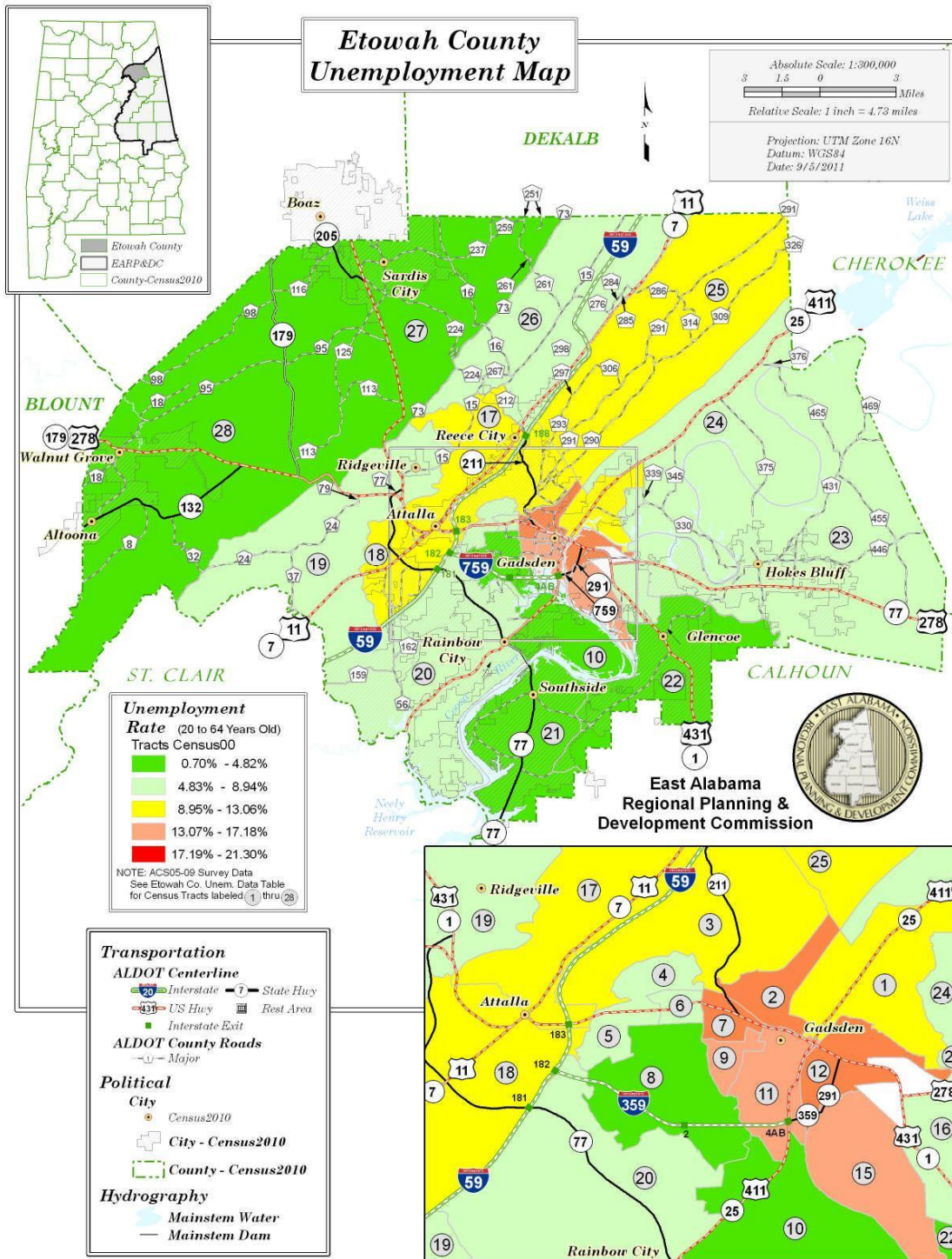


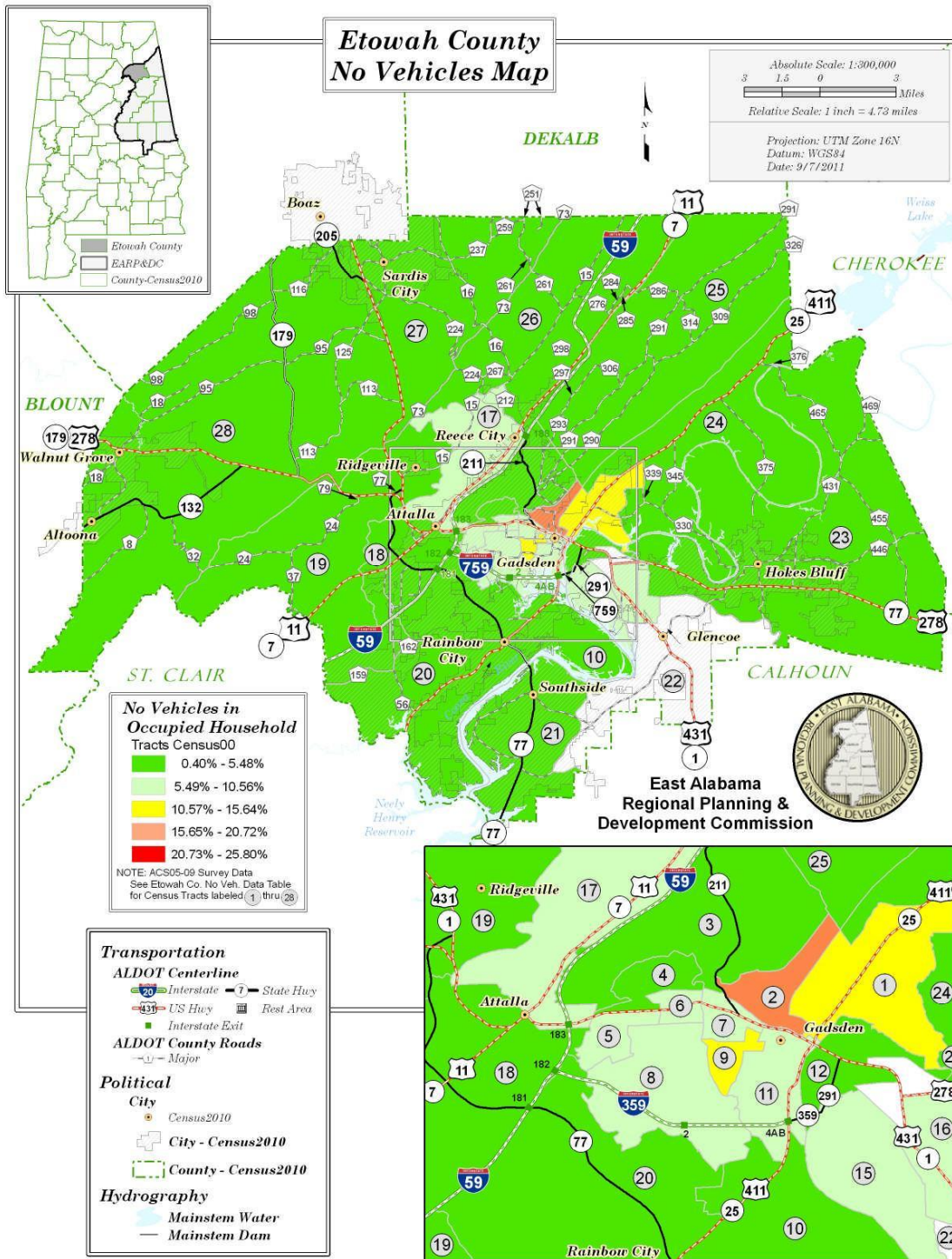


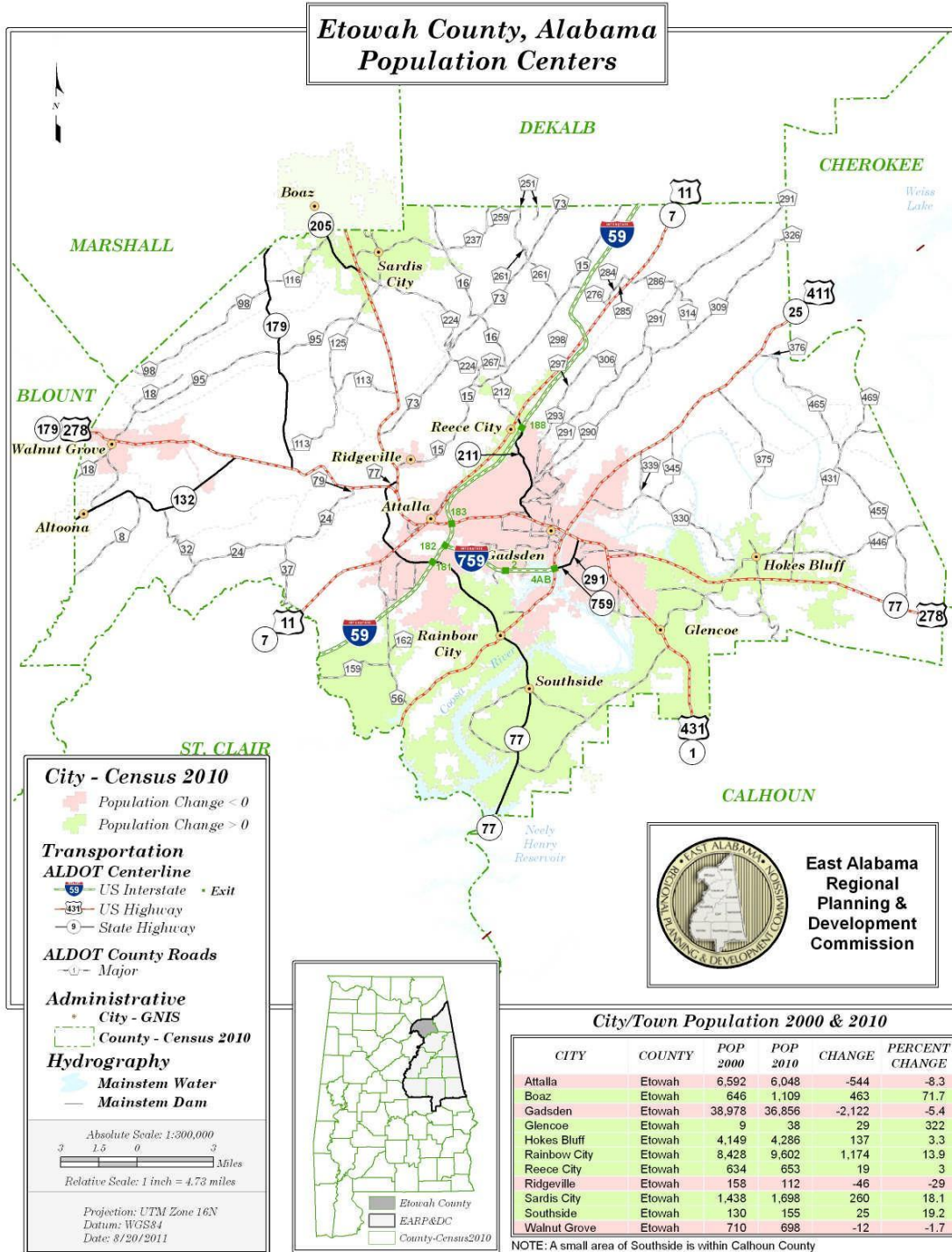


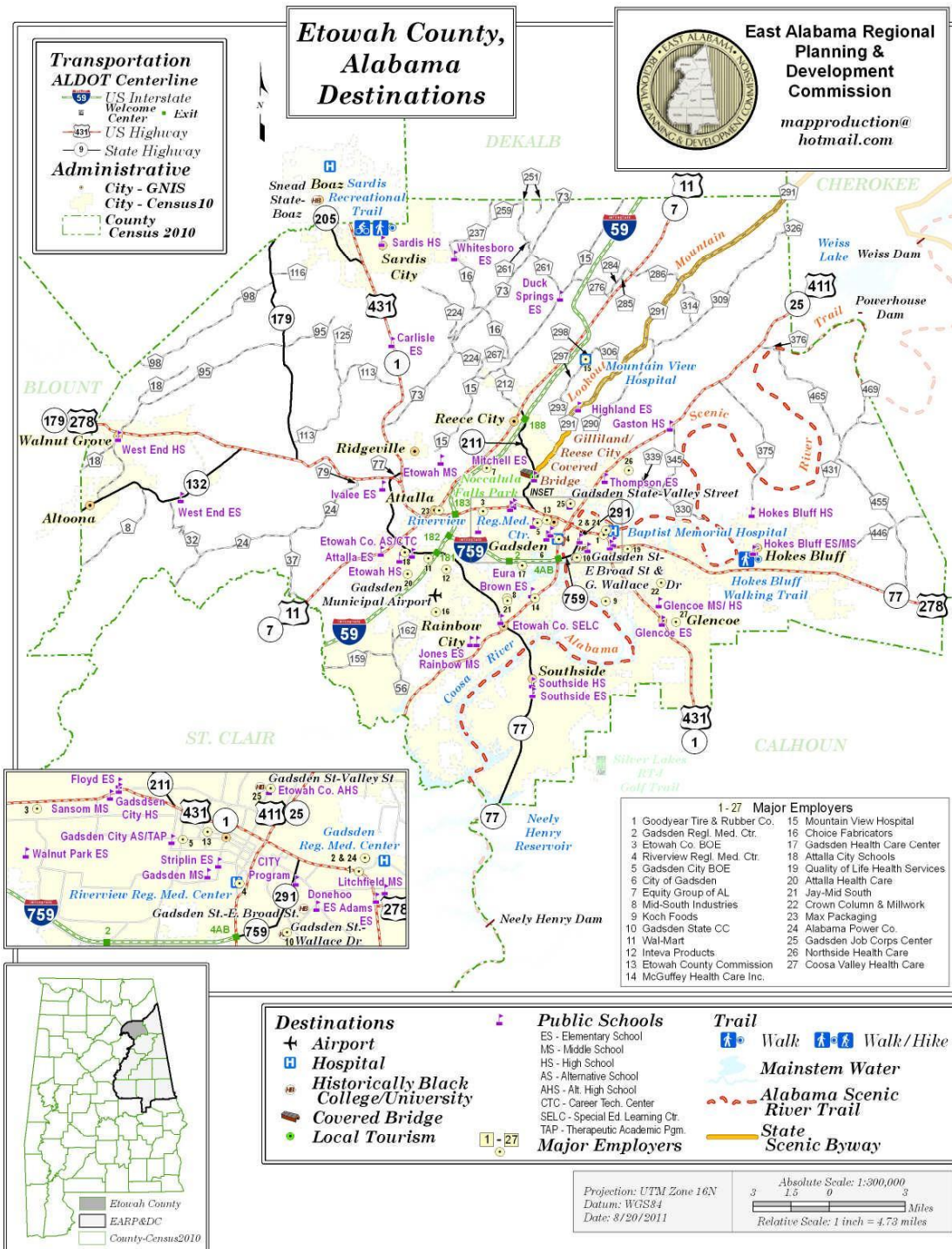






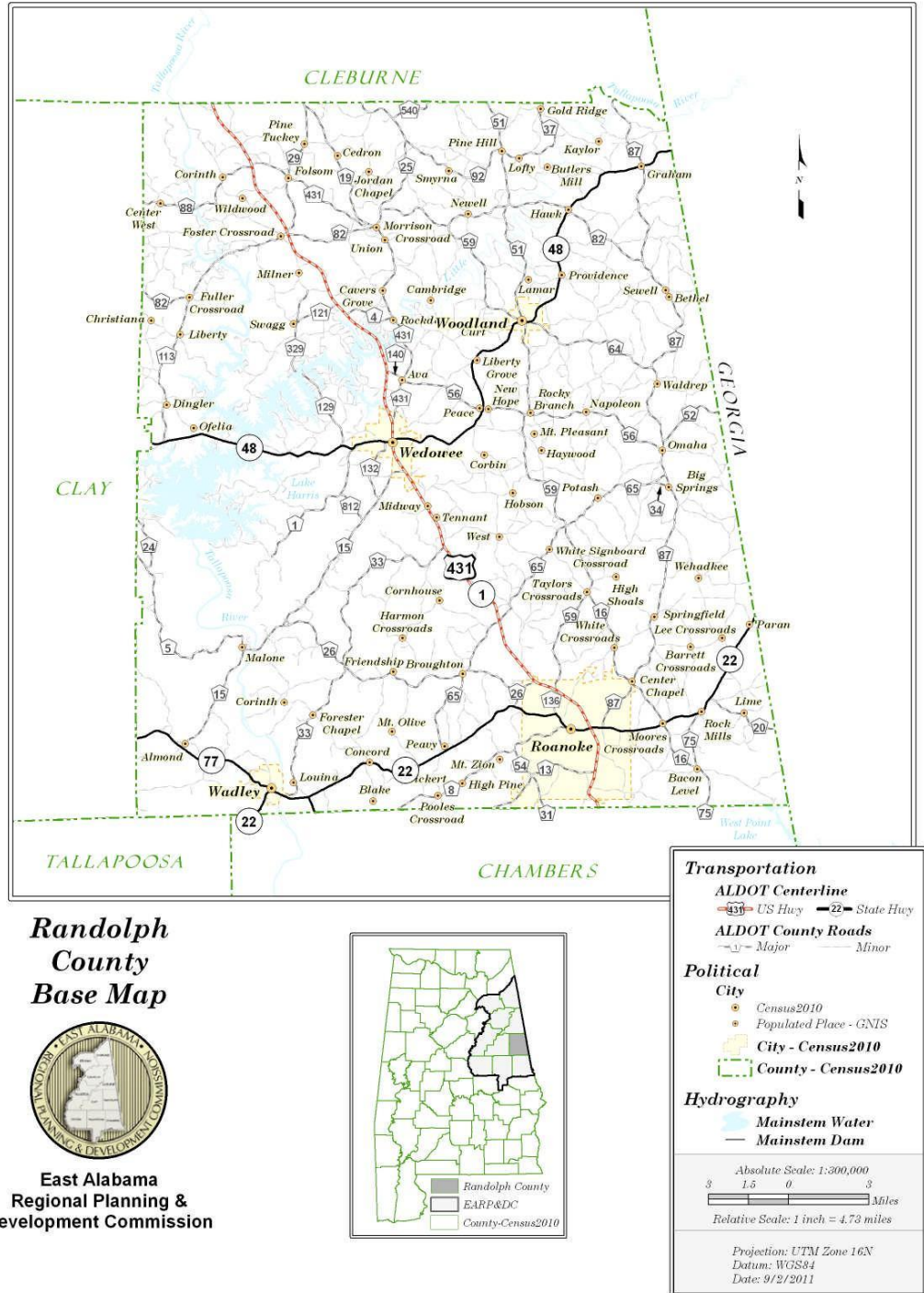


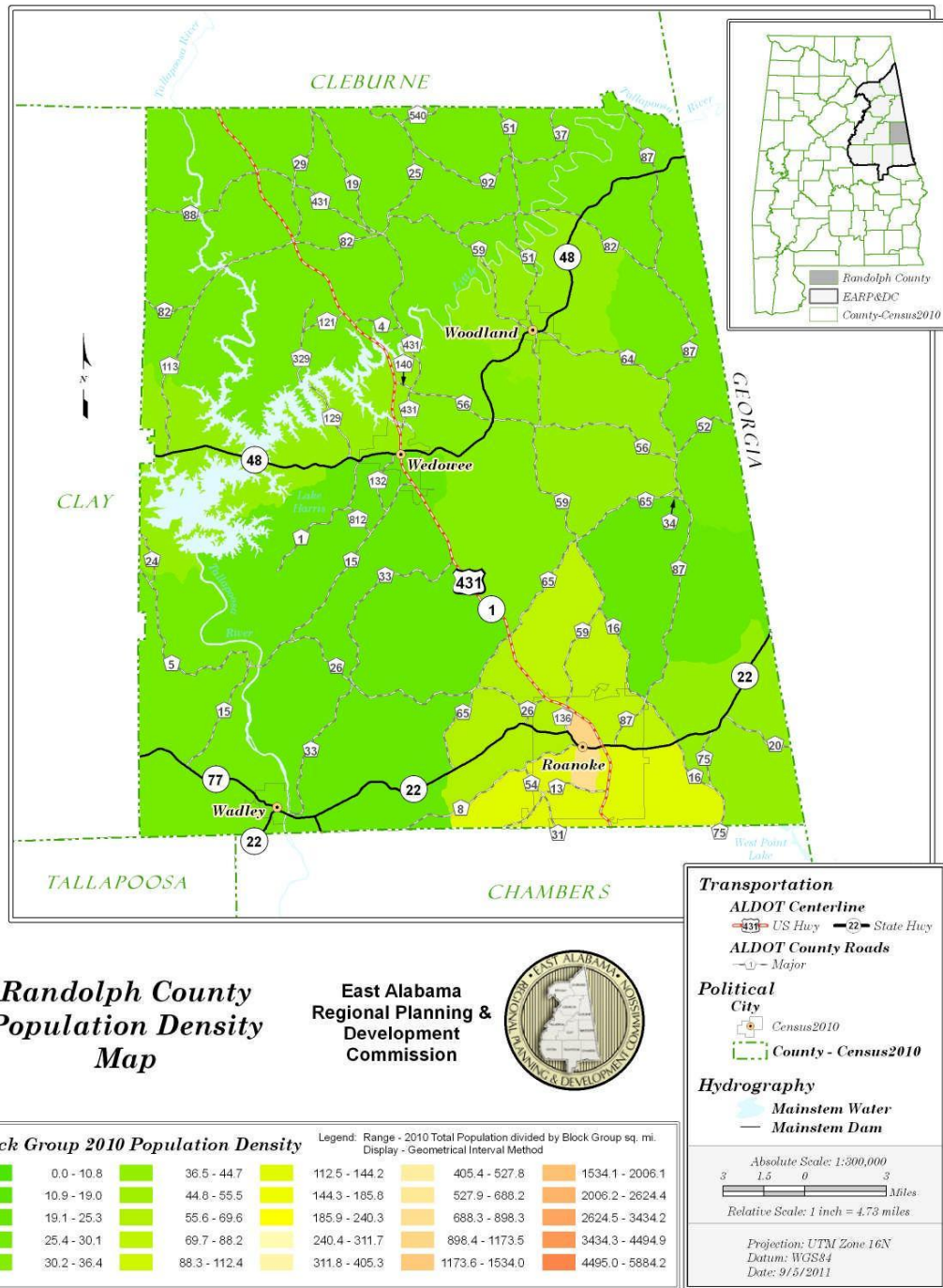


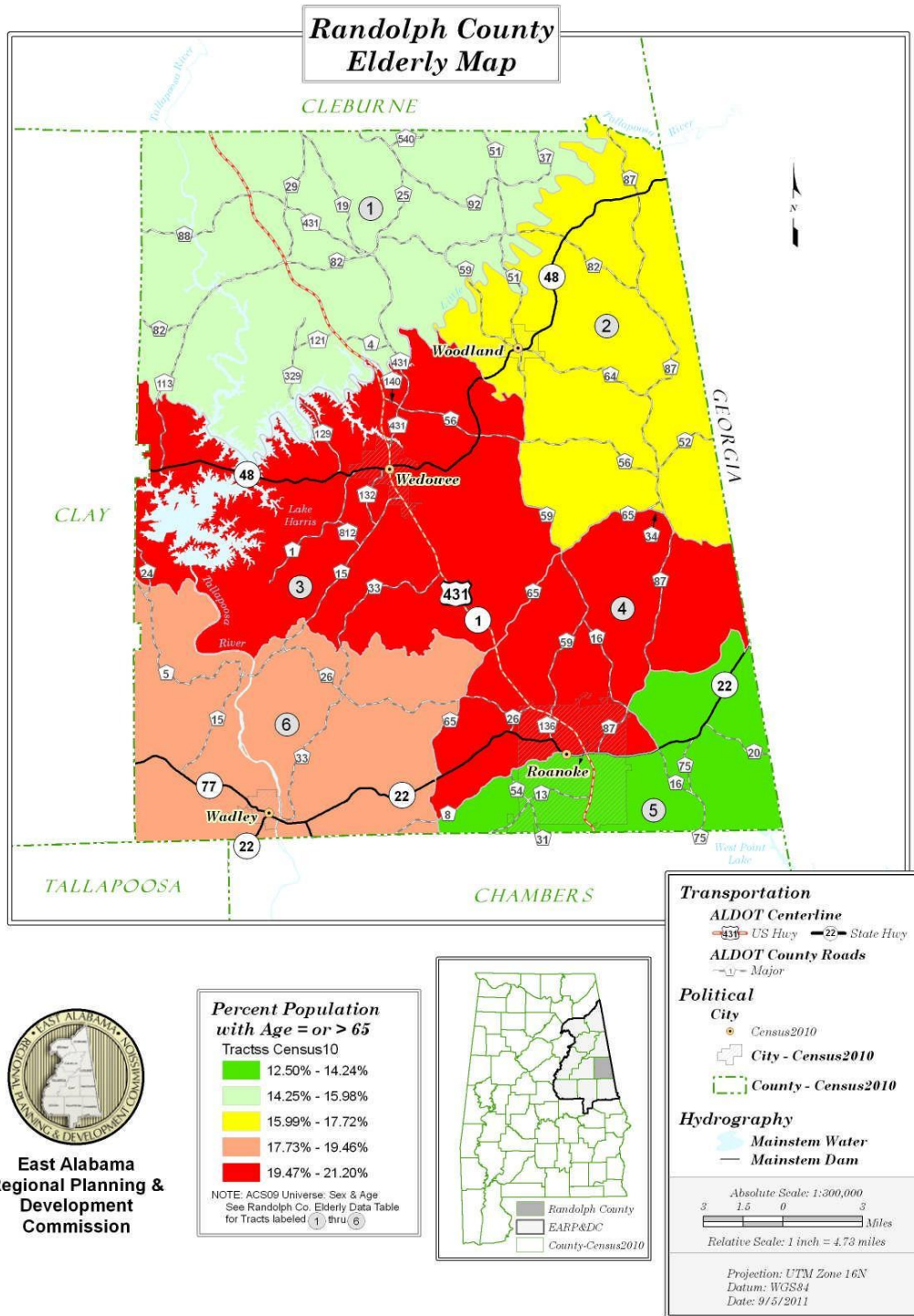


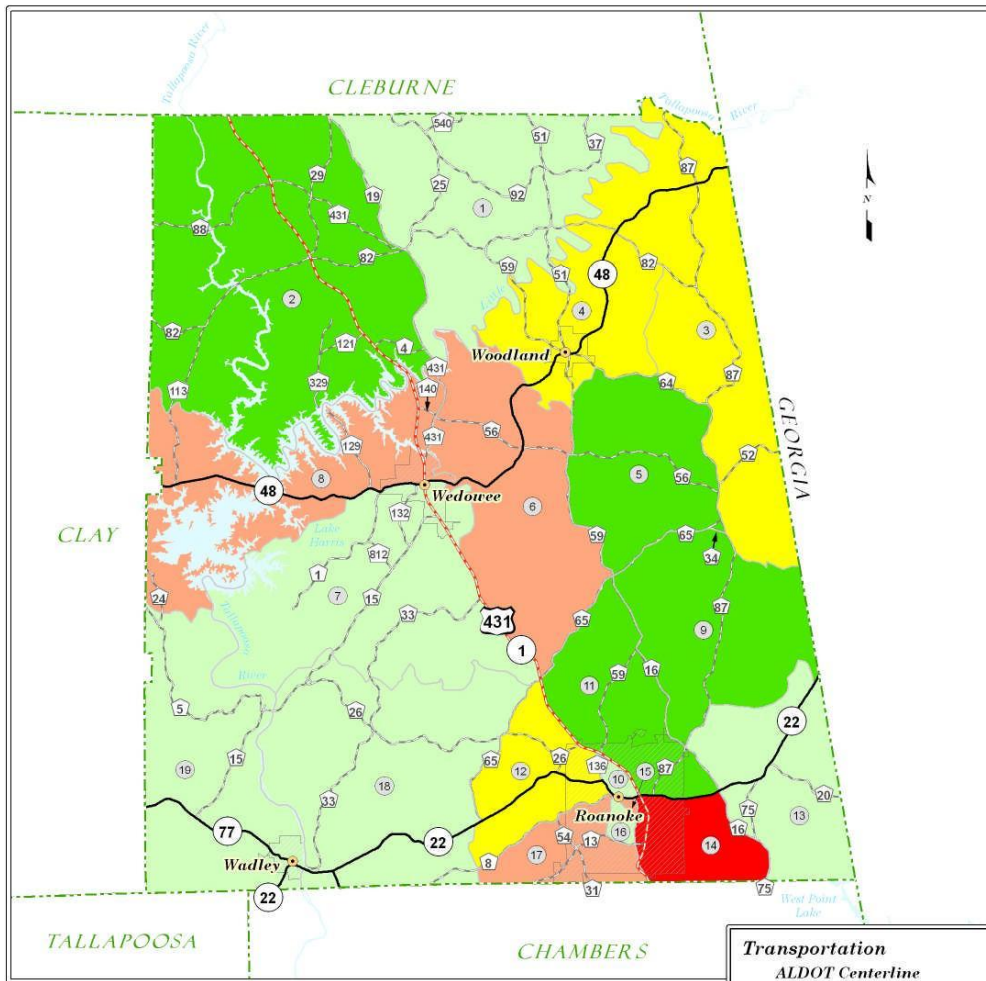


8. RANDOLPH COUNTY





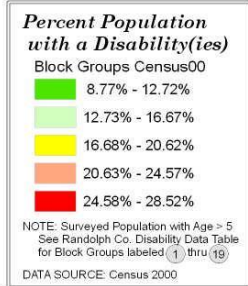




**Randolph
 County
 Disability Map**



**East Alabama
 Regional Planning &
 Development Commission**



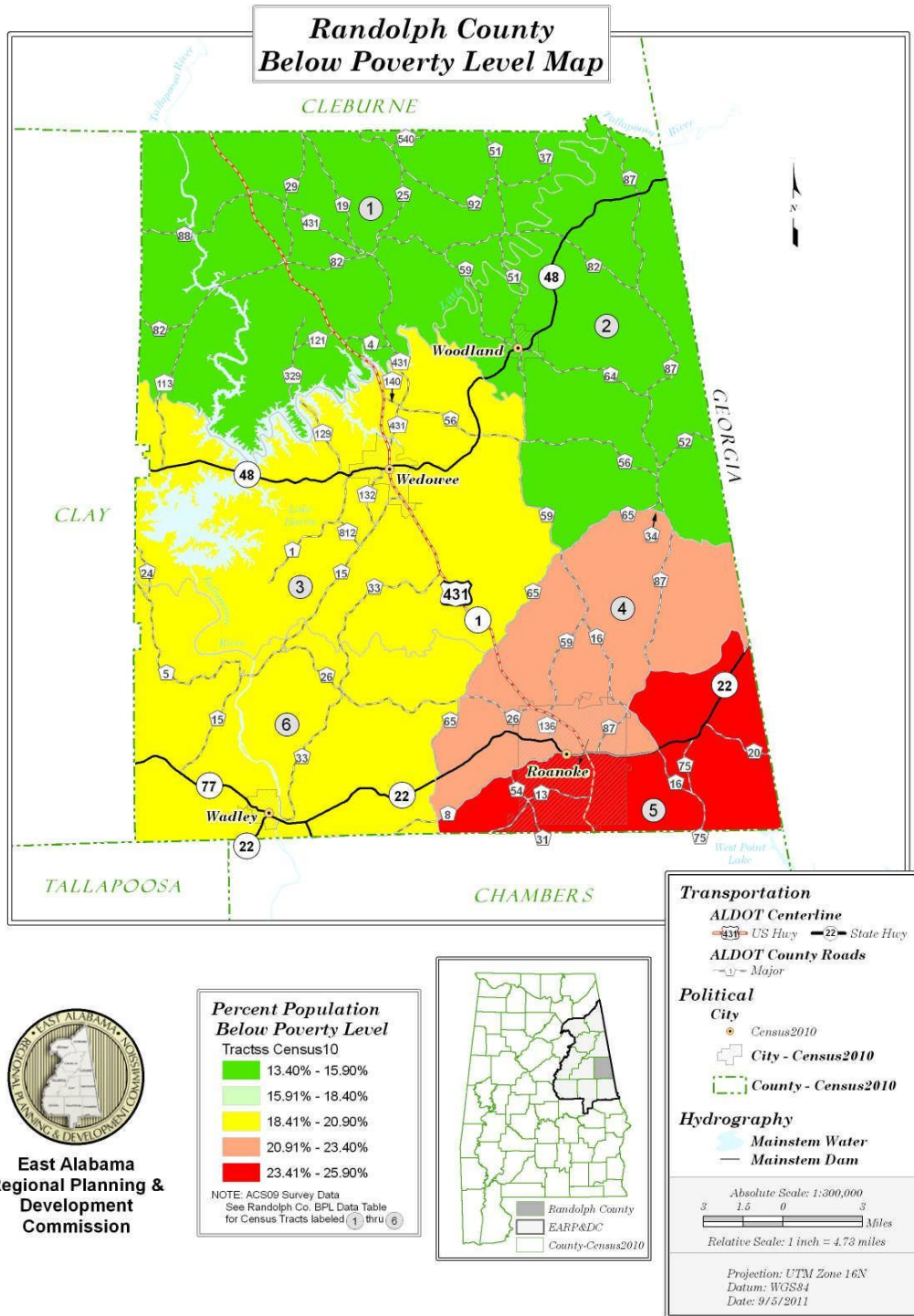
Transportation
 ALDOT Centerline
 431 US Hwy 22 State Hwy
 ALDOT County Roads
 Major

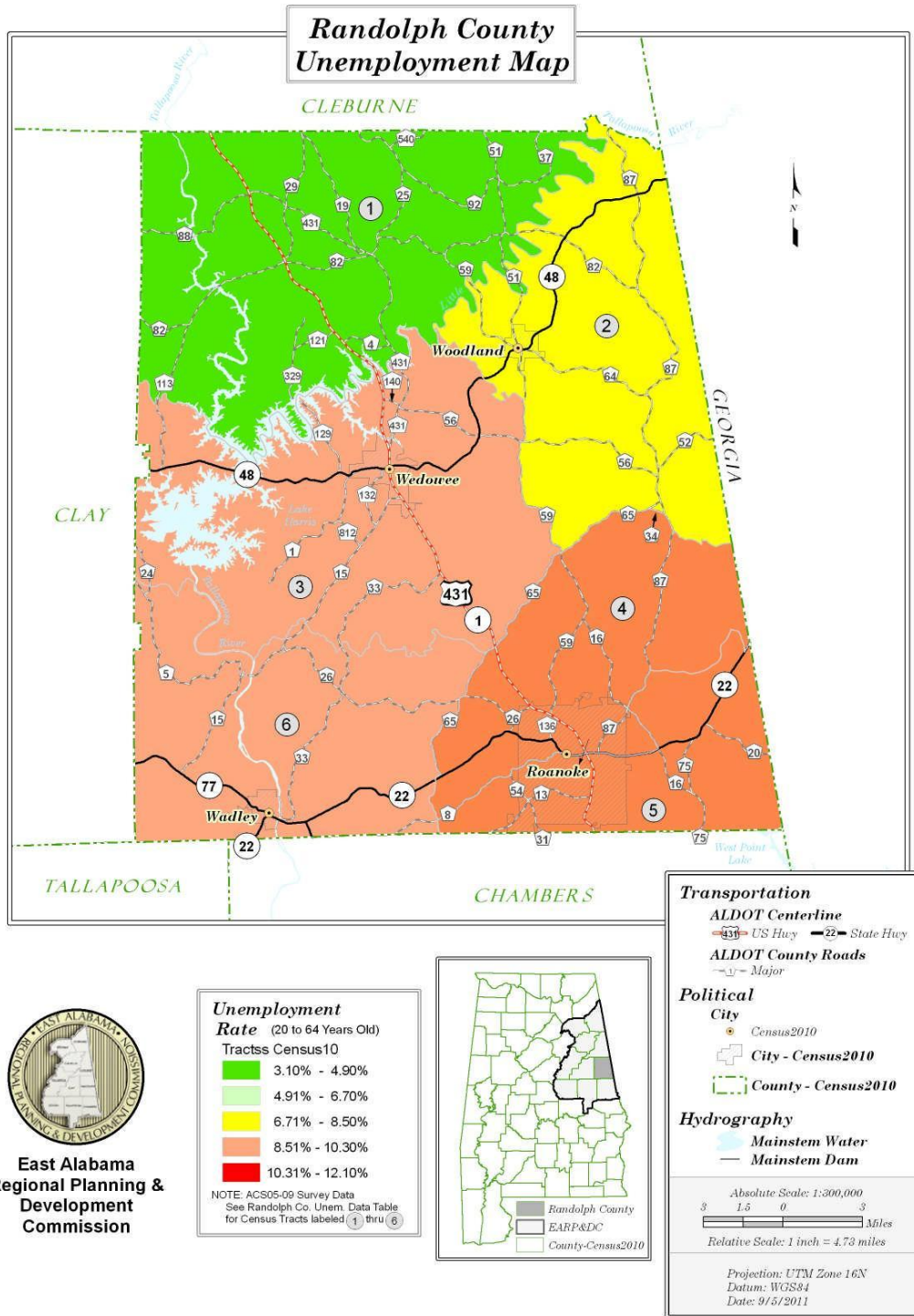
Political
 City
 Census2010
 City - Census2010
 County - Census2010

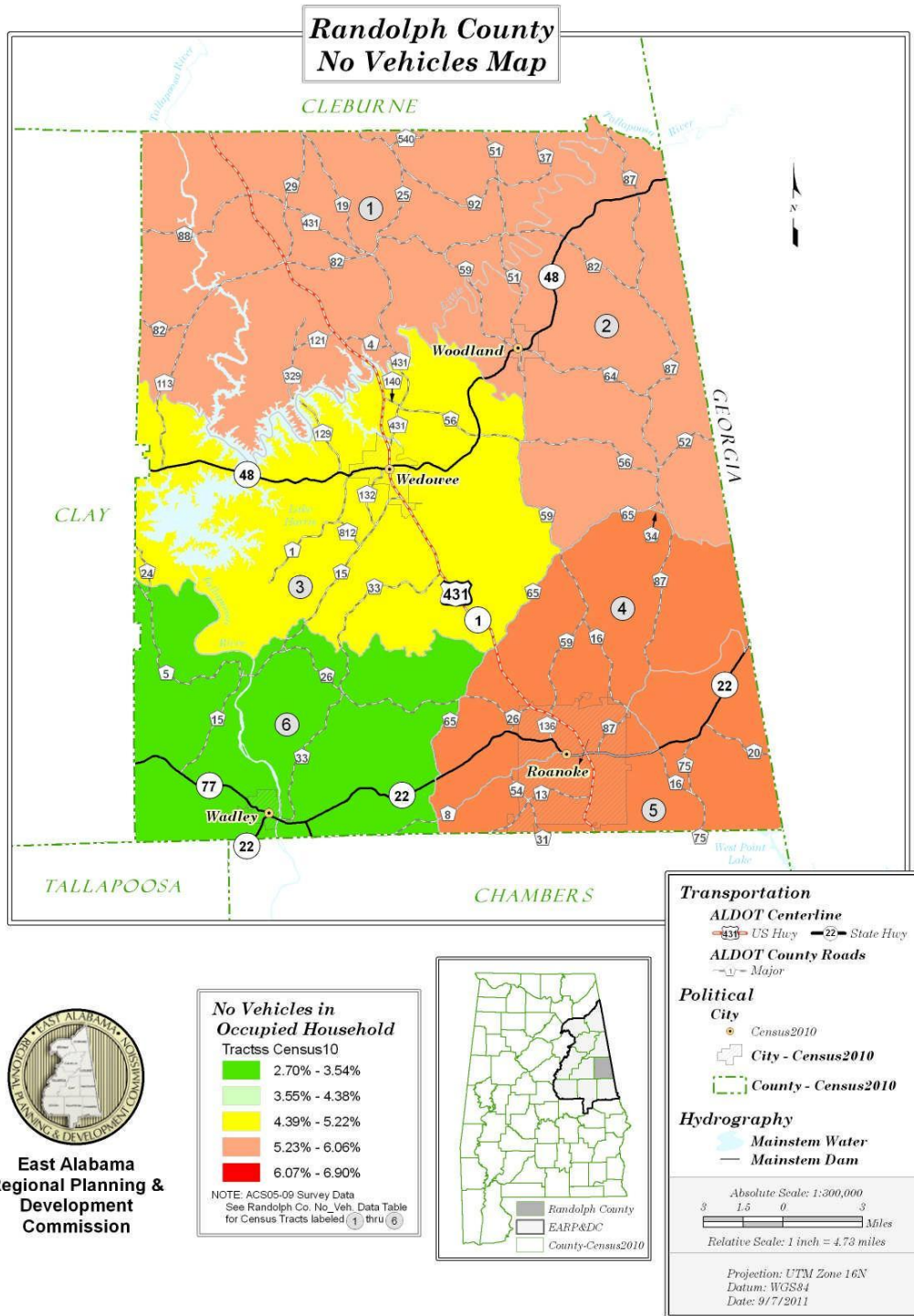
Hydrography
 Mainstem Water
 Mainstem Dam

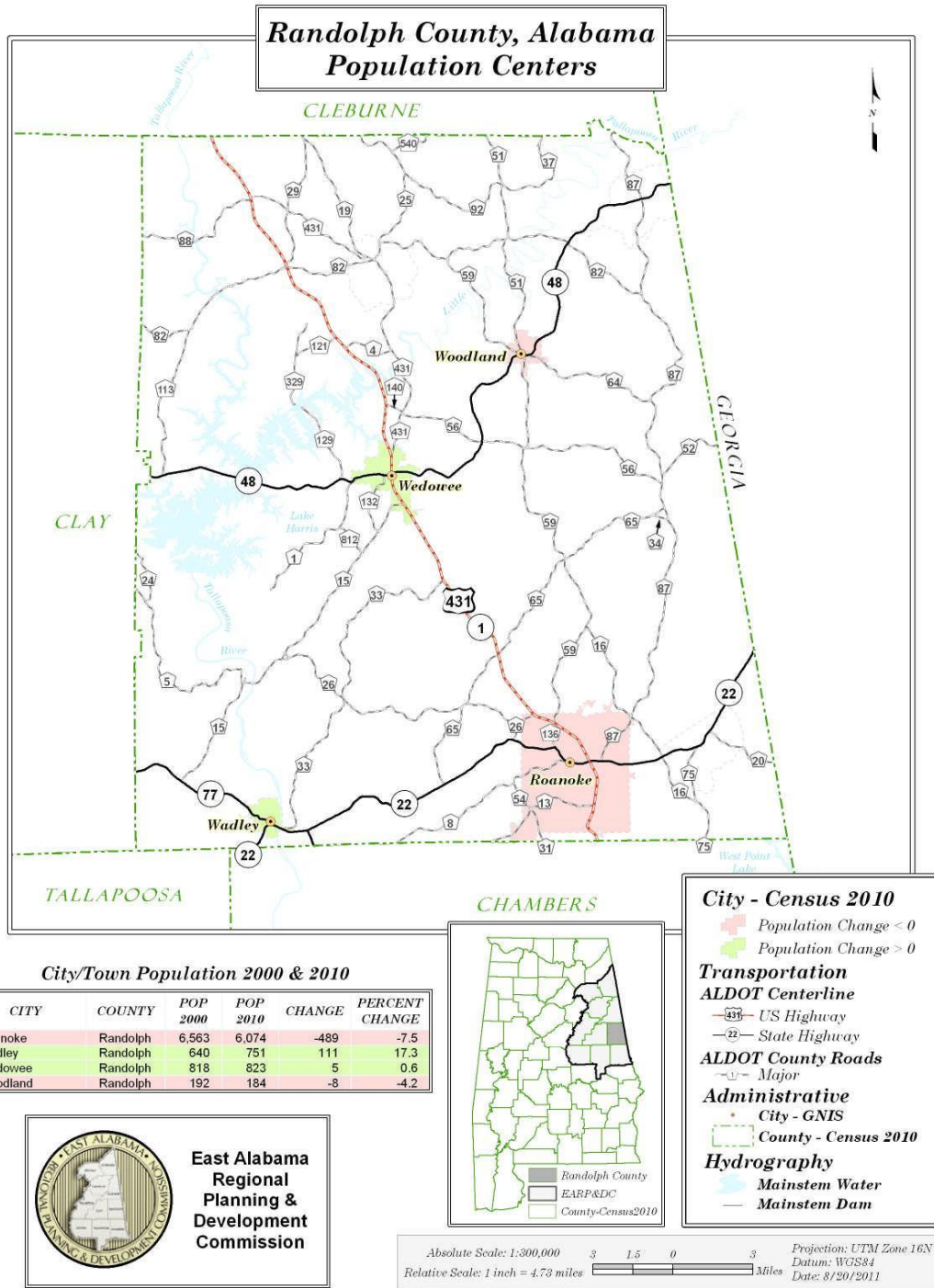
Absolute Scale: 1:300,000
 3 1.5 0 3 Miles
 Relative Scale: 1 inch = 4.73 miles

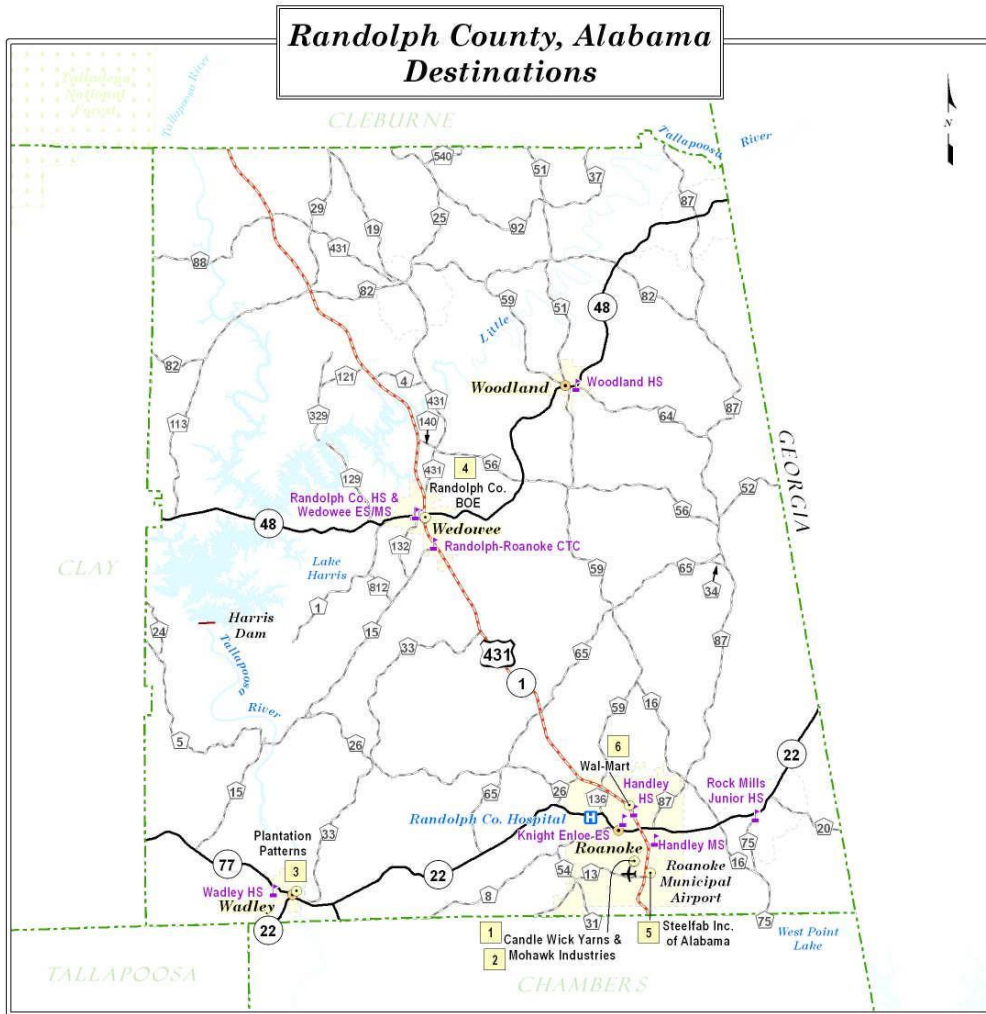
Projection: UTM Zone 16N
 Datum: WGS84
 Date: 9/3/2011











**East Alabama
 Regional
 Planning &
 Development
 Commission**
 mapproduction@
 hotmail.com

Destinations

- Hospital
- Airport
- Local Tourism
- Public Schools
 - ES - Elementary School
 - MS - Middle School
 - HS - High School
 - CTC - Career Technology Center
- Major Employers
- Mainstem Water
- Mainstem Dam

Transportation
 ALDOT Centerline
 State Highway
Administrative
 City - GNIS
 City - Census10
 County
 Census 2010

Absolute Scale: 1:300,000

 Relative Scale: 1 inch = 4.73 miles
 Projection: UTM Zone 16N
 Datum: WGS84
 Date: 8/20/2011



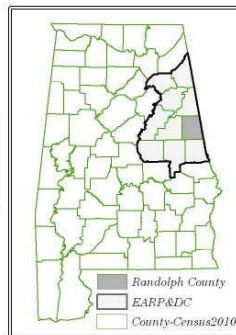
**Randolph County
 Transit Map**



**East Alabama
 Regional Planning &
 Development Commission**

mapproduction@hotmail.com

Transit Areas & Providers
**Roanoke: ACTS
 Transit**
 NOTE: The City of Roanoke's ACTS
 Transit Program is UNDER DEVELOPMENT.



Transportation
 ALDOT Centerline
 — 431 — US Hwy — 22 — State Hwy
 ALDOT County Roads
 — 1 — Major

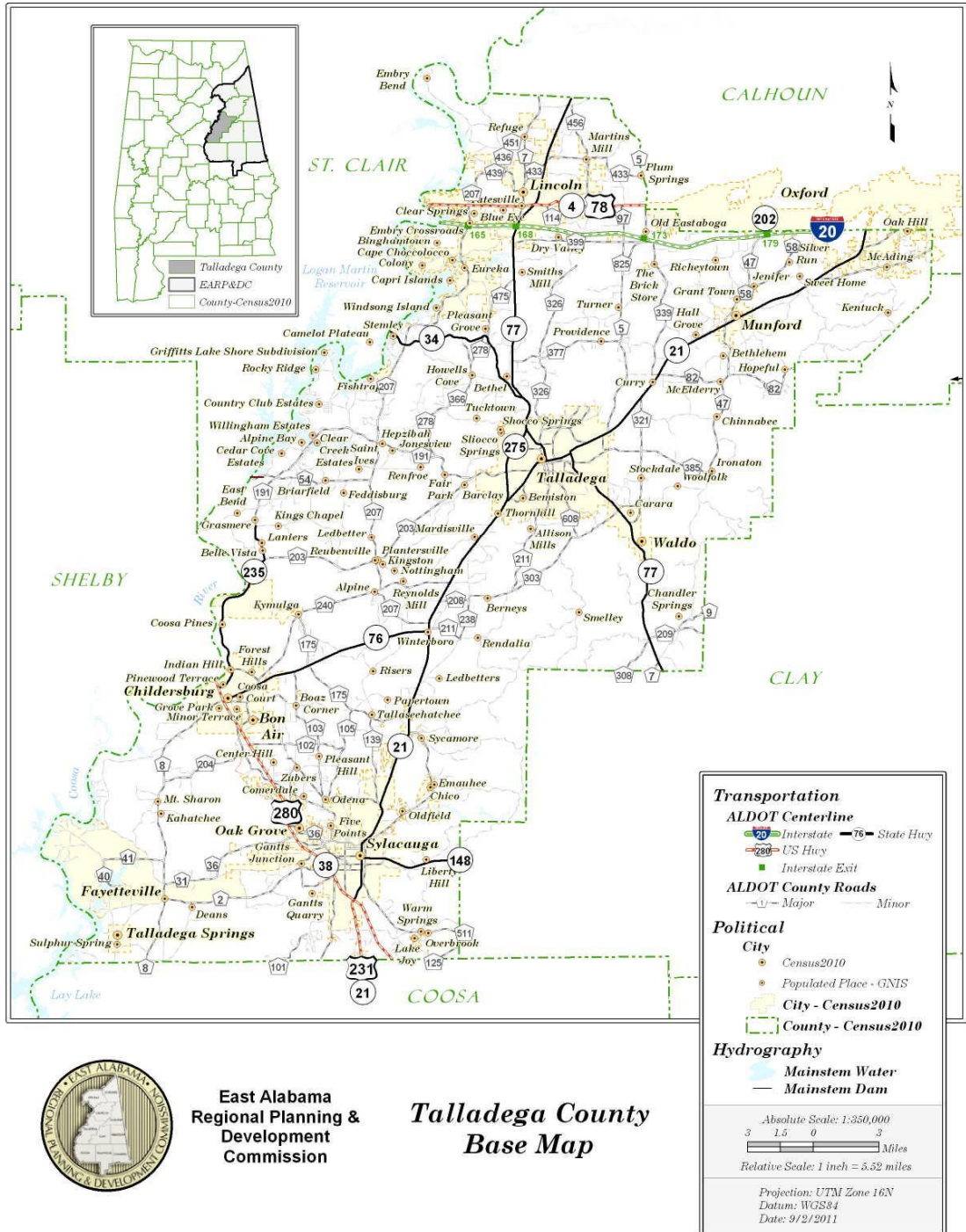
Political
City
 ● Census2010
 ○ Populated Place - GNIS
 ■ City - Census2010
 □ County - Census2010

Hydrography
 Mainstem Water
 Mainstem Dam

Absolute Scale: 1:300,000
 3 1.5 0 3 Miles
 Relative Scale: 1 inch = 4.73 miles

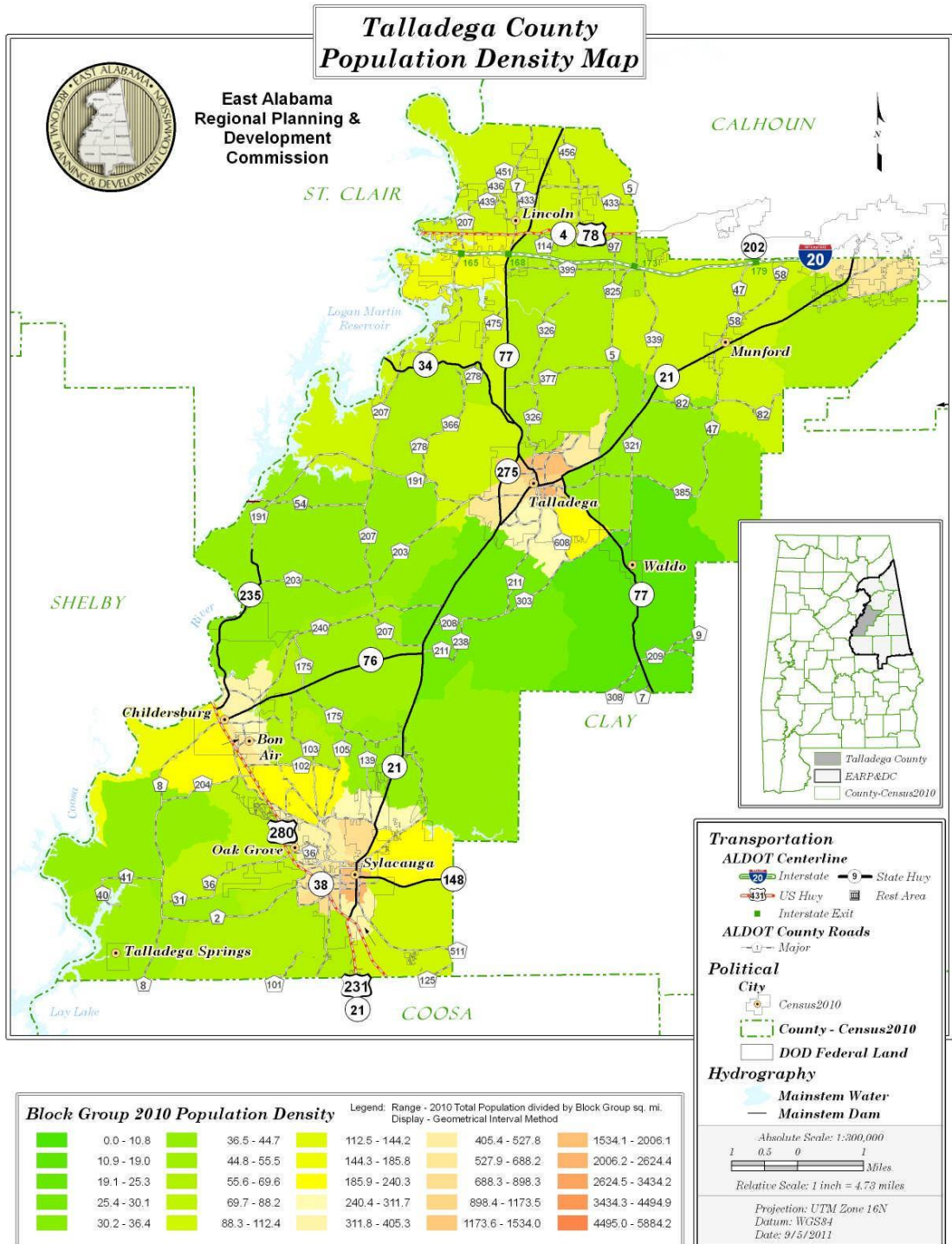
Projection: UTM Zone 16N
 Datum: WGS84
 Date: 9/1/2011

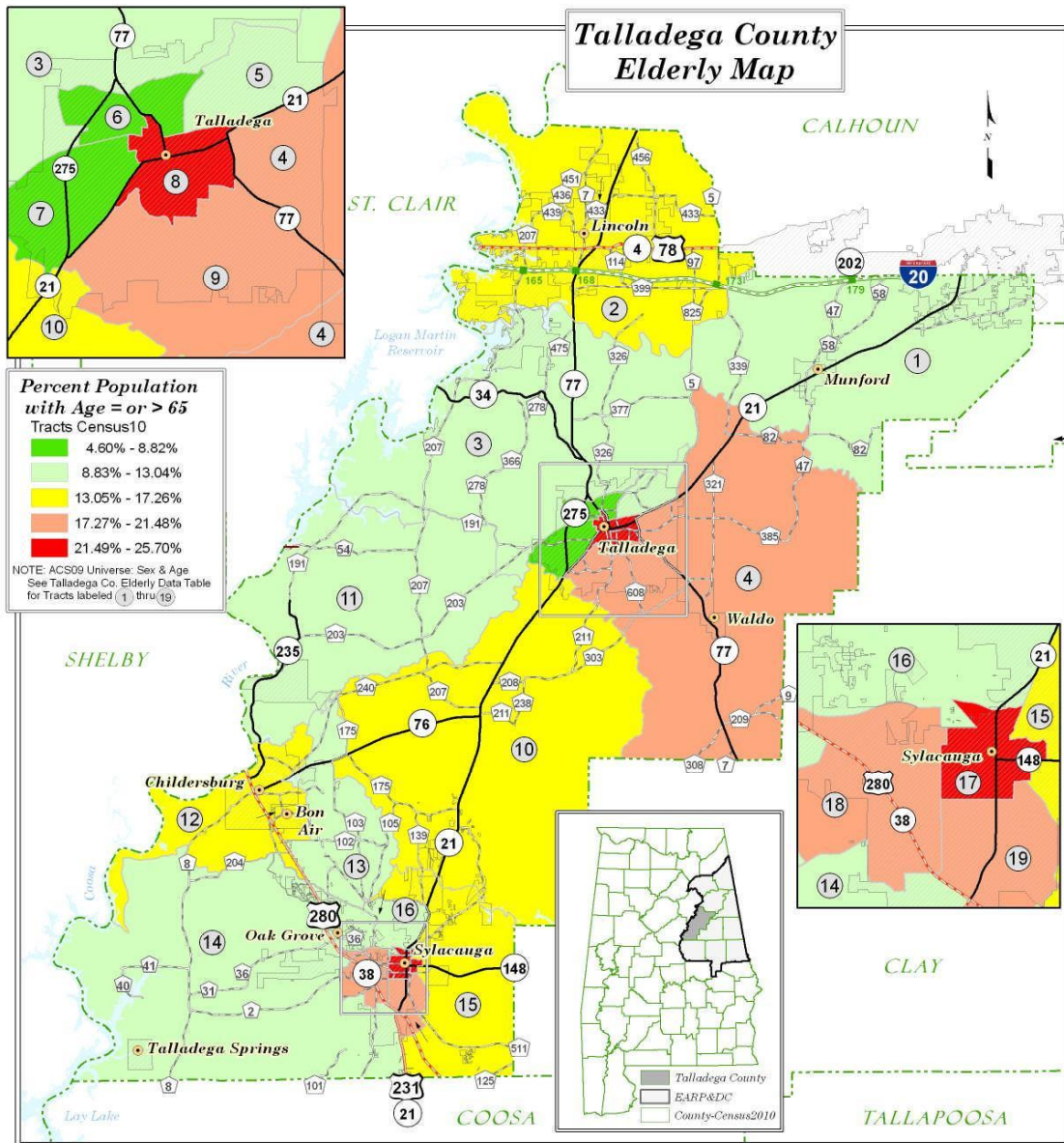
9. TALLADEGA COUNTY



East Alabama
 Regional Planning &
 Development
 Commission

Talladega County Base Map



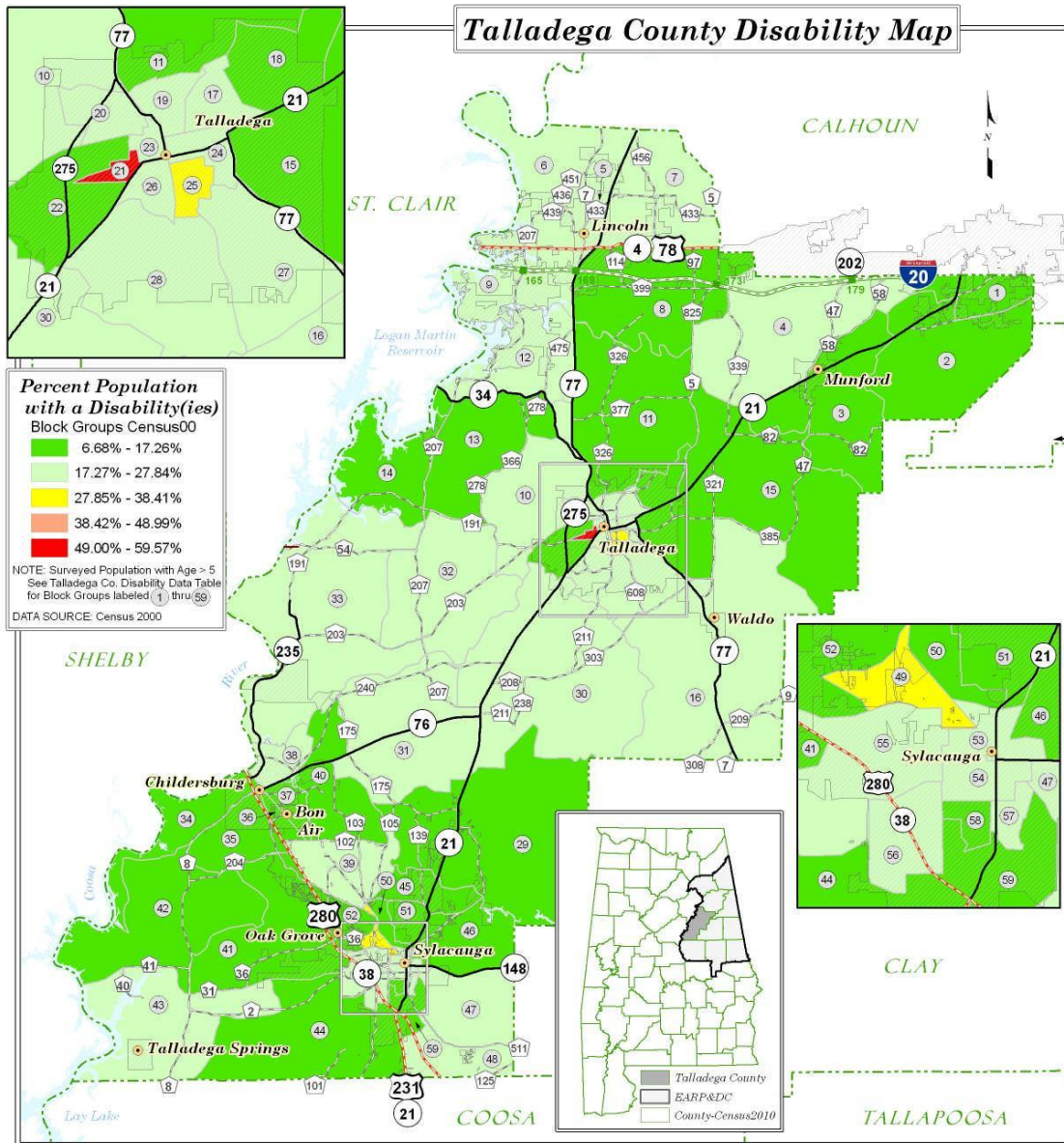


**East Alabama
 Regional Planning &
 Development
 Commission**

Transportation	Political	Hydrography
ALDOT Centerline	City	Mainstem Water
Interstate	Census2010	Mainstem Dam
State Hwy	City - Census2010	
US Hwy	County - Census2010	
Interstate Exit		
ALDOT County Roads		
Major		

Absolute Scale: 1:350,000
 Relative Scale: 1 inch = 5.52 miles

Projection: UTM Zone 16N
 Datum: WGS84
 Date: 9/5/2011

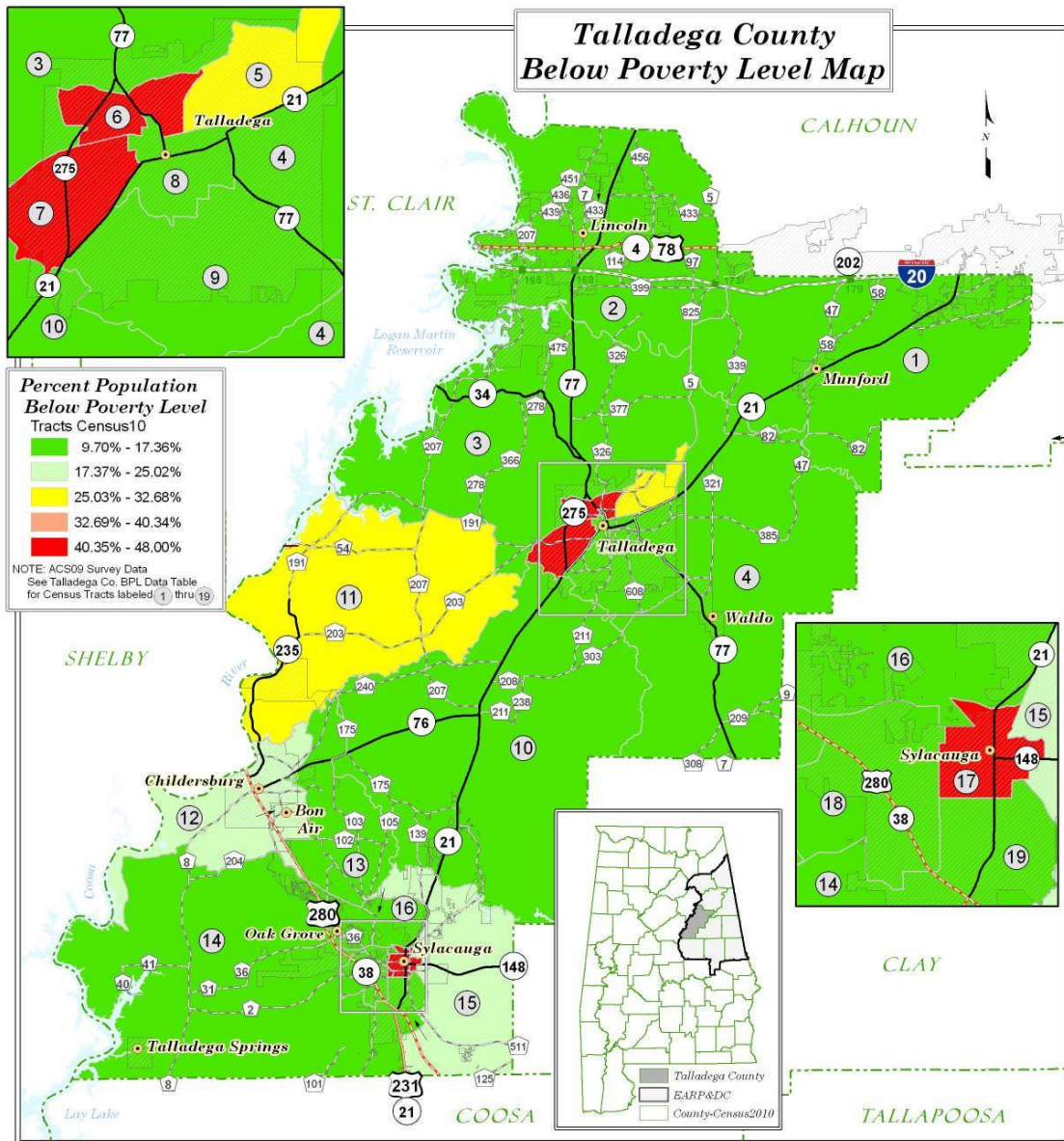


**East Alabama
 Regional Planning &
 Development
 Commission**

Transportation	Political	Hydrography
ALDOT Centerline	City	Mainstem Water
<ul style="list-style-type: none"> Interstate US Hwy Interstate Exit 	<ul style="list-style-type: none"> Census2010 City - Census2010 County - Census2010 	Mainstem Dam
ALDOT County Roads		
<ul style="list-style-type: none"> Major 		

Absolute Scale: 1:350,000
 Relative Scale: 1 inch = 5.52 miles

Projection: UTM Zone 16N
 Datum: WGS84
 Date: 9/3/2011

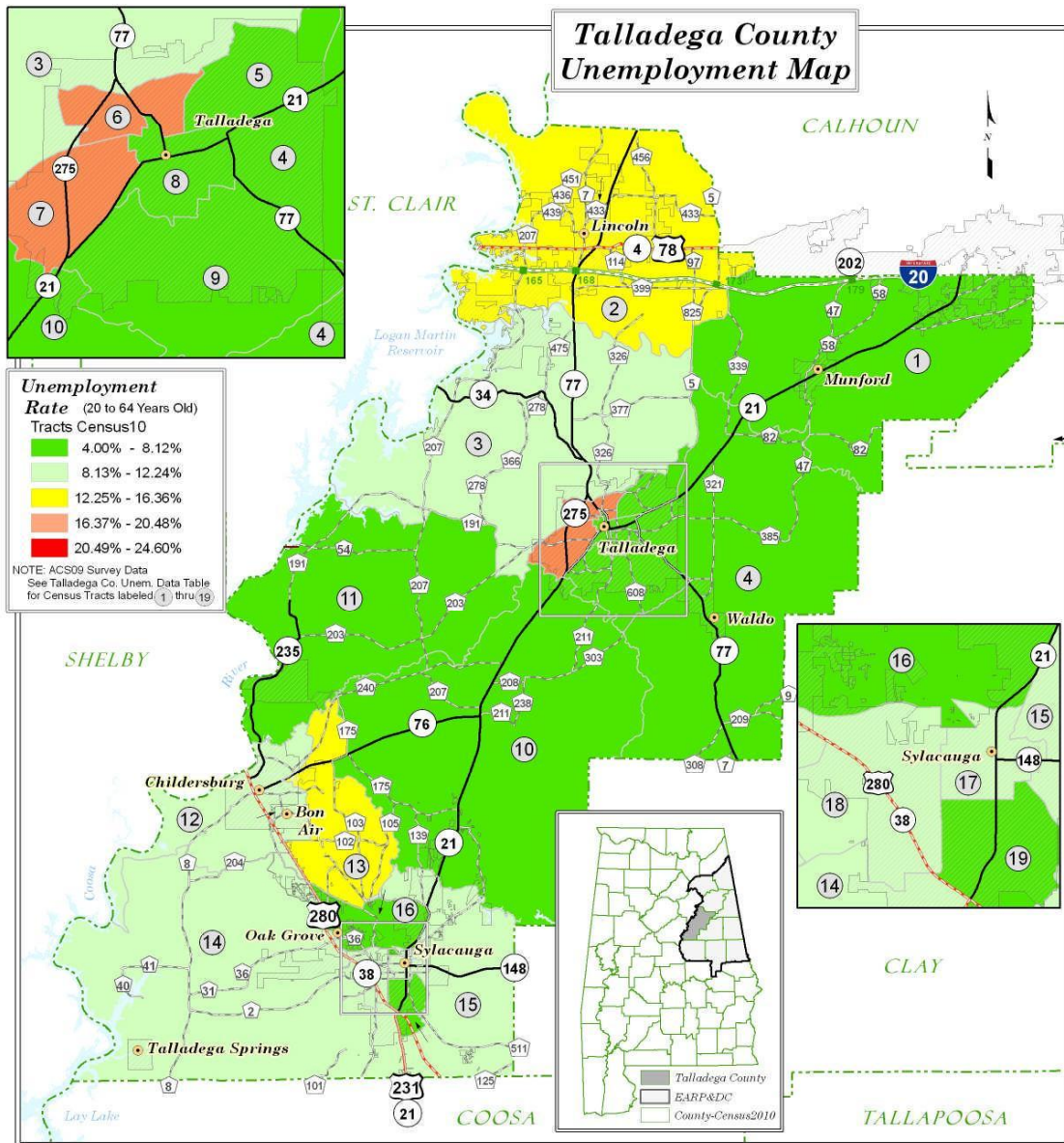


**East Alabama
Regional Planning &
Development
Commission**

Transportation	Political	Hydrography
ALDOT Centerline	City	Mainstem Water
<ul style="list-style-type: none"> Interstate State Hwy US Hwy Interstate Exit 	<ul style="list-style-type: none"> Census2010 City - Census2010 County - Census2010 	Mainstem Dam
ALDOT County Roads		
Major		

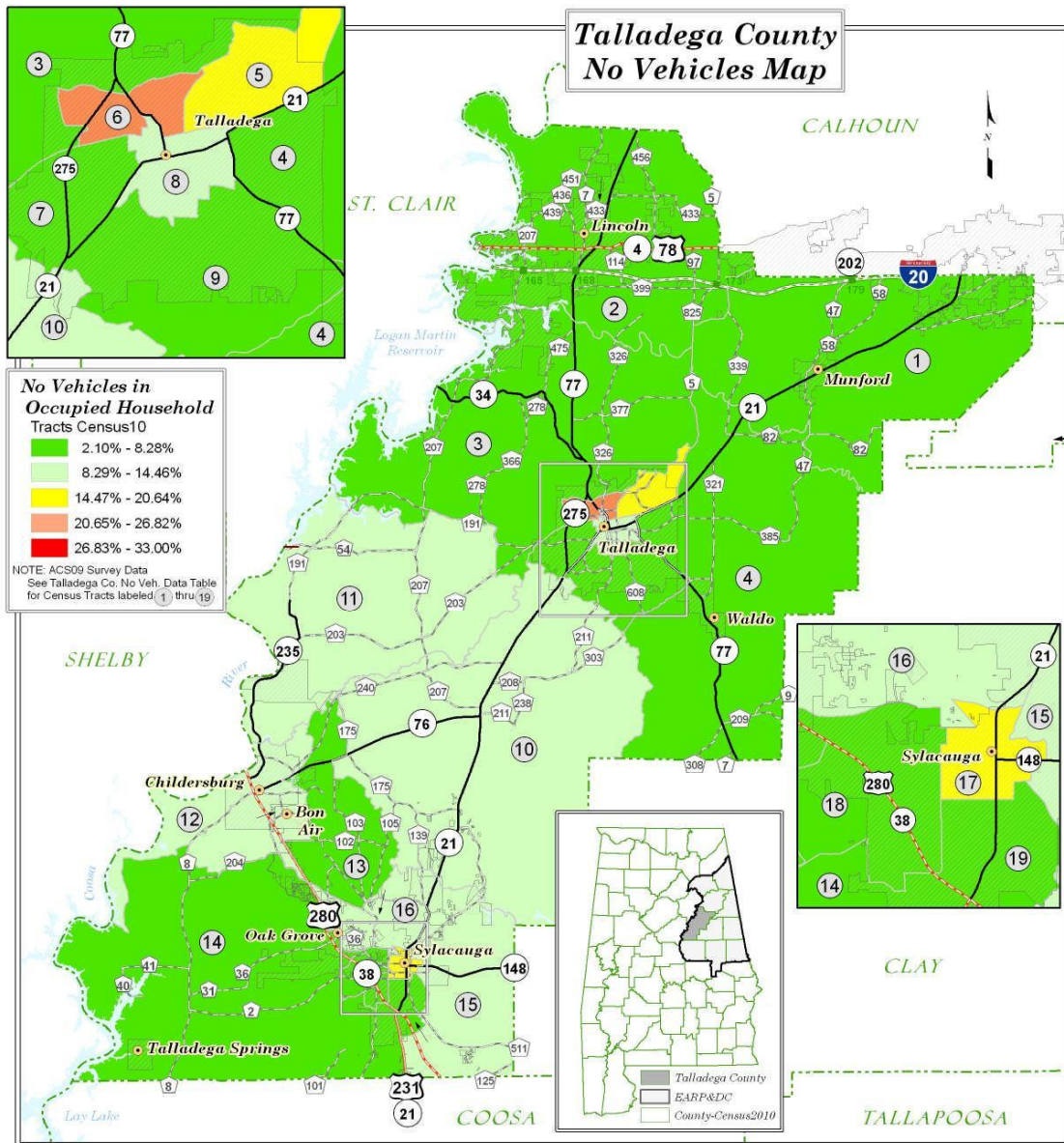
Absolute Scale: 1:350,000
 Relative Scale: 1 inch = 5.52 miles

Projection: UTM Zone 16N
 Datum: WGS84
 Date: 9/5/2011



**East Alabama
 Regional Planning &
 Development
 Commission**

Transportation	Political	Hydrography
ALDOT Centerline	City	Mainstem Water
<ul style="list-style-type: none"> Interstate State Hwy US Hwy Interstate Exit 	<ul style="list-style-type: none"> Census2010 City - Census2010 County - Census2010 	Mainstem Dam
ALDOT County Roads		
Major		
Absolute Scale: 1:350,000 Relative Scale: 1 inch = 5.52 miles		Projection: UTM Zone 16N Datum: WGS84 Date: 9/5/2011

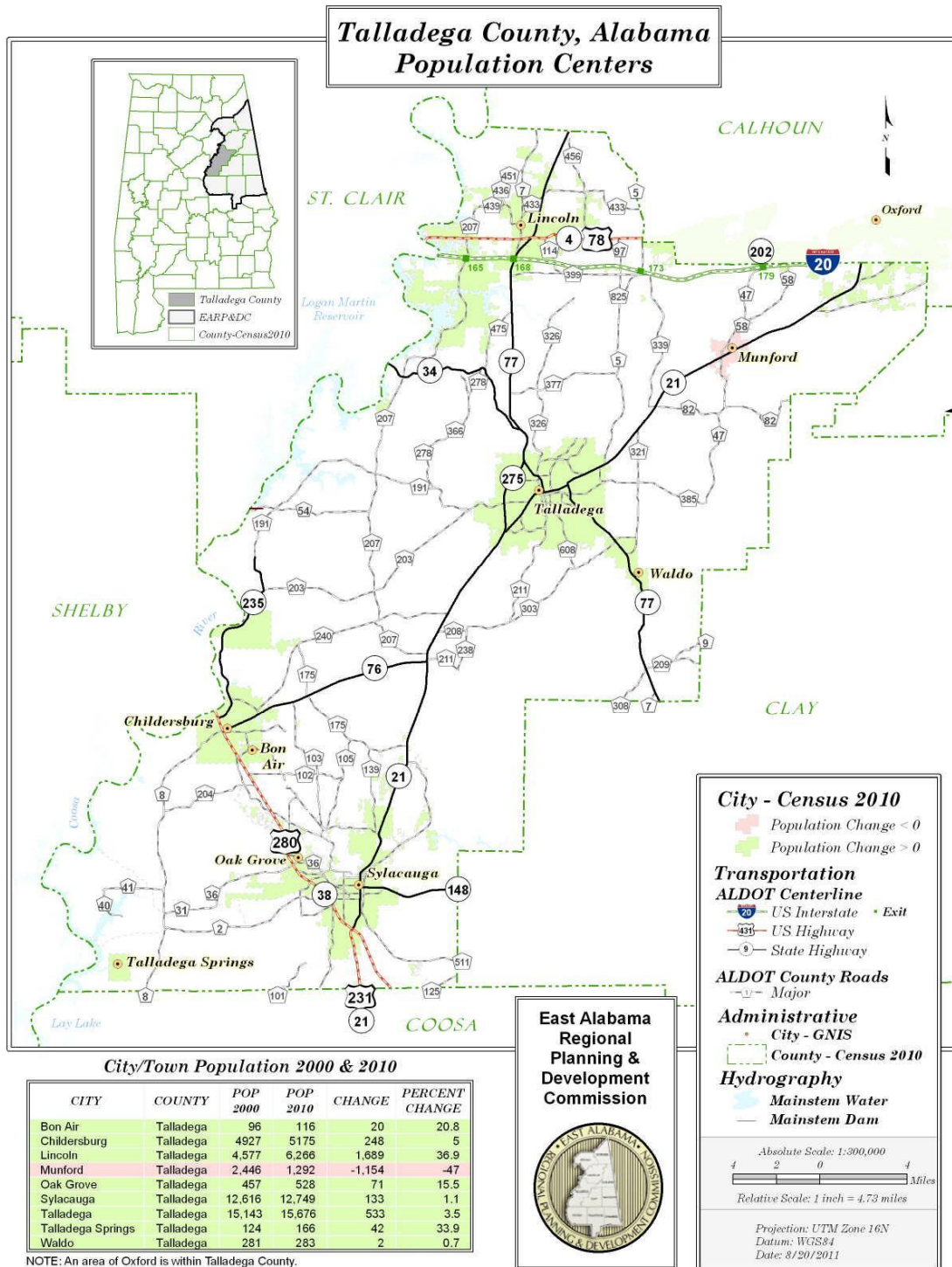


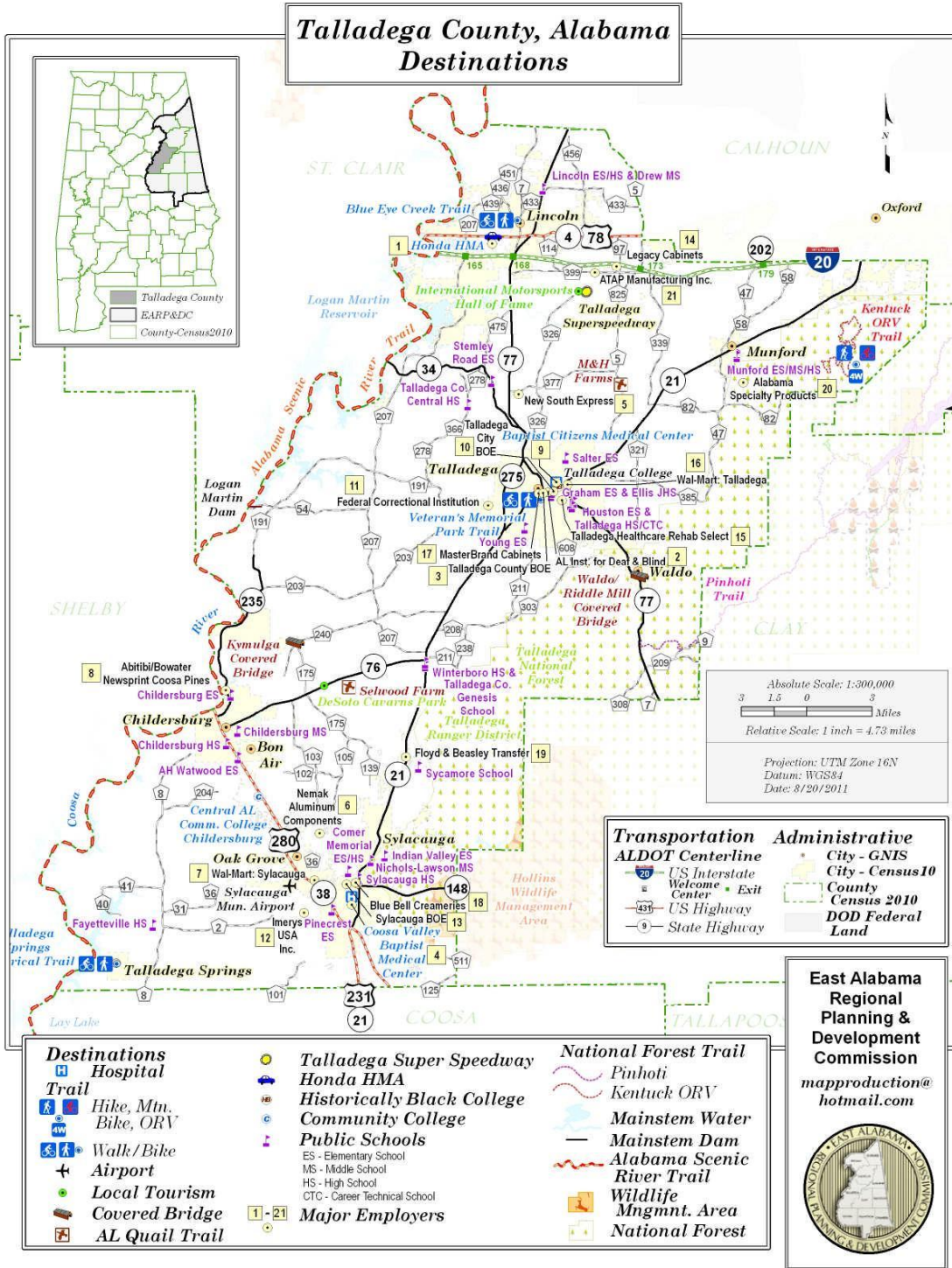
**East Alabama
Regional Planning &
Development
Commission**

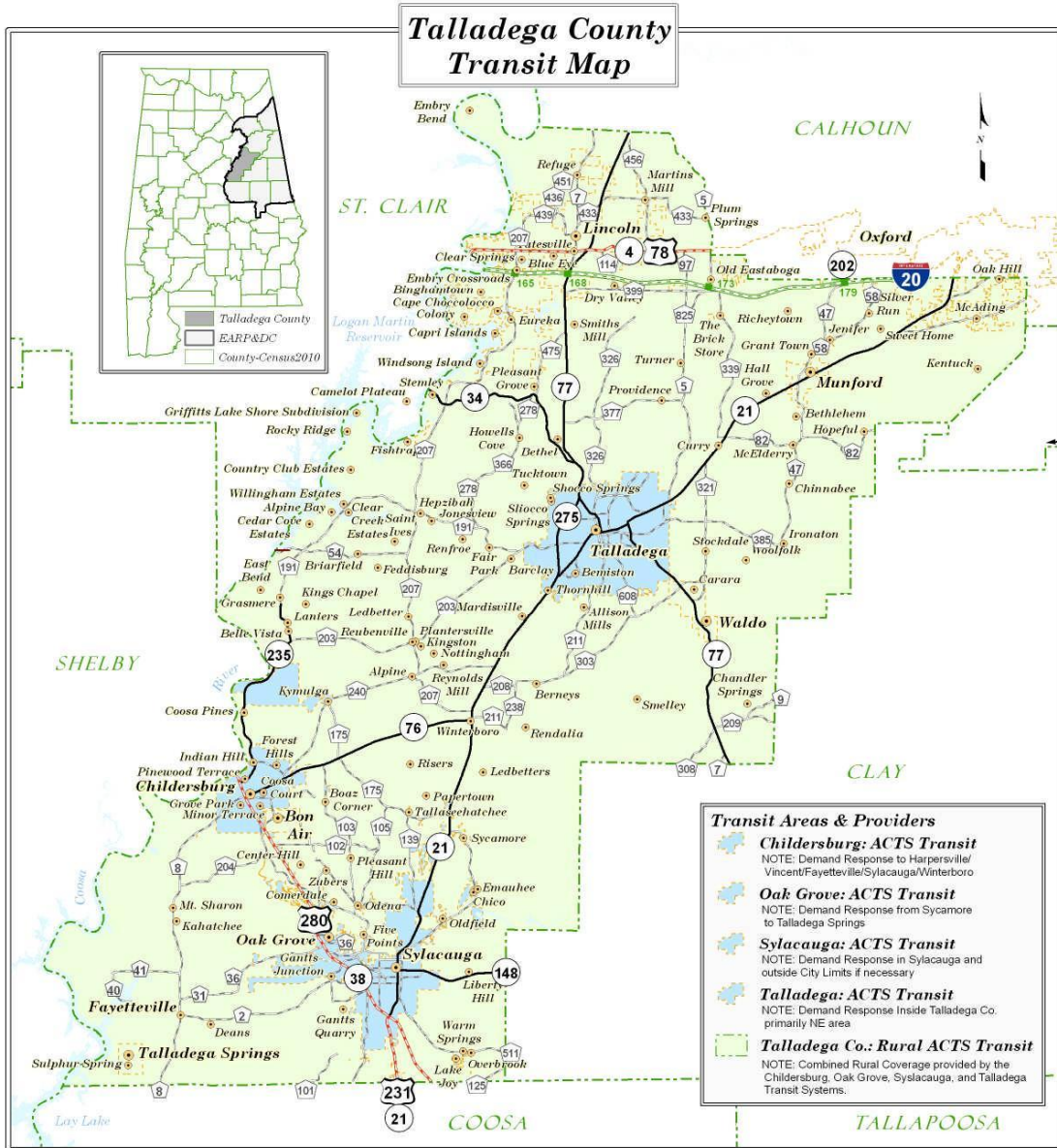
Transportation	Political	Hydrography
ALDOT Centerline	City	Mainstem Water
<ul style="list-style-type: none"> Interstate State Hwy US Hwy Interstate Exit 	<ul style="list-style-type: none"> Census2010 City - Census2010 County - Census2010 	Mainstem Dam
ALDOT County Roads		
Major		

Absolute Scale: 1:350,000
 Relative Scale: 1 inch = 5.52 miles

Projection: UTM Zone 16N
 Datum: WGS84
 Date: 9/7/2011







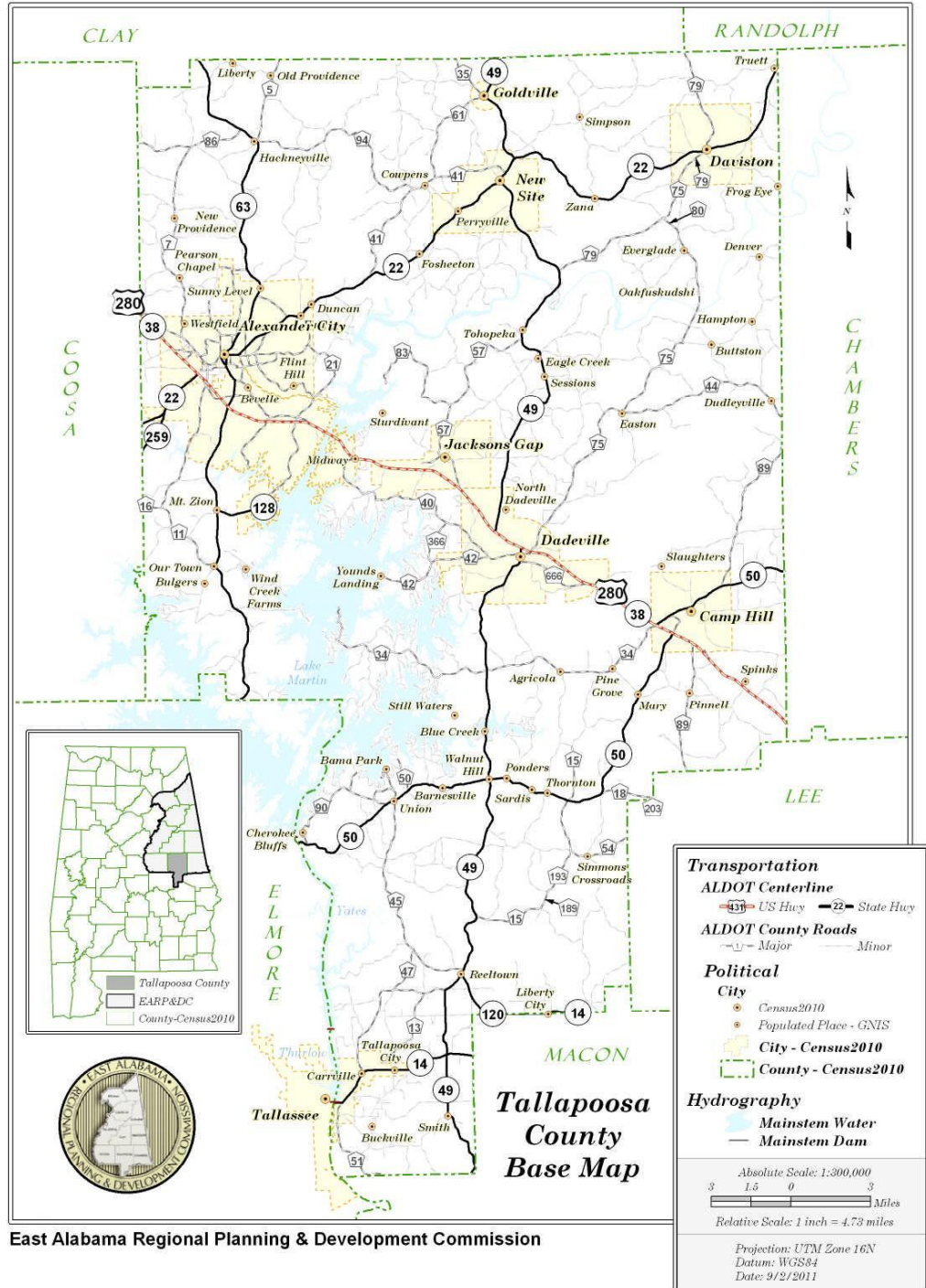
**East Alabama
 Regional Planning &
 Development
 Commission**
 mapproduction@
 hotmail.com

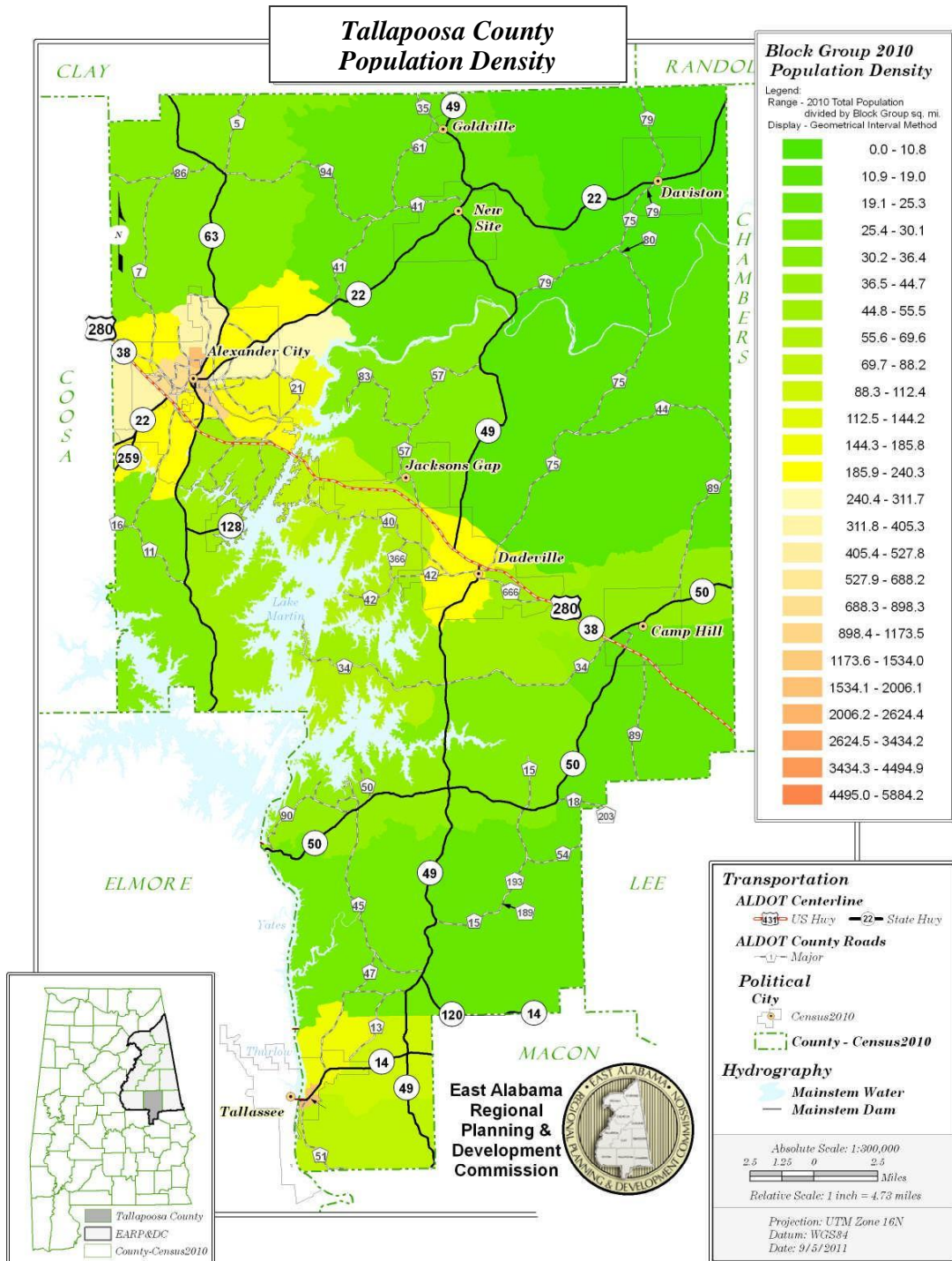
<p>Transportation</p> <p>ALDOT Centerline</p> <p>20 Interstate 76 State Hwy</p> <p>280 US Hwy</p> <p>Interstate Exit</p> <p>ALDOT County Roads</p> <p>Major</p>	<p>Political</p> <p>City</p> <p>Census2010</p> <p>Populated Place - GNIS</p> <p>City - Census2010</p> <p>County - Census2010</p>	<p>Absolute Scale: 1:350,000</p> <p>3 1.5 0 3 Miles</p> <p>Relative Scale: 1 inch = 5.52 miles</p> <p>Projection: UTM Zone 16N Datum: WGS84 Date: 7/24/2011</p>
--	---	---

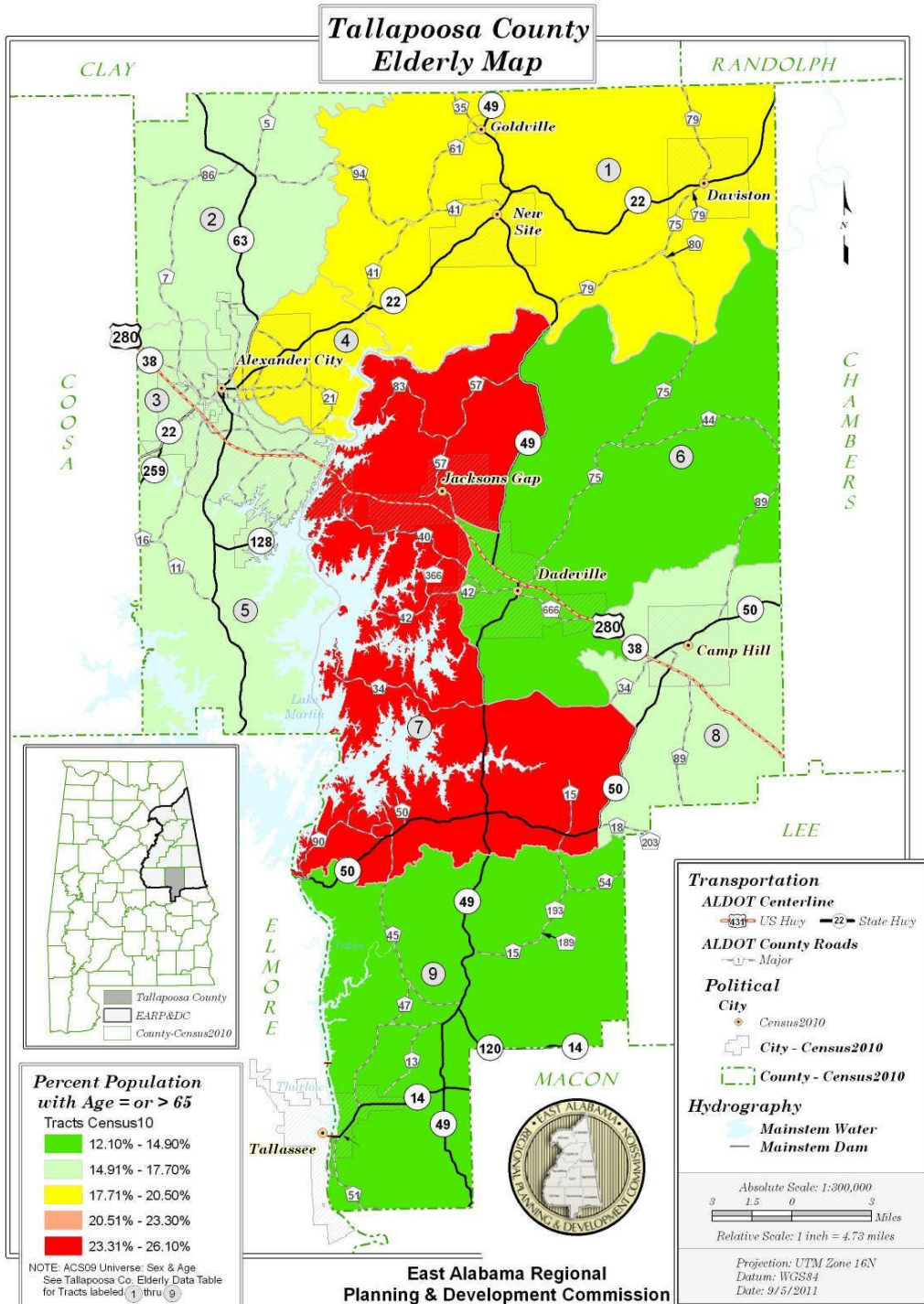
Hydrography

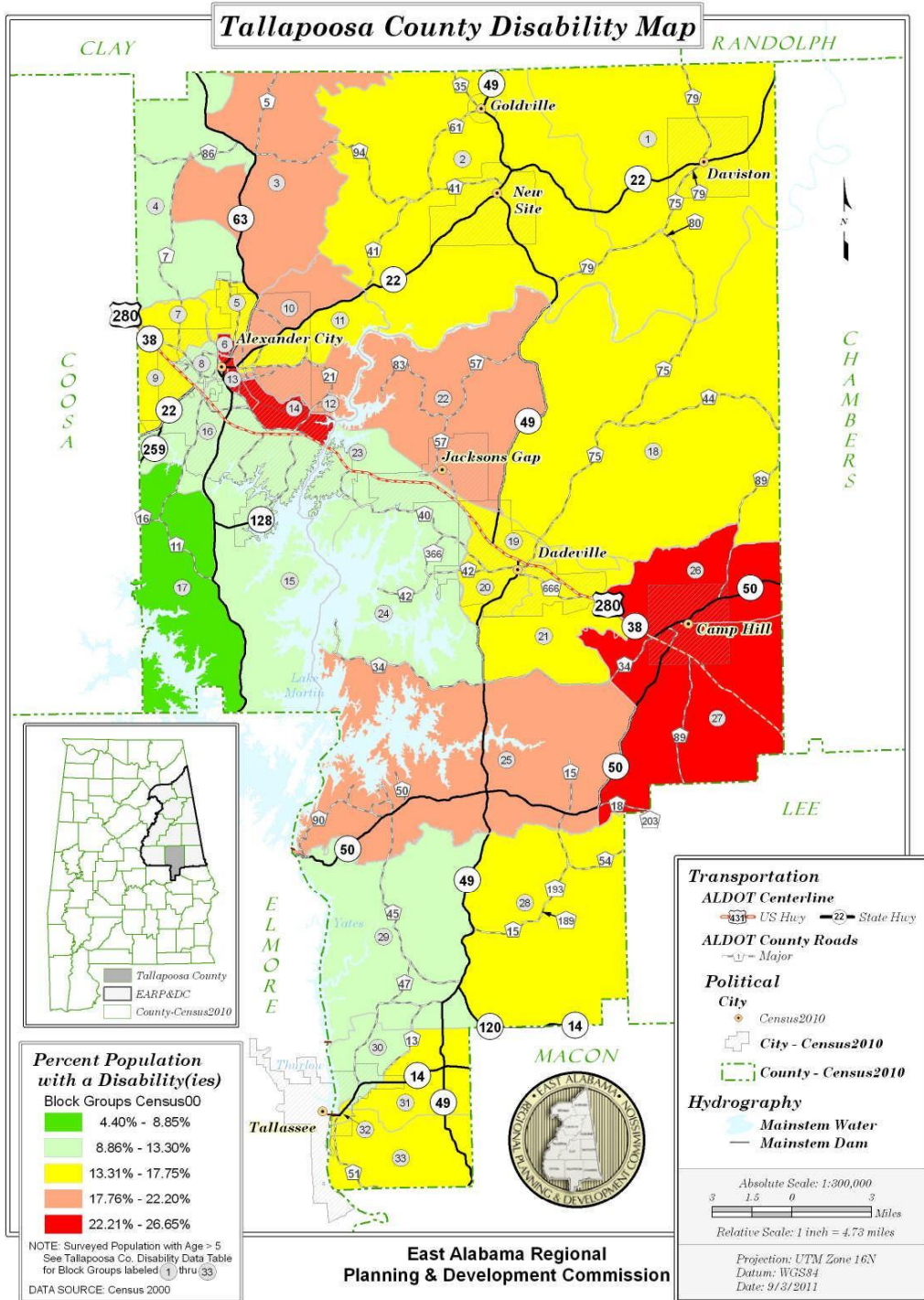
- Mainstem Water
- Mainstem Dam

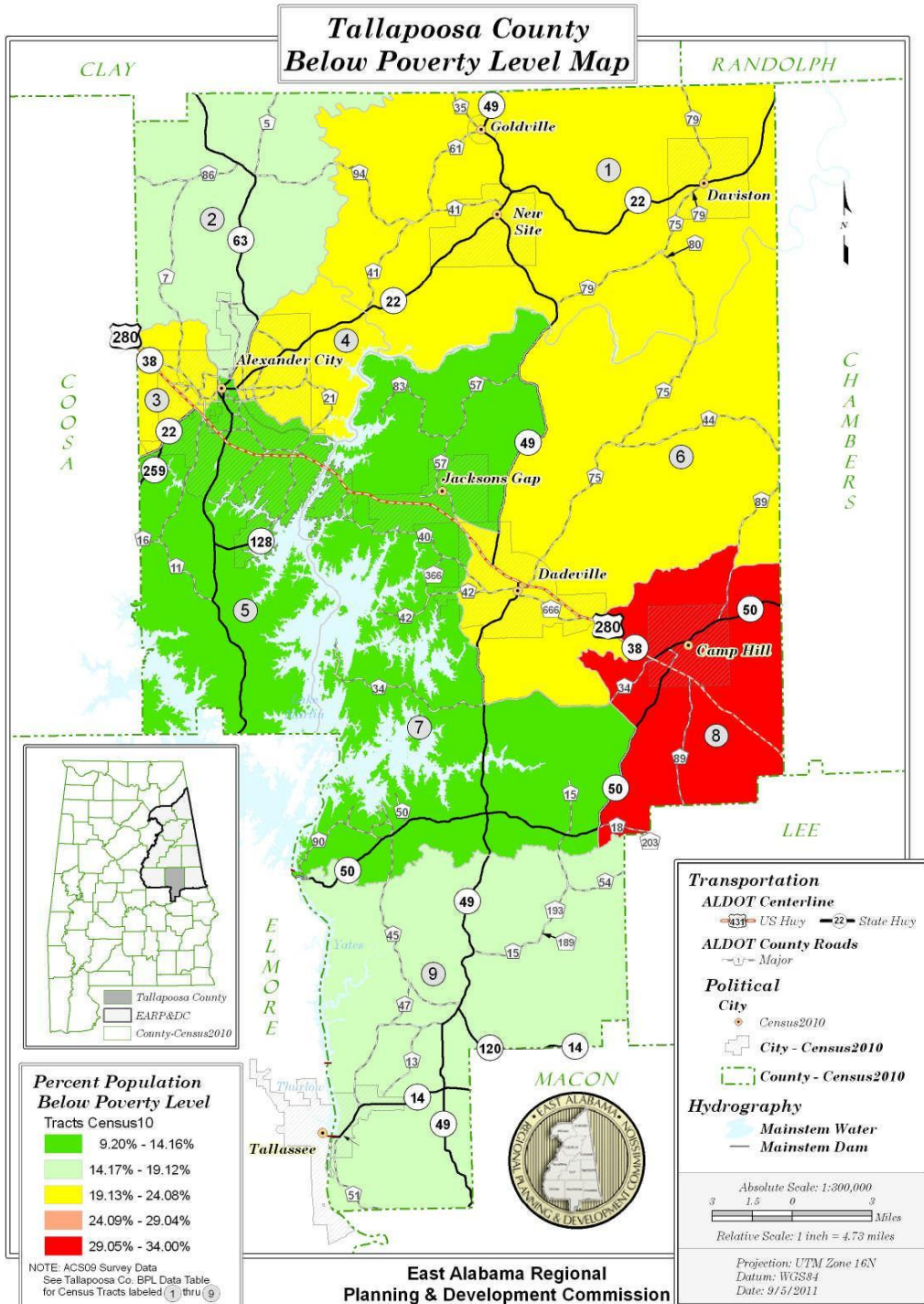
10. TALLAPOOSA COUNTY

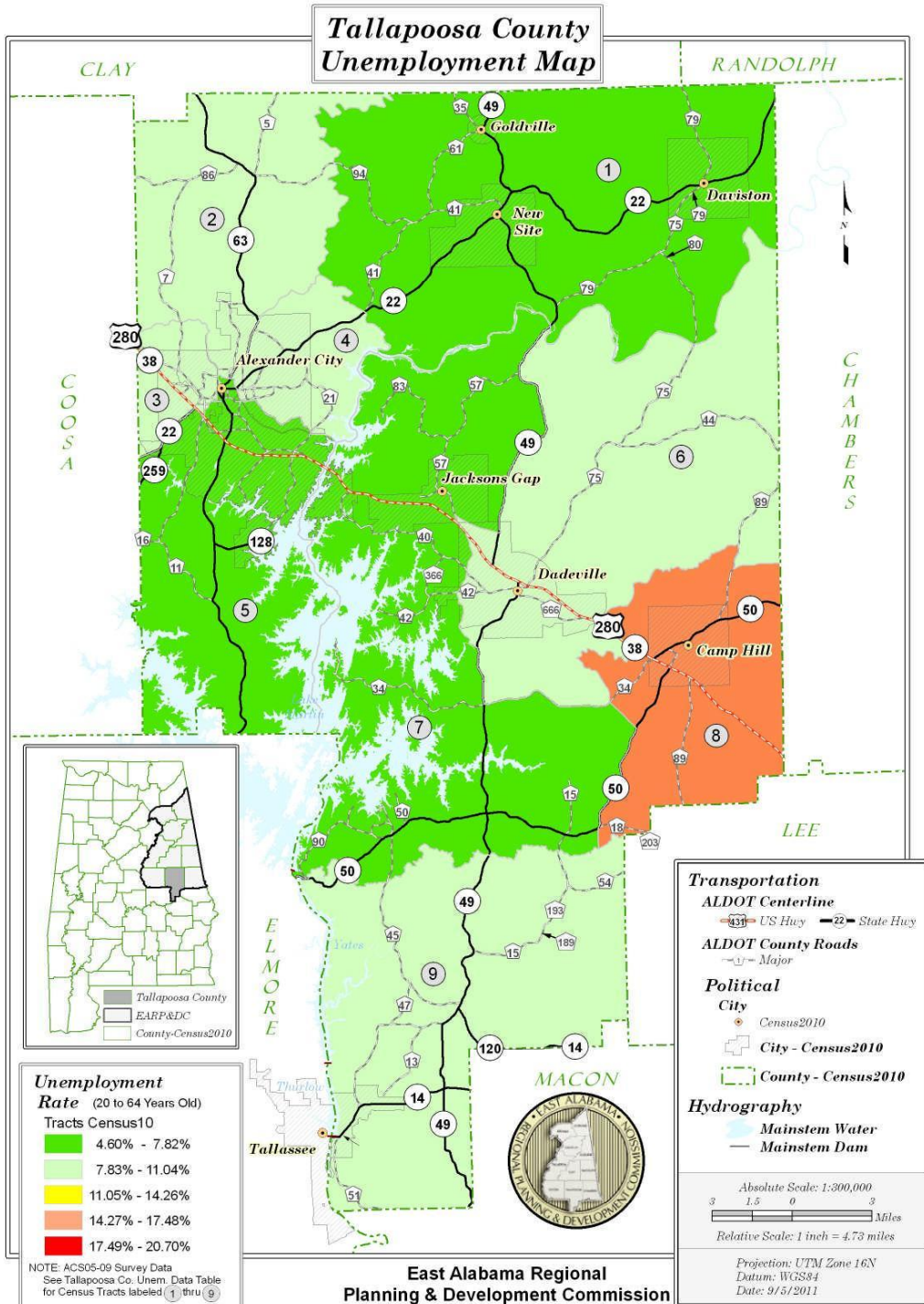


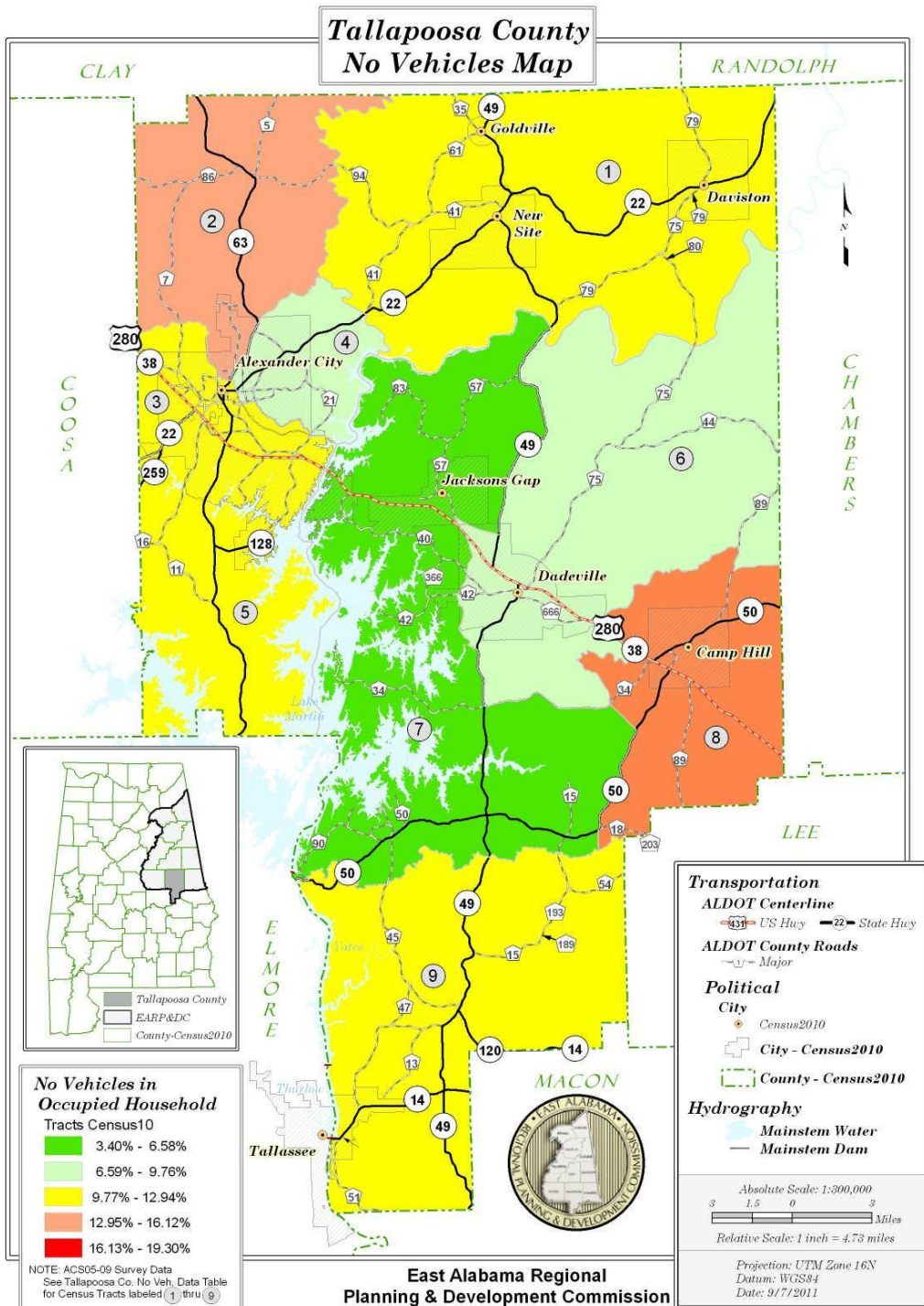


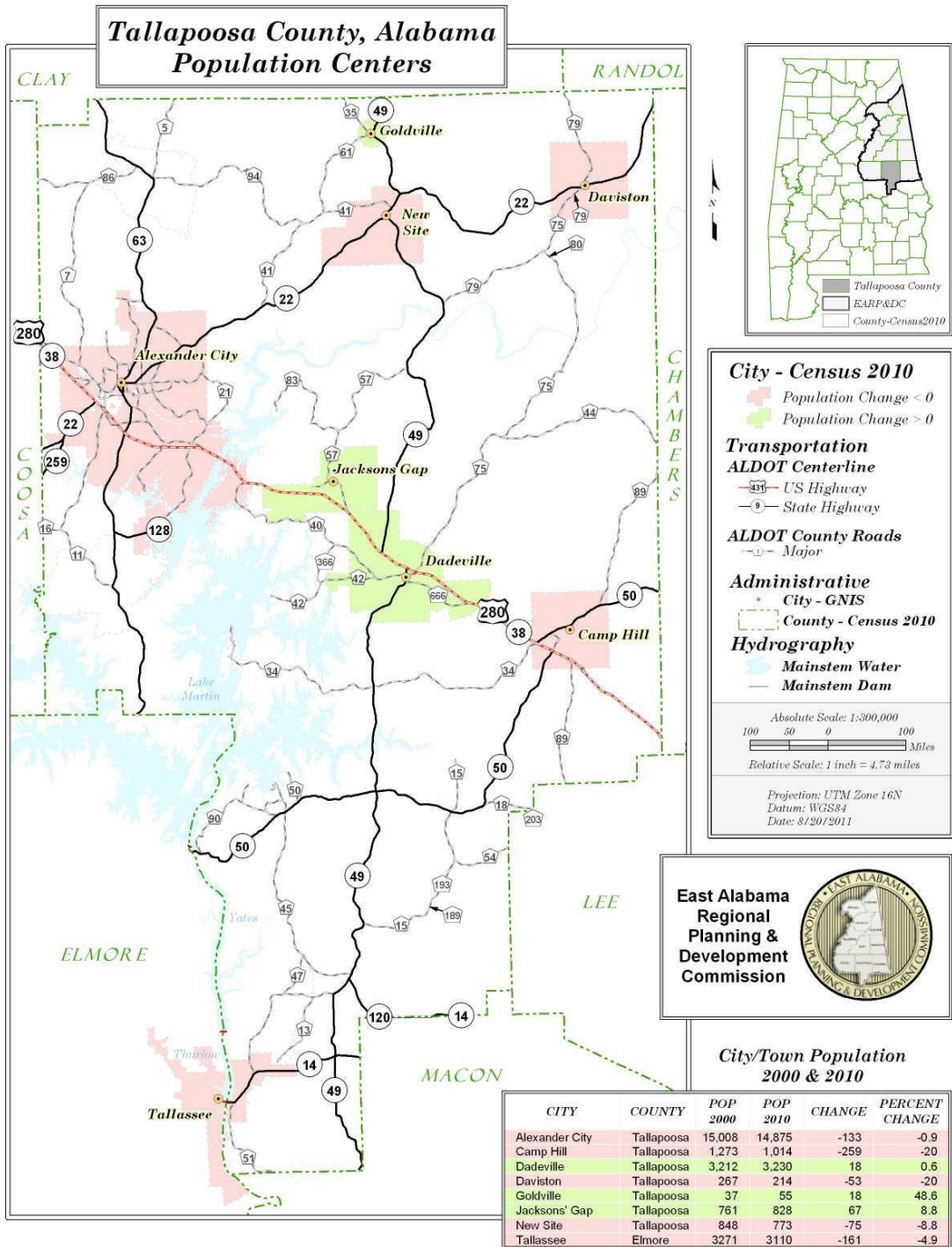


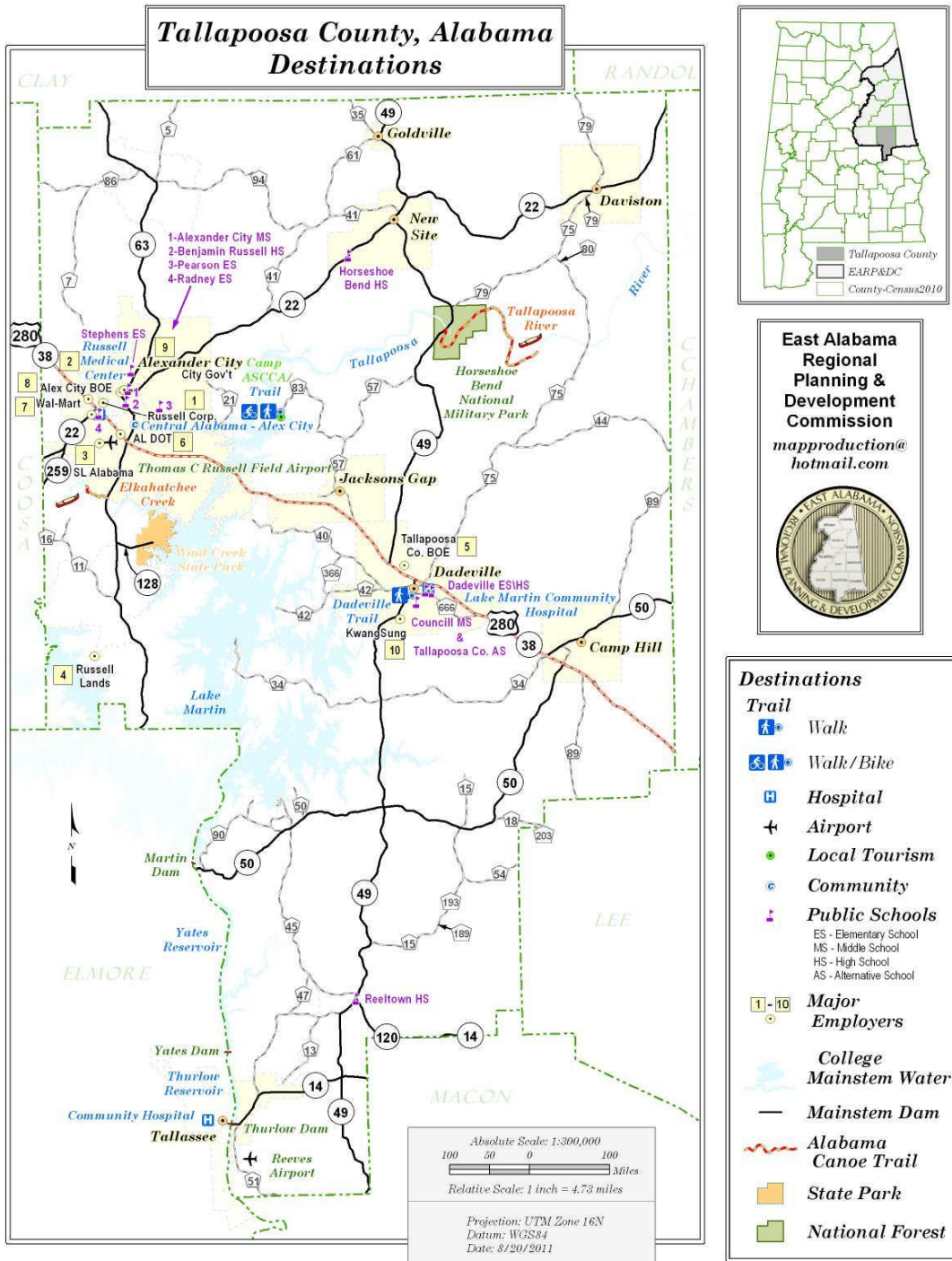


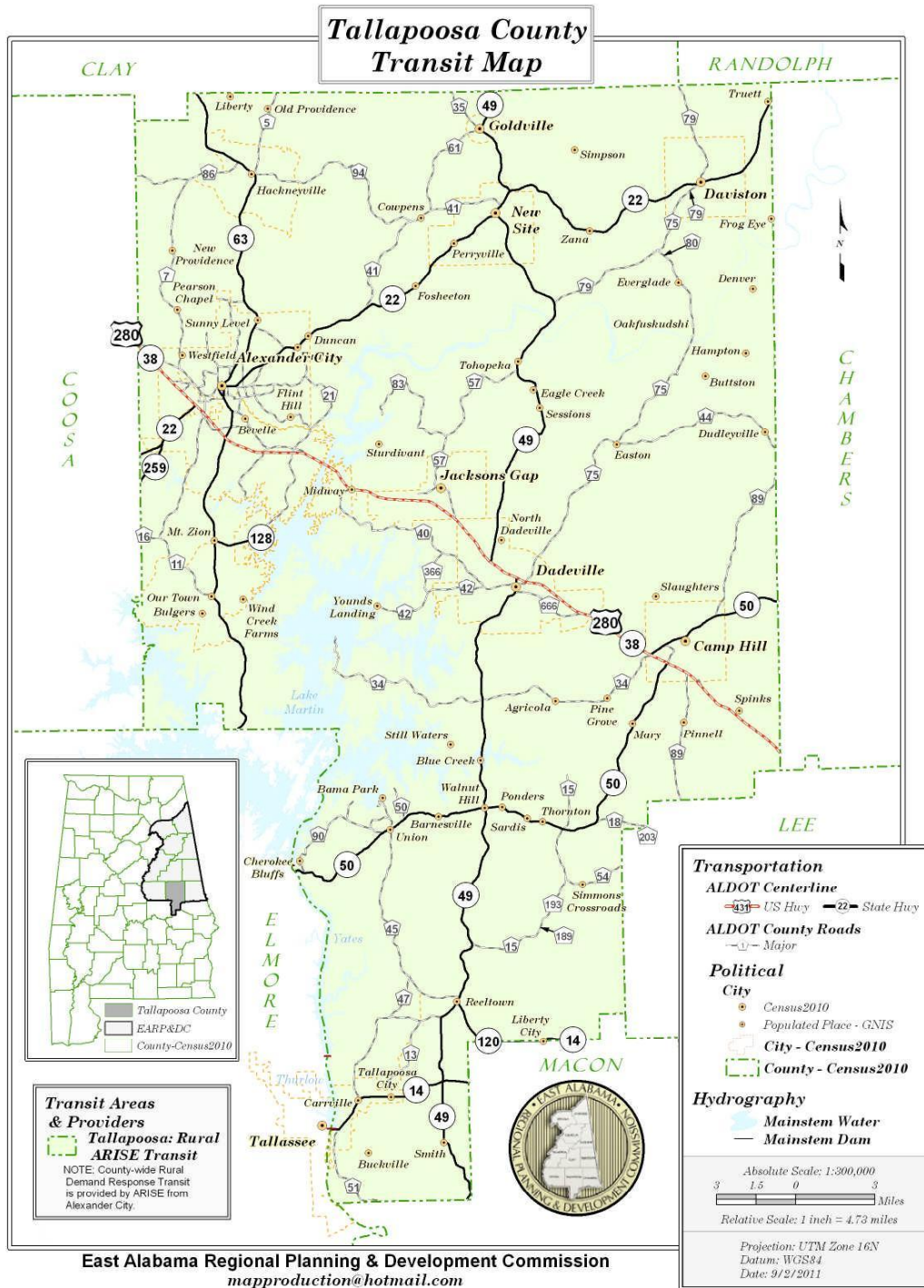












APPENDIX A2
SUPPORTING DATA

People in the East Alabama Region Who Are Elderly, Who Have a Disability, or Who Have Low Incomes

	Calhoun	Chambers	Cherokee	Clay	Cleburne	Coosa	Etowah	Randolph	Talladega	Tallapoosa	Region
Total population, 2010	118,572	34,215	25,989	13,932	14,972	11,539	104,430	22,913	82,291	41,616	470,469
Total population, 2000	112,249	36,583	23,988	14,254	14,123	12,202	103,459	22,380	80,321	41,475	461,034
Land area, 2010 (square miles)	605.87	596.53	553.70	603.96	560.10	650.93	534.99	580.55	736.78	716.52	6,139.93
Land area, 2000 (square miles)	608.46	597.17	553.12	605.07	561.21	652.44	534.82	581.05	739.53	717.93	6,149.80
Population density, 2010	195.7	57.4	46.9	23.1	26.7	17.7	195.2	39.5	111.7	58.1	76.6
Population density, 2000	184.5	61.3	43.4	23.6	25.2	18.7	193.4	38.5	108.6	57.8	75.0
Housing units, 2010	53,289	17,004	16,267	6,776	6,718	6,478	47,454	11,982	37,088	22,111	225,167
Housing units, 2000	51,322	16,256	14,025	6,612	6,189	6,142	45,959	10,285	34,469	20,510	211,769
Housing density, 2010	88.0	28.5	29.4	11.2	12.0	10.0	88.7	20.6	50.3	30.9	36.7
Housing density, 2000	84.3	27.2	25.4	10.9	11.0	9.4	85.9	17.7	46.6	28.6	34.4
Age 60 and over, 2010	24,075	8,008	6,665	3,350	3,382	2,824	23,398	5,415	16,748	10,139	104,004
% of total population	20.3%	23.4%	25.6%	24.0%	22.6%	24.5%	22.4%	23.6%	20.4%	24.4%	22.1%
Age 60 and over, 2000	20,988	7,584	5,226	3,121	2,645	2,355	21,405	4,676	14,273	8,878	91,151
% of total population	18.7%	20.7%	21.8%	21.9%	18.7%	19.3%	20.7%	20.9%	17.8%	21.4%	19.8%
Age 65 and over, 2010	16,990	5,706	4,651	2,449	2,361	1,970	16,508	3,888	11,591	7,193	73,307
% of total population	14.3%	16.7%	17.9%	17.6%	15.8%	17.1%	15.8%	17.0%	14.1%	17.3%	15.6%
Age 65 and over, 2000	15,872	5,928	3,818	2,359	1,933	1,761	16,560	3,564	10,655	6,872	69,322
% of total population	14.1%	16.2%	15.9%	16.5%	13.7%	14.4%	16.0%	15.9%	13.3%	16.6%	15.0%
Population age 5+, 2000	104,283	33,653	22,183	13,135	13,173	11,063	95,255	20,480	72,225	38,016	423,466
With a disability	25,861	9,207	5,774	3,307	3,202	3,559	24,405	5,181	19,976	10,901	111,373
% of population age 5+	24.8%	27.4%	26.0%	25.2%	24.3%	32.2%	25.6%	25.3%	27.7%	28.7%	26.3%
% of population age 5-15	8.0%	5.3%	8.7%	4.7%	4.5%	10.3%	5.9%	5.2%	6.1%	7.3%	6.6%
% of population age 16-20	12.9%	15.9%	17.4%	14.3%	11.0%	21.6%	15.1%	10.8%	13.5%	18.6%	14.5%
% of population age 21-64	24.3%	28.8%	25.7%	24.4%	24.6%	34.3%	25.6%	27.4%	29.1%	29.2%	26.7%
% of population age 65-74	41.6%	37.0%	33.0%	40.7%	42.1%	45.9%	40.7%	40.7%	44.5%	43.3%	41.2%
% of population age 75+	63.9%	62.4%	67.4%	67.5%	67.6%	62.5%	59.1%	57.5%	68.8%	64.7%	63.5%
Population, average 2005-2009	109,760	34,418	24,013	12,429	14,235	10,376	100,933	21,807	76,450	40,240	444,661
Income below poverty	19,256	5,507	3,517	2,204	2,340	2,090	16,422	4,348	14,551	6,959	77,194
% of population	17.5%	16.0%	14.6%	17.7%	16.4%	20.1%	16.3%	19.9%	19.0%	17.3%	17.4%
Income <200% of poverty	42,780	15,142	9,357	5,205	6,758	4,365	40,157	9,673	33,607	16,759	183,803
% of population	39.0%	44.0%	39.0%	41.9%	47.5%	42.1%	39.8%	44.4%	44.0%	41.6%	41.3%
Civilian labor force (age 20-64)	48,002	14,678	10,407	5,932	6,152	4,241	41,472	8,908	32,433	16,866	189,091
Unemployed	4,030	1,563	948	465	705	225	3,162	855	2,996	1,368	16,317
% of labor force	8.4%	10.6%	9.1%	7.8%	11.5%	5.3%	7.6%	9.6%	9.2%	8.1%	8.6%
Households	47,046	13,672	10,261	5,774	5,279	4,528	42,687	7,834	30,715	15,983	183,779
No vehicle available	3,089	1,055	437	373	325	222	2,321	452	2,463	1,460	12,197
% of households	6.6%	7.7%	4.3%	6.5%	6.2%	4.9%	5.4%	5.8%	8.0%	9.1%	6.6%

Population of Municipalities in East Alabama

County	2000 Census	2010 Census	% change
Calhoun County	112,249	118,572	5.6%
Inside Municipalities	55,241	62,901	13.9%
In Unincorporated Areas	57,008	55,671	-2.3%
Anniston	24,276	23,106	-3.9%
Blue Mountain	233	annexed into Anniston	
Hobson City	878	771	-12.2%
Jacksonville	8,404	12,548	49.3%
Ohatchee	1,215	1,170	-3.7%
Oxford	14,592	21,348	46.3%
Piedmont	5,120	4,878	-4.7%
Weaver	2,619	3,038	16.0%
Chambers County	36,583	34,215	-6.5%
Inside Municipalities	20,612	19,357	-6.1%
In Unincorporated Areas	15,971	14,858	-7.0%
Cusseta	-	123	newly incorporated
Five Points	146	141	-3.4%
La Fayette	3,234	3,003	-7.1%
Lanett	7,897	6,468	-18.1%
Valley	9,198	9,524	3.5%
Waverly	184	145	-21.2%
Cherokee County	23,988	25,989	8.3%
Inside Municipalities	6,107	7,038	15.2%
In Unincorporated Areas	17,881	18,951	6.0%
Cedar Bluff	1,467	1,820	24.1%
Centre	3,216	3,489	8.5%
Gaylesville	140	144	2.9%
Leesburg	799	1,027	28.5%
Sand Rock	509	560	10.0%
Clay County	14,254	13,932	-2.3%
Inside Municipalities	4,366	4,432	1.5%
In Unincorporated Areas	9,888	9,500	-3.9%
Ashland	1,965	2,037	3.7%
Lineville	2,401	2,395	-0.2%
Cleburne County	14,123	14,972	6.0%
Inside Municipalities	3,917	4,375	11.7%
In Unincorporated Areas	10,206	10,597	3.8%
Edwardsville	186	202	8.6%
Fruithurst	270	284	5.2%
Heflin	3,002	3,480	15.9%
Ranburne	459	409	-10.9%
Coosa County	12,202	11,539	-5.4%
Inside Municipalities	2,061	2,169	5.2%
In Unincorporated Areas	10,141	9,370	-7.6%
Goodwater	1,633	1,475	-9.7%
Kellyton	-	217	newly incorporated
Rockford	428	477	11.4%

Population of Municipalities in East Alabama

County	2000 Census	2010 Census	% change
Etowah County	103,459	104,430	0.9%
Inside Municipalities	75,089	75,344	0.3%
In Unincorporated Areas	28,370	29,086	2.5%
Altoona	984	933	-5.2%
Attalla	6,592	6,048	-8.3%
Gadsden	38,978	36,856	-5.4%
Glencoe	5,152	5,160	0.2%
Hokes Bluff	4,149	4,286	3.3%
Rainbow City	8,428	9,602	13.9%
Reece City	634	653	3.0%
Ridgeville	158	112	-29.1%
Sardis City	1,438	1,698	18.1%
Southside	7,036	8,412	19.6%
Walnut Grove	710	698	-1.7%
Randolph County	22,380	22,913	2.4%
Inside Municipalities	8,213	7,832	-4.6%
In Unincorporated Areas	14,167	15,081	6.5%
Roanoke	6,563	6,074	-7.5%
Wadley	640	751	17.3%
Wedowee	818	823	0.6%
Woodland	192	184	-4.2%
Talladega County	80,321	82,291	2.5%
Inside Municipalities	40,456	46,402	14.7%
In Unincorporated Areas	39,865	35,889	-10.0%
Bon Air	96	116	20.8%
Childersburg	4,927	5,175	5.0%
Lincoln	4,577	6,266	36.9%
Munford	-	1,292	newly incorporated
Oak Grove	457	528	15.5%
Sylacauga	12,616	12,749	1.1%
Talladega	15,143	15,676	3.5%
Talladega Springs	124	166	33.9%
Waldo	281	283	0.7%
Tallapoosa County	41,475	41,616	0.3%
Inside Municipalities	23,069	22,698	-1.6%
In Unincorporated Areas	18,406	18,918	2.8%
Alexander City	15,008	14,875	-0.9%
Camp Hill	1,273	1,014	-20.3%
Dadeville	3,212	3,230	0.6%
Daviston	267	214	-19.9%
Goldville	37	55	48.6%
Jacksons' Gap	761	828	8.8%
New Site	848	773	-8.8%