

East Alabama Coordinated Public Transit and Human Services Transportation Plan 2020 – 2023

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

February 2020

East Alabama Coordinated Public Transit and Human Services Transportation Plan 2020 – 2023

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

This document is posted at: <http://www.earpdc.org/pages/?pageID=97>

For information or copies, contact:
Libby Messick, Regional Planner
East Alabama Regional Planning and Development Commission
1130 Quintard Avenue, Suite 300
P.O. Box 2186
Anniston, Alabama 36202

This report was financed in part by the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, the Alabama Department of Transportation, and local participating governments, in partial fulfillment of Task 5.3 of the MPO Fiscal Year 2020 Unified Planning Work Program and Task 4 of the Fiscal Year 2020 East Alabama RPO Work Program. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Abstract:

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) required the development of a coordinated human service transportation plan in order to be eligible for three Federal Transit Administration programs (Section 5310 – Elderly Individuals and Individuals with Disabilities, Section 5316 – Job Access and Reverse Commute, and Section 5317 – New Freedom). The Moving Ahead for Progress in the 21st Century Act (MAP-21), and subsequent Fixing America’s Surface Transportation Act (FAST Act) extended the coordinated human service transportation plan requirement for the Section 5310 program. Under MAP-21, the Section 5316 and 5317 programs were consolidated with the Section 5307, 5310, and 5311 programs. However, remaining pre-MAP-21 Section 5316 and 5317 funding must be allocated based on a coordinated human service transportation plan.

The current regulations specify that the plan must be based on input from public, private, and non-profit transportation providers; human services providers; and the general public. Required elements include (1) an assessment of available services; (2) an assessment of transportation needs; (3) strategies, activities, and/or projects to address gaps, needs, and efficiency improvements; and (4) priorities of implementation based on resources, time, and feasibility of implementation. Minimizing duplication of services in order to maximize collective transit coverage is a prime imperative.

This plan was developed by the East Alabama Planning and Development Commission (EARPDC). EARPDC used the Calhoun Area Metropolitan Planning Organization (MPO) and the East Alabama Rural Planning Organization (RPO) to conduct the plan development process. EARPDC is the staff for the Calhoun Area MPO and East Alabama RPO. The 2020 Coordinated Public Transit-Human Services Transportation Plan for the East Alabama Region (Coordinated Plan) is an update of the 2007, 2008, 2011, 2012, 2015, and 2017 Coordinated Plans and replaces all previous versions.

Resolution No. 6395

WHEREAS, the Fixing America’s Surface Transportation (FAST) Act (Pub. L. No. 114-94) requires the development of a coordinated human services and transportation plan in order to be eligible for Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program funds, and

WHEREAS, the East Alabama Regional Planning and Development Commission in cooperation with the Alabama Department of Transportation developed the East Alabama Coordinated Pubic Transit and Human Services Transportation Plan 2020-2023, and

WHEREAS, the Transportation Services Committee/Survey Group have reviewed the plan and are in support of adopting the plan.

NOW THEREFORE BE IT RESOLVED, this 4th day of September 2020 that the East Alabama Regional Planning and Development Commission Board of Directors does hereby adopt and endorse the East Alabama Coordinated Pubic Transit and Human Services Transportation Plan 2020-2023.

DocuSigned by:
Mayor Bill Baker
B97C6A0447654EB...

William “Bill” Baker, Mayor, City of Piedmont
Chairman

CERTIFICATION:

I, the undersigned, hereby certify that the foregoing is a true and correct copy of a resolution passed and adopted by the Board of Directors of the Commission stated therein, in a meeting of such Board called and held in accordance with its Bylaws and the laws of Alabama on the 4th day of September 2020.

Witness my hand this 4th day of September 2020.

ATTEST:

DocuSigned by:
Mayor Donna McKay
47C2613AAD9E4A4...
Donna McKay, Mayor, Town of Wadley
Secretary

Table of Contents

Abstract.....	iii
Resolution of Adoption.....	iv
Table of Contents.....	v
1.0 Introduction and Background.....	1
1.1 Plan Purpose.....	1
1.2 Laws and Regulations.....	1
1.3 Agency Participation.....	1
1.4 Time Frame.....	2
1.5 Development Process.....	2
1.6 Format.....	3
2.0 Calhoun County.....	4
2.1 Demographics and Geography.....	4
2.2 Employment.....	4
2.3 Transit Resource Assessment.....	6
2.4 Transit Needs.....	11
2.5 Transit Service Providers.....	12
2.6 Strategies to Address Needs and Barriers.....	12
3.0 Chambers County.....	14
3.1 Demographics and Geography.....	14
3.2 Employment.....	14
3.3 Transit Resource Assessment.....	16
3.4 Transit Needs.....	16
3.5 Transit Service Providers.....	17
3.6 Strategies to Address Needs and Barriers.....	17
4.0 Cherokee County.....	19
4.1 Demographics and Geography.....	19
4.2 Employment.....	19
4.3 Transit Resource Assessment.....	21
4.4 Transit Needs.....	21
4.5 Transit Service Providers.....	22
4.6 Strategies to Address Needs and Barriers.....	22
5.0 Clay County.....	24
5.1 Demographics and Geography.....	24
5.2 Employment.....	24
5.3 Transit Resource Assessment.....	26
5.4 Transit Needs.....	26
5.5 Transit Service Providers.....	27
5.6 Strategies to Address Needs and Barriers.....	27

6.0	Cleburne County.....	28
6.1	Demographics and Geography.....	28
6.2	Employment.....	28
6.3	Transit Resource Assessment.....	30
6.4	Transit Needs.....	30
6.5	Transit Service Providers.....	31
6.6	Strategies to Address Needs and Barriers.....	31
7.0	Coosa County.....	33
7.1	Demographics and Geography.....	33
7.2	Employment.....	33
7.3	Transit Resource Assessment.....	35
7.4	Transit Needs.....	35
7.5	Transit Service Providers.....	36
7.6	Strategies to Address Needs and Barriers.....	36
8.0	Etowah County.....	38
8.1	Demographics and Geography.....	38
8.2	Employment.....	38
8.3	Transit Resource Assessment.....	40
8.4	Transit Needs.....	42
8.5	Transit Service Providers.....	42
8.6	Strategies to Address Needs and Barriers.....	43
9.0	Randolph County.....	44
9.1	Demographics and Geography.....	44
9.2	Employment.....	44
9.3	Transit Resource Assessment.....	46
9.4	Transit Needs.....	46
9.5	Transit Service Providers.....	47
9.6	Strategies to Address Needs and Barriers.....	47
10.0	Talladega County.....	48
10.1	Demographics and Geography.....	48
10.2	Employment.....	48
10.3	Transit Resource Assessment.....	50
10.4	Transit Needs.....	51
10.5	Transit Service Providers.....	52
10.6	Strategies to Address Needs and Barriers.....	52
11.0	Tallapoosa County.....	53
11.1	Demographics and Geography.....	53
11.2	Employment.....	53
11.3	Transit Resource Assessment.....	55
11.4	Transit Needs.....	55
11.5	Transit Service Providers.....	56

11.6	Strategies to Address Needs and Barriers.....	56
12.0	North Alabama Region.....	57
12.1	Demographics and Geography.....	57
12.2	Employment.....	57
12.3	Transit Resource Assessment.....	59
12.4	Transit Needs.....	61
12.5	Transit Service Providers.....	62
12.6	Strategies to Address Needs and Barriers.....	62
13.0	Funding Opportunities.....	64
13.1	Federal.....	64
13.2	State.....	66
13.3	Local.....	66
14.0	Continuing Efforts.....	67
Appendices		
A.	Transportation Services Committee/Survey Group.....	68
B.	Calhoun Area Metropolitan Planning Organization Committees.....	72
C.	East Alabama Rural Planning Organization Committees.....	76
D.	Example Surveys.....	81
E.	Meeting Items.....	89

1.0 INTRODUCTION AND BACKGROUND

1.1 Plan Purpose

The purpose of this plan is (1) to determine transit gaps and coordination opportunities among public funded, human services transportation programs in east Alabama and (2) to develop strategies to address the identified gaps and coordination issues. This plan did not evaluate the internal operations of individual transit systems to determine improvement opportunities. Instead, it examined overall transit deficiencies and coordination issues for each county and the entire region. Since it is often impossible to distinguish between the specialized transit services (Section 5310, Section 5316, and Section 5317) and the more general transit services (Section 5307 – Urban Area and Section 5311 – Non-urbanized Area), this plan considers all forms of transit service regardless of funding categories. The plan will provide the Alabama Department of Transportation (ALDOT) and the local entities with information to make decisions regarding the allocation of limited federal and local transit funds.

1.2 Laws and Regulations

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” in order to be eligible 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 *Moving Ahead for Progress in the 21st Century Act* (MAP-21) signed into law in July 2012 and the *Fixing America’s Surface Transportation Act* (FAST Act), signed into law in December 2015, extended the coordinated human service transportation plan requirement for the Section 5310 program. Under MAP-21, the Section 5316 and 5317 programs were consolidated with Section 5307, 5310, and 5311 programs. Remaining pre-MAP-21 Sections 5316 and 5317 funding must be allocated based on a coordinated human service transportation plan. continues that requirement. Under those Acts, 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.

1.3 Agency Participation

The ALDOT and the Alabama Association of Commissions (AARC) agreed to develop 12 regional transit coordination plans in 2020. The AARC represents the 12 regional commissions that cover every county in the state. The 12 plans coincide with the

commission districts. ALDOT agreed to fund 100 percent of the cost of the plans with pass-through Federal Transit Administration (FTA) money.

In east Alabama, the plan was developed by the East Alabama Planning and Development Commission (EARPDC), one of the 12 regional commissions. EARPDC used the Calhoun Area Metropolitan Planning Organization (MPO) and the East Alabama Rural Planning Organization (RPO) to conduct the plan development process. EARPDC is the staff for the Calhoun Area MPO and East Alabama RPO.

The MPO is a cooperative effort of the EARPDC, the ALDOT, the FTA, the Federal Highway Administration (FHWA), Calhoun County, and the Cities of Jacksonville, Weaver, Anniston, Hobson City, and Oxford. Each of these entities has membership on the various MPO committees.

The RPO process brings together the ALDOT with locally elected and appointed officials from the 10 counties. The RPO policy committee consists of mayors, county commissioners, and officials from ALDOT and FHWA. The technical committee is composed of local engineers, local modal representatives, and ALDOT engineers.

1.4 Time Frame

This plan identifies current needs and strategies to address these needs. It does not attempt to forecast future needs and develop a related set of strategies. Based on these facts, this plan is a short-range document. Unfortunately, many of the strategies will not be implemented soon due to the lack of financial support.

The original version of this plan was adopted in 2007 and revisions were prepared in 2008, 2011, 2015, and 2017. The ALDOT has established this development cycle. The ALDOT contract requires the plan to be revised in 2020 and summary reports prepared in 2021 and 2022.

1.5 Development Process

The development process began in October 2019 with a review of the 2017 plan. In November 2019, the EARPDC submitted two surveys to transit providers, agencies that purchase transit service for their clients, or transit users. Some agencies are both providers and purchasers. In these cases, the agency completed both surveys. Survey examples can be found in Appendix D.

The EARPDC staff compiled the survey results in December 2019. The EARPDC staff used the survey results to update the transit needs, barriers, and strategies reports for each county. The reports and draft plan were provided to the MPO and RPO committees in January 2020.

1.6 Format

This plan is divided into 14 chapters and includes 5 appendices. Chapter 1.0 is the introduction and provides background information as well as the development framework. The chapter provides a basic understanding of why and how the plan was produced.

Chapters 2.0 through 11.0 are devoted to one of the 10 counties in the east Alabama region. The chapters describe the demographic characteristics, employment attributes, transit resources, transit needs, transit service barriers, and strategies to improve transit service in each county. County maps that display concentrations of elderly, disabled, and low-income peoples from the 2013-2017 American Community Survey were also included in these chapters to help identify possible service gaps and possible coordination opportunities. Census 2010 block groups were used for the base for these maps. The county chapters contain descriptions of each agency or company that provides or purchases transit services. The transit provider descriptions are divided between public/non-profit agencies and private companies. When relevant, the appropriate FTA funding information is included in the descriptions.

Chapter 12.0 summarizes the information from the county chapters to the regional level and adds needs, service barriers, and improvement strategies that cross counties. Chapter 13.0 describes possible funding sources for the identified strategies. This chapter reviews federal, state, and local options.

The appendices provide additional background information related to plan development. Appendix A includes a list of those invited to participate in the development and revision of this plan, also shown as the Transportation Services Committee/Survey Group. Appendix B lists the Calhoun Area MPO committees and Appendix C lists the East Alabama RPO committees. Appendix D includes examples of the surveys distributed. Appendix E includes any meeting items such as memorandums, agendas, and sign-in sheets.

2.0 CALHOUN COUNTY

2.1 Demographics and Geography

Based on a 2017 U.S. Census Bureau estimate, 115,527 people live in Calhoun County. This is a decrease of 3,045 (3%) from the number reported in the 2010 Census. The population density of the county is 195.7 people per square mile. According to the 2013-2017 American Community Survey (ACS), 20% of Calhoun County residents have a disability, 16% are elderly, and 19% are below the poverty line.

Calhoun County has a land area of 605.87 square miles. At its widest section, the county is 29 miles north-to-south as well as east-to-west. The main north-south routes are US-431, AL-21, and AL-9 whereas the main east west route is I-20.

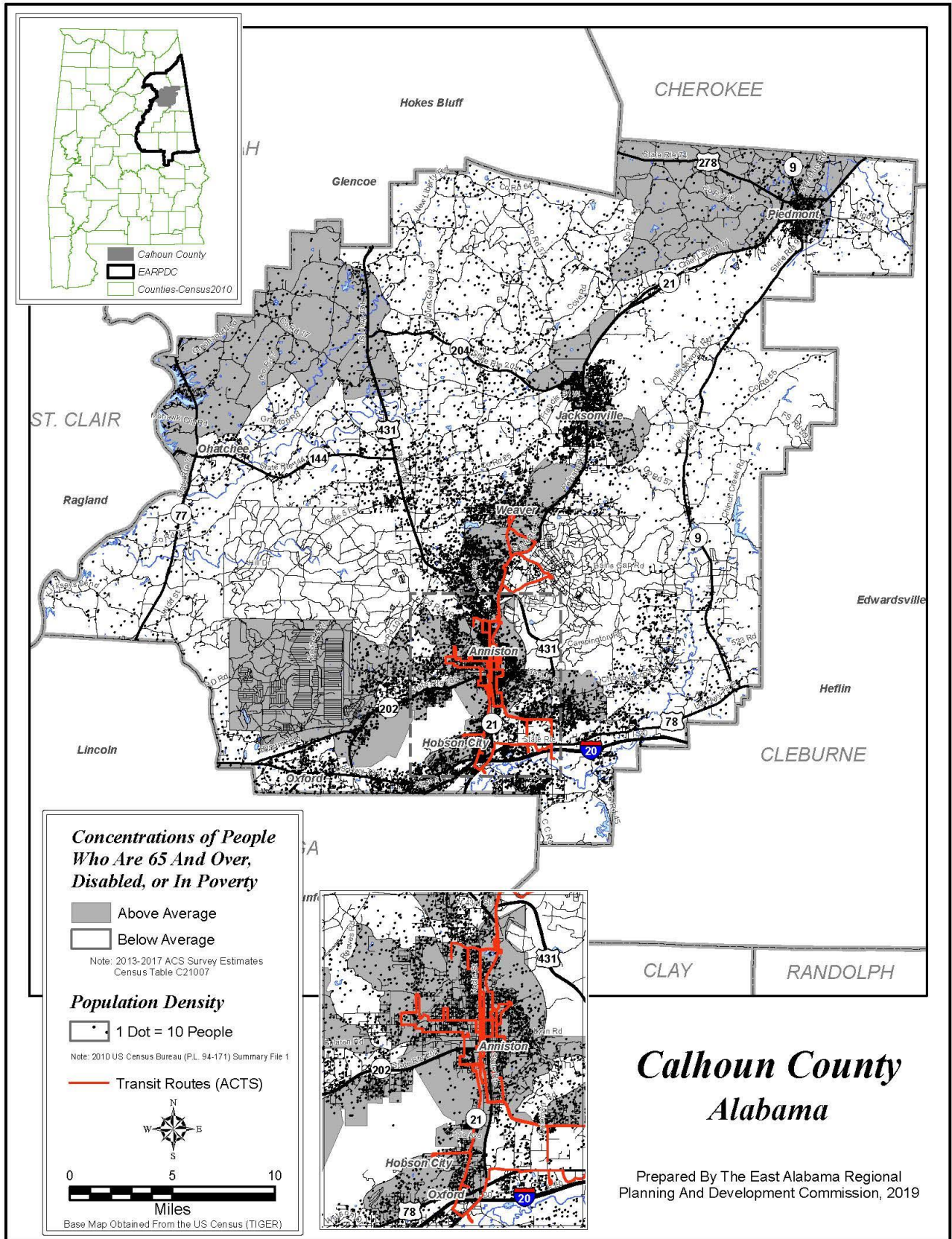
There are 3 areas of concentrated population in Calhoun County. The largest of the 3 is Anniston in the southern part of the county. The second concentration is outside the Anniston City limits in the Saks community located in the mid-southern part of the county. The third largest concentration is in Jacksonville. Figure 1 depicts these concentrations along with concentrations of people who are disabled, over 65, and in poverty.

2.2 Employment

The Alabama Department of Industrial Relations estimates Calhoun County had 45,972 people in the labor force in 2018. Of this number were 43,833 employed and 2,139 were unemployed. The average unemployment rate, 4.7%, was greater than the national and state averages. Major employers in the county include Anniston Army Depot, Honda Manufacturing, Regional Medical Center, Calhoun County Schools, and Jacksonville State University.

Based on 2013 - 2017 American Community Survey 5-year estimates, 77.5% of the total employed workforce in Calhoun County live and work in the county while 19.9% of the employed are employed in another county. The remaining 2.7% are employed in another state.

Figure 1



2.3 Transit Resource Assessment

This section contains a description of each agency or company that provides or purchases transit service in Calhoun County. The agency descriptions are divided into public/non-profit and private. The public and non-profit agencies were grouped together because the non-profits are generally funded by public agencies or governments. Descriptions of the Federal Transit Administration (FTA) funding categories used by the public and non-profit agencies are included in Chapter 13.

Public and Non-Profit Systems

- **2nd Chance, Inc.** is a supportive advocacy service to victims and survivors of domestic and sexual violence. 2nd Chance has a regional center in Anniston that serves Calhoun, Cherokee, Cleburne, Etowah, Randolph, and Talladega Counties. In East Alabama the agency purchases fixed-route bus passes for their clients in the Calhoun County urban area. They also occasionally transport clients in vehicles they own.
- **Alabama Department of Public Health/Calhoun County Health Department** provides clinical and environmental services to the general public. In East Alabama the agency purchases fixed-route bus passes for their clients in the Calhoun County urban area.
- **Anniston Fellowship House** is a halfway house that provides long term residential drug rehab and alcohol treatment for people seeking recovery. In East Alabama the agency purchases fixed-route bus passes for their clients in the Calhoun County urban area.
- **Anniston Housing Authority** serves low-income persons in the city of Anniston through adequate and affordable housing. In East Alabama the agency purchases fixed-route bus passes for their clients in the Calhoun County urban area.
- **Anniston Parks and Recreation** provides transportation for mentally and physically challenged adults 18 years or older for transportation to recreational programs. They transport approximately 80 clients per week. They also provide transportation to and from its senior center for participating citizens.
- **The ARC of Calhoun/Cleburne Counties** serves individuals with ID/DD and their families through support, education, advocacy, and public awareness so they can reach their chosen goals. They work in association with Anniston Parks and Recreation Program to provide transportation to/from recreational programs for about 25 developmentally disabled adults per week. They utilize school buses for transportation for 4 weeks of summer activities for approximately 90 kids, ages 5-21 years. They also coordinate with local school systems and others for special events including: Special Olympics, summer day camps and other special events for disabled youth and adults. In East Alabama the agency purchases fixed-route bus passes for their clients in the Calhoun County urban area.

- **Calhoun Christian Women's Job Corps** offers bible study, one-on-one mentoring, new life skills, and job readiness preparation. In East Alabama the agency purchases fixed-route bus passes for their clients in the Calhoun County urban area.
- **Calhoun County Urban/Fixed-Route Service** is offered through the East Alabama Regional Planning and Development Commission's Areawide Community Transportation System (ACTS) and contracted through Anniston Limousine, Inc. This fixed-route service is offered in the cities of Anniston, Oxford, Weaver, and Hobson City. They currently operate 9 vehicles all of which are equipped with wheelchair lifts or ramps. Calhoun County's urban/fixed-route service response operates weekdays between the hours of 6 am and 6 pm and Saturdays from 10 am until 5 pm. They transport an average of 342 people per day and 2150 weekly. Organizations can purchase bus passes for their clients.
- **Calhoun County Urban Paratransit Service** is a curb-to-curb demand response service through the East Alabama Regional Planning and Development Commission's Areawide Community Transportation System (ACTS) and contracted through Anniston Limousine, Inc. This on-demand service is available for disabled residents of Anniston, Oxford, Weaver, Jacksonville, and Hobson City. They currently operate 6 vehicles all of which are equipped with wheelchair lifts or ramps. Calhoun County's demand response operates weekdays between the hours of 8 am and 5 pm. They transport a daily average of 48 people and 276 people weekly.
- **Calhoun County Rural Transit** operates a demand response service through the East Alabama Regional Planning and Development Commission's Areawide Community Transportation System (ACTS). This service is available for those who live outside the city limits of Oxford, Hobson City, Anniston, Weaver, Jacksonville, and Piedmont. They currently operate 4 vehicles all of which are equipped with wheelchair lifts or ramps. Calhoun County's demand response operates weekdays between the hours of 6 am and 6 pm and transport an average of 10 people per day, 50 people weekly.
- **Center of Concern** offers food and clothing as well as household and utility assistance to those in need in the Anniston area. In East Alabama the agency purchases fixed-route bus passes for their clients in the Calhoun County urban area.
- **Church of the Cross** is an agency that purchases fixed-route bus passes for their clients in the Calhoun County urban area.
- **City of Oxford/Oxford Senior Center** utilizes one wheelchair equipped van and one 14-passenger bus for participants of the Senior Citizens Center.
- **City of Piedmont** operates a demand response service through the East Alabama Regional Planning and Development Commission's Areawide Community

Transportation System (ACTS). The service area for this on-demand service includes an eight-mile radius extending from the center of Piedmont. They currently operate 1 vehicle in a 3-vehicle fleet, which are all equipped with wheelchair lifts or ramps. Calhoun County's demand response operates weekdays between the hours of 7:30 am and 3:30 pm and transport an average of 8 people per day, 40 people per week.

- **Community Action Agency** provides resource development, coordination efforts, technical assistance, and training for the impoverished in all counties in the East Alabama Region. In East Alabama the agency purchases fixed-route bus passes for their clients in the Calhoun County urban area.
- **Constantine Head Start** is a day care center in Anniston that helps with children from 6 weeks to 5 years old. In East Alabama the agency purchases fixed-route bus passes for their clients in the Calhoun County urban area.
- **Family Links** offers various services to families with children ages birth to 19 including counseling, parenting strategies, drug prevention and intervention, and kindergarten readiness, as well as community education. In East Alabama the agency purchases fixed-route bus passes for their clients in the Calhoun County urban area.
- **Family Services Center of Calhoun County, Inc.** is a community-based organization that provides transportation as needed to clients who are in case management. In East Alabama the agency contracts with ACTS to provide transportation services for their clients in the Calhoun County urban area.
- **Glenn Addie Community Church** assists its community with nutrition, substance abuse, childcare, planned parenthood, literacy, and medical education. In East Alabama the agency purchases fixed-route bus passes for their clients in the Calhoun County urban area.
- **Health Services Center** is a Community Based Organization and medical clinic that provides HIV/AIDS medical care, education, and support to a fourteen-county area of East Alabama. In East Alabama the agency purchases fixed-route bus passes for their clients in the Calhoun County urban area.
- **Help, Inc.** is an agency that purchases fixed-route bus passes for their clients in the Calhoun County urban area.
- **Highland Health Systems** provides mental health services for residents of Calhoun and Cleburne counties. They operate several passenger vans each day to transport adults to various day treatment, partial hospital, extended care and children services programs. One of the vehicles is wheelchair lift equipped. The program transports approximately 200 clients per day for day treatment. The Center operates its vans throughout its various locations in both Calhoun and

Cleburne Counties providing transit for approximately 400 clients each day to and from treatment and training centers in Jacksonville, Duke School, Anniston, and Cleburne County. In East Alabama the agency purchases fixed-route bus passes for their clients in the Calhoun County urban area.

- **House is a Home Project** is an agency that purchases fixed-route bus passes for their clients in the Calhoun County urban area.
- **Interfaith Ministries** provides assistance and serves as an advocate for individuals and families in crisis. In East Alabama the agency purchases fixed-route bus passes for their clients in the Calhoun County urban area.
- **Jacksonville Senior Center** operates one 12-passenger wheelchair lift equipped van to and from the senior center for various senior oriented programs. Occasionally utilizes another vehicle when demand and personnel are available. Transit services are provided 8-4 pm weekdays for approximately 15 citizens each day.
- **Jacksonville State University Transit - Gamecock Express** provides transit service to Jacksonville State University for JSU students, faculty, and staff with valid JSU ID. The system operates weekdays from 7 am to 9:30 pm with limited night and summer service and is idle during university holidays, semester breaks, and weekends. This system provides 166 trips per day with 5 different routes and operates 6 buses/8 buses during peak time. There are 13 buses in the fleet and the system averages approximately 3,600 trips per month. Gamecock Express also operates game day shuttle service for selected games to reduce heavy traffic volumes around the stadium during football games.
- **Kid One Transport** is a non-profit organization that provides transportation for children under the age of 19 to needed medical care, as well as expectant mothers to prenatal care. Service is provided to Calhoun County residents traveling to Jefferson County, as well as locally.
- **Mountain View Church** purchases fixed-route bus passes for their clients in the Calhoun County urban area.
- **NHC Place/Healthcare** utilizes one 16-passenger vehicle with wheelchair lift with the assisted living facility. They transport clients for recreation and medical appointments as needed, which is usually 8-10 patients each week.
- **Opportunity Center – Easter Seal** provides transportation for disabled clients currently receiving services for Special Programs. They operate one 14-passenger van for client transportation.
- **The Opportunity Center** provides vocational development and extended employment primarily for individuals with mental, emotional, and physical

disabilities, to maximize their employment potential. In East Alabama the agency purchases fixed-route bus passes for their clients in the Calhoun County urban area.

- **Regional Medical Center (RMC)** is the premier regional health care provider for a five-county service area in northeast Alabama. In East Alabama the agency purchases fixed-route bus passes for their clients in the Calhoun County urban area.
- **The Right Place** is an organization that offers programs to prevent homelessness or assist low-income persons in securing affordable housing. In East Alabama the agency purchases fixed-route bus passes for their clients in the Calhoun County urban area.
- **Sav-a-life Crisis Pregnancy Center** offers free pregnancy testing, ultrasound, prenatal assessment, STI/STD testing for men and women, childbirth education classes, parenting classes, and fatherhood programming. In East Alabama the agency purchases fixed-route bus passes for their clients in the Calhoun County urban area.
- **Smith Metropolitan AME Zion Church** is an agency that purchases fixed-route bus passes for their clients in the Calhoun County urban area.
- **St. Michael's Medical Clinic** is a faith-based, non-profit medical clinic that provides basic primary care to the medically uninsured population of Calhoun County. In East Alabama the agency purchases fixed-route bus passes for their clients in the Calhoun County urban area.
- **Stringfellow Memorial Hospital** provides comprehensive acute care in-patient services, 24-hour emergency care, general and specialized surgical services, same day outpatient surgery and procedures, a full-service rehabilitation department, and diagnostic testing procedures. In East Alabama the agency purchases fixed-route bus passes for their clients in the Calhoun County urban area.
- **Student Veterans of America** is an agency that purchases fixed-route bus passes for their clients in the Calhoun County urban area.
- **United Way of East Central Alabama** provides a comprehensive network of health and human service programs for residents in Calhoun, Cleburne, and Randolph counties. In East Alabama the agency purchases fixed-route bus passes for their clients in the Calhoun County urban area.

Private Systems

- **10 Dollar Taxi** is a taxi service located in Anniston that also serves Oxford, Jacksonville, Birmingham, and Atlanta airport. Their business hours are 10 am to 6 pm every day.

- **AAA City Taxi and Shuttle** is a taxi service located in Anniston that also serves Oxford, Jacksonville, Birmingham, and Atlanta airport
- **Amtrak Passenger Train** has one stop in Anniston along the Crescent line. The Crescent line runs from New York, New York to New Orleans, Louisiana. The Anniston stop is not a stand-alone train station but also includes a the transfer station for the Calhoun County Urban/Fixed Route system and Greyhound bus lines.
- **Andy’s City Taxi Service** is a taxi service located in Anniston that also serves Oxford, Jacksonville, Birmingham, and Atlanta airport.
- **Anniston EMS, Inc.** operates non-emergency services for non-ambulatory patients 24 hours a day, seven days a week for stretcher bound patients. This is a for-hire service available for patients located anywhere in Calhoun County with patient’s choice of destination. They also provide emergency transportation, wheelchair transport for-hire, and operate a transport van for-hire for ambulatory people who need a ride to the doctor’s office for regular appointments.
- **Greyhound Bus Lines** has one stop in Anniston. This stop is not at a stand-alone bus station but is housed at the Amtrak passenger train stop which is also the transfer station for the Calhoun County Urban/Fixed Route system. Tickets can only be purchased online.
- **Medical Transport of Alabama** is committed to providing quality non-emergency transportation services at affordable rates. MTA employs more than 52 full-time drivers for its 52+ vehicle fleet. MTA is able to provide a wide variety of vehicle options including wheelchair and minivans to meet specific client needs. Drivers are trained to assist non-emergency patients, from door to door instead of just from curb to curb.

2.4 Transit Needs

Figure 1 displays the census block groups that have above average population of disabled, elderly, and poor. These block groups roughly cover the center of the county following State Route 21, the northwestern portion of the county in the Ohatchee area, and the northeastern portion of the county in Piedmont. The Calhoun County Urban fixed transit system covers the area spanning State Route 21 up to the City of Weaver and the City of Piedmont has an on-demand system for its area. The Calhoun County Rural on-demand system only serves those outside the city limits of Oxford, Hobson City, Anniston, Weaver, Jacksonville, and Piedmont. Transit routes do not cover those within the city limits of Jacksonville or in the Ohatchee area.

Surveys were provided to transit providers, social service organizations, and local government agencies in the Fall of 2019. The staff used the survey responses to develop a

list of needs in the county. In January 2020, the RPO, MPO, and transit services committee verified these needs.

Needs Not Currently Addressed

- Expand rural service to Ohatchee
- Limitations of public transit routes
 - Reliable scheduling method
 - Extended routes and stops to service more residents
- Limitations of public transit hours of operations
- Transportation service for low income persons
- Increased bag limits for those transporting groceries
- Increased stops to grocery stores

Needs Met or Partially Met with Current Service

- Daytime, Monday through Saturday Service
- Ability of agencies that serve low-income, elderly, or disabled persons to purchase trolley tickets for their clients

2.5 Transit Service Barriers

The staff, working with the transit services committee and survey responses, developed a list of barriers that prevent the needs from being addressed. These barriers are consistent across the rural counties in the region. The local agencies and governments have limited control over the barriers, which are often related to economic issues, personal choice decisions, and the nature of rural communities.

Barriers

- Funding
- Scheduling of on-demand service

The challenge of the transit agencies and local governments is to find ways around these barriers. The funding to address every need will never be available. The economics of providing transit service to a small number of dispersed clients will never appeal to a for-profit business. Innovative ideas will be required if the needs are to be met.

2.6 Strategies to Address Needs and Barriers

The staff, working with the transit services committee and survey responses, developed the following strategies. Several of the proposals are related to maintaining the current level of service. These were included because the existing services are addressing gaps that previously existed. The strategies are general so as not to preclude any future projects. Many of the strategies indicate that additional funding will be required for implementation. In some cases, the additional funding could be reallocation of existing funds or programs. New funding streams may not always be needed.

Strategies

- Maintain current transit service (High)
- Maintain current transit coordination efforts (High)
- Compensate volunteer drivers for mileage (Medium)
- Subsidized Uber/Lyft services (Low)
- Creation of a network of drivers among faith groups (Medium)
- Expand current transit service
 - Extended service routes (Medium)
 - Additional route stops (High)
 - Extended service hours (Medium)
- Improve current transit service
 - Scheduling (Medium)
 - Trip coordination (Medium)
- Increase availability of public transportation with more vehicles (High)
- Creation of a voucher system for transportation for clients (High)
- Funding system to assist patients with fuel costs (Medium)

The list of strategies includes an implementation priority (High, Medium, Low) assigned by the transit services committee. The priority is based on available resources, time, and feasibility. The priority assigned does not have a direct correlation to the amount of support or the amount of need. It merely reflects the existing reality based on the ranking criteria. If circumstances change, a low or medium priority strategy could be implemented before one that was ranked as a high priority.

3.0 CHAMBERS COUNTY

3.1 Demographics and Geography

Based on a 2017 U.S. Census Bureau estimate, 33,895 people live in Chambers County. This is a decrease of 320 (1%) from the number reported in the 2010 Census. The population density of the county is 57.4 people per square mile. According to the 2013-2017 American Community Survey (ACS), 17% of Chambers County residents have a disability, 19% are elderly, and 19% are below the poverty line.

Chambers County has a land area of 596.53 square miles. At its widest section, the county is 26 miles north-to-south and 27 miles east-to-west. The main north-south route is US-431 and the main east west route is AL-50.

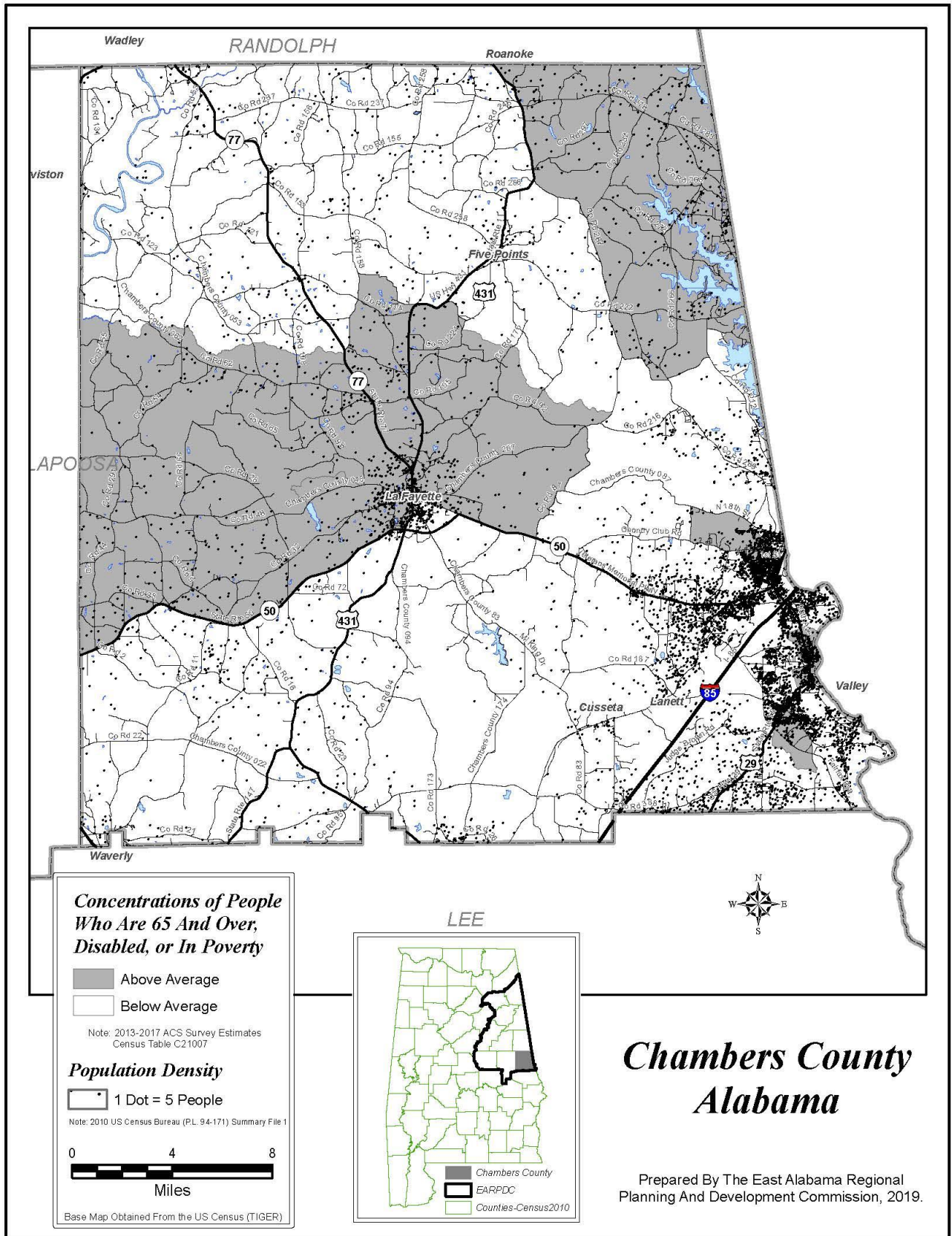
There are three areas of concentrated population in Chambers County. The largest of the three is City of Valley in the southeastern part of the county. The second concentration is the City of Lanett also located in the southeastern part of the county. The third concentration is in the City of LaFayette located in the center of the county. Figure 2 depicts these concentrations along with concentrations of people who are disabled, over 65, and in poverty.

3.2 Employment

The Alabama Department of Industrial Relations estimates Chambers County had 15,276 people in the labor force. Of this number were 14,679 employed and were 597 were unemployed. The 2018 average unemployment rate, 3.9%, matched the national and state averages. Major employers in the county include AJIN USA, Chambers County Schools, EAMC-Lanier, West Rock, and Wal-Mart.

Based on 2013 – 2017 American Community Survey 5-year estimates, 40.6% of the total employed workforce in Chambers County live and work in the county while 28.4% of the employed are employed in another county. The remaining 30.9% are employed in another state.

Figure 2



3.3 Transit Resource Assessment

This section contains a description of each agency or company that provides or purchases transit service in Chambers County. The agency descriptions are divided into public/non-profit and private. The public and non-profit agencies were grouped together because the non-profits are generally funded by public agencies or governments. Descriptions of the Federal Transit Administration (FTA) funding categories used by the public and non-profit agencies are included in Chapter 13. The public and non-profit transit providers in Chambers County limit service to a small section of the population, usually associated with a government or agency service program. The general population does not have a public transit option.

Public and Non-Profit Systems

- **Circle of Care** provides limited transportation services for families, particularly children, to help make sure they receive needed medical care and other core services. They serve Chambers County and parts of Randolph and Lee Counties. Circle of Care has 3 service vehicles used for demand response Mondays through Thursdays between the hours of 8 and 5 eastern standard time. None of the vehicles are equipped with wheelchair lifts or ramps. Clients must reserve transportation the day before it is needed. An average of 2 – 3 people per day and 10 – 15 people per week are transported by Circle of Care.
- **Chambers County Senior Transportation** provides limited transportation services for the elderly in LaFayette, Lanett, and Valley. They operate three buses, all of which are equipped with wheelchair lifts or ramps, three days per week from 8 am to 4 pm. On average they transport 15 people per day and 60 people per week.

Private Systems

- **Uber** is a smart phone-based taxi company that provides limited service in Chambers and Tallapoosa Counties. With the Uber App, anyone can summon a driver to their location (if they are located within the service area). Riders have the option to choose the type of vehicle and payment is facilitated through the Uber Ap with charges to a debit or credit card.
- **Lyft** is a smart phone-based taxi company that provides limited service in Chambers County. With the Lyft App, anyone can summon a driver to their location (if they are located within the service area). Riders have the option to choose the type of vehicle and payment is facilitated through the Lyft Ap with charges to a debit or credit card.

3.4 Transit Needs

Figure 2 displays the census block groups that have above average population of disabled, elderly, and poor. These block groups roughly cover the center of the county to the west central portion of the county, the northeastern portion of the county in the

Fredonia area, and the southeastern portion of the county along the US Highway 29 corridor. There are no transit routes that cover any of the highlighted block groups.

Surveys were provided to transit providers, social service organizations, and local government agencies in the Fall of 2019. The staff used the survey responses to develop a list of needs in the county. In January 2020, the RPO, MPO, and transit services committee verified these needs.

Needs Not Currently Addressed

- Transportation services for low-income persons
- Transportation services for disabled persons
- Public transportation
- JARC transportation needs

Needs Met or Partially Met with Current Service

- Limited transportation assistance for medical care

3.5 Transit Service Barriers

The staff, working with the transit services committee and survey responses, developed a list of barriers that prevent the needs from being addressed. These barriers are consistent across the rural counties in the region. The local agencies and governments have limited control over the barriers, which are often related to economic issues, personal choice decisions, and the nature of rural communities.

Barriers

- Funding
- Infrastructure

The challenge of the transit agencies and local governments is to find ways around these barriers. The funding to address every need will never be available. The economics of providing transit service to a small number of dispersed clients will never appeal to a for-profit business. Innovative ideas will be required if the needs are to be met.

3.6 Strategies to Address Needs and Barriers

The staff, working with the transit services committee and survey responses, developed the following strategies. Several of the proposals are related to maintaining the current level of service. These were included because the existing services are addressing gaps that previously existed. The strategies are general so as not to preclude any future projects. Many of the strategies indicate that additional funding will be required for implementation. In some cases, the additional funding could be reallocation of existing funds or programs. New funding streams may not always be needed.

Strategies

- Municipalities fund public transportation (High)
- Creation of new non-profit organization to spearhead transportation needs (Medium)
- Creation of new for-profit organization to spearhead transportation needs (Low)
- Assistance from existing non- or for-profit organization(s) (Medium)
- More operation days (High)
- Increased service area (High)
- Increase number of vehicles in service (Medium)
- Creation of a JARC program (High)

The list of strategies includes an implementation priority (High, Medium, Low) assigned by the transit services committee. The priority is based on available resources, time, and feasibility. The priority assigned does not have a direct correlation to the amount of support or the amount of need. It merely reflects the existing reality based on the ranking criteria. If circumstances change, a low or medium priority strategy could be implemented before one that was ranked as a high priority.

4.0 CHEROKEE COUNTY

4.1 Demographics and Geography

Based on a 2017 U.S. Census Bureau estimate, 25,885 people live in Cherokee County. This is a decrease of 104 (0.4%) from the number reported in the 2010 Census. The population density of the county is 46.9 people per square mile. According to the 2013-2017 American Community Survey (ACS), 21% of Cherokee County residents have a disability, 21% are elderly, and 16% are below the poverty line.

Cherokee County has a land area of 553.70 square miles. At its widest section, the county is 40 miles north-to-south and 23 miles east-to-west. The main north-south routes are AL-9 and AL-68 and the main east west route is US-411.

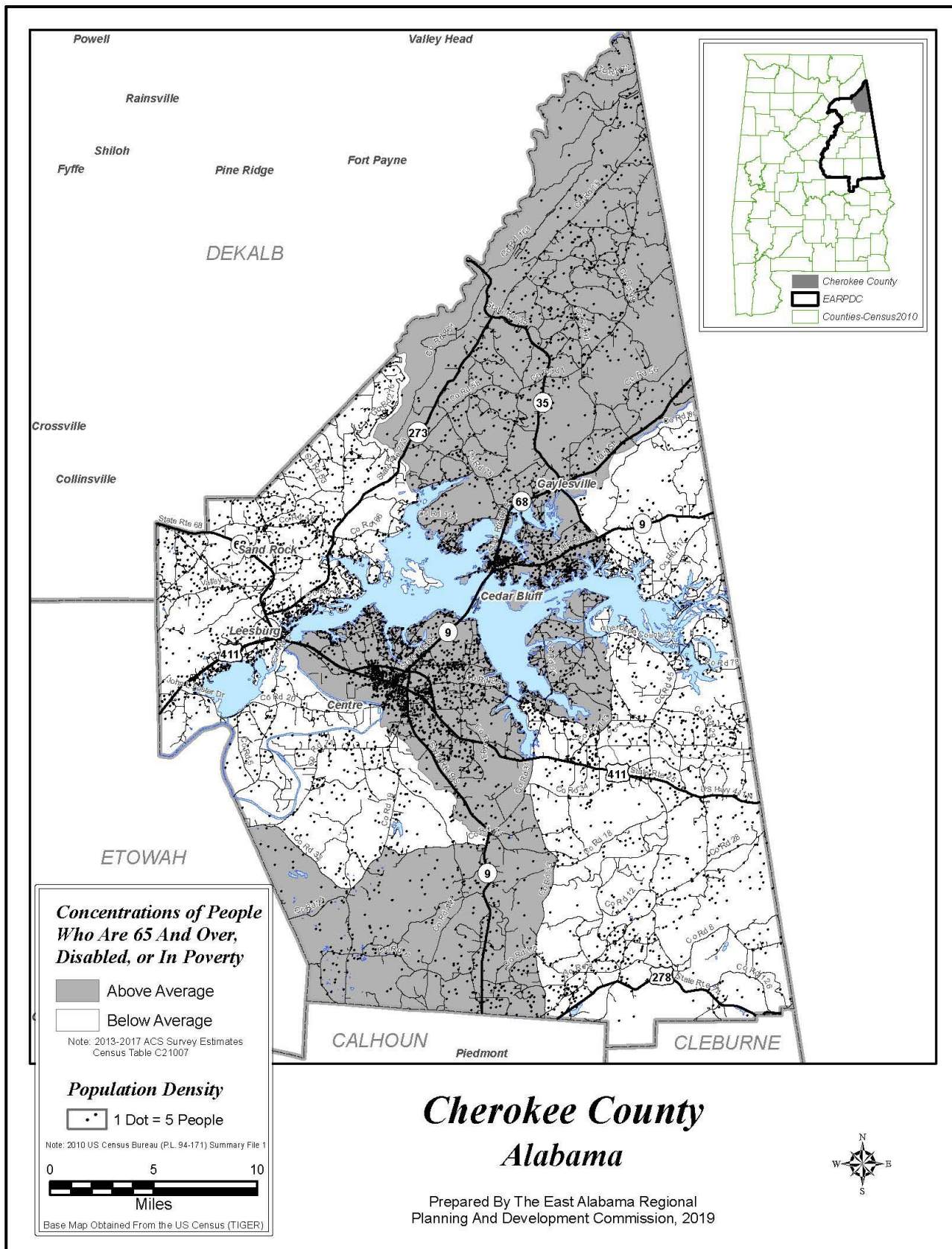
There are two areas of concentrated population in Cherokee County. The largest of the two is the City of Centre in the central part of the county. The second concentration is the Town of Cedar Bluff located in the north central part of the county. Figure 3 depicts these concentrations along with concentrations of people who are disabled, over 65, and in poverty.

4.2 Employment

The Alabama Department of Industrial Relations estimates Cherokee County had 11,622 people in the labor force. Of this number were 11,207 employed and were 415 were unemployed. The 2018 average unemployment rate, 3.6%, was less than the national and state averages. Major employers in the county include Cherokee County Board of Education, KTH Leesburg Products, Cherokee County Health and Rehabilitation, Wal-Mart, and American Apparel.

Based on 2013 – 2017 American Community Survey 5-year estimates, 49.2% of the total employed workforce in Cherokee County live and work in the county while 24.8% of the employed are employed in another county. The remaining 26% are employed in another state.

Figure 3



4.3 Transit Resource Assessment

This section contains a description of each agency or company that provides or purchases transit service in Cherokee County. The agency descriptions are divided into public/non-profit and private. The public and non-profit agencies were grouped together because the non-profits are generally funded by public agencies or governments. Descriptions of the Federal Transit Administration (FTA) funding categories used by the public and non-profit agencies are included in Chapter 13.

Public and Non-Profit Systems

- **Cherokee County Rural Transit** is a demand response service through the East Alabama Regional Planning and Development Commission's Areawide Community Transportation System (ACTS). This system serves all residents of Cherokee County. The only specific route this service takes is to the CED Mental Health Center in Centre. They currently have a fleet of 3 vehicles (one in operation with 2 backups) which are all equipped with wheelchair lifts or ramps. Calhoun County's demand response operates weekdays between the hours of 7 am and 3 pm. They transport an average of 9 people per day and 47 people per week.
- **AFB Diversified, LLC/dba/New Beginnings** is a residential facility for intellectually disabled persons. This agency transports clients in vehicles they own. AFB Diversified, LLC/dba/New Beginnings' main office is located in Gadsden, but they also serve portions of the Birmingham area, DeKalb County, and Cherokee County.
- **2nd Chance, Inc.** is a supportive advocacy service to victims and survivors of domestic and sexual violence. This agency transports clients in vehicles they own. 2nd Chance has a regional center in Anniston that serves Calhoun, Cherokee, Cleburne, Etowah, Randolph, and Talladega Counties.

Private Systems

- None found

4.4 Transit Needs

Figure 3 displays the census block groups that have above average population of disabled, elderly, and poor. These block groups roughly cover the northeastern portion in the Ringgold, Broomtown, and Gaylesville communities; central portions of Cedar Bluff and Centre; and southwestern portions of the county. Limited on-demand transit systems exist within these blocks.

Surveys were provided to transit providers, social service organizations, and local government agencies in the Fall of 2019. The staff used the survey responses to develop a list of needs in the county. In January 2020, the RPO, MPO, and transit services committee verified these needs.

Needs Not Currently Addressed

- Public transit service in rural areas
- Limitations of transit routes
- Service after 5 pm
- Weekend service

Needs Met or Partially Met with Current Service

- Limited transportation options in the Centre area
- Limited transportation options for the county

4.5 Transit Service Barriers

The staff, working with the transit services committee and survey responses, developed a list of barriers that prevent the needs from being addressed. These barriers are consistent across the rural counties in the region. The local agencies and governments have limited control over the barriers, which are often related to economic issues, personal choice decisions, and the nature of rural communities.

Barriers

- Funding
- Lack of qualified drivers
- Scheduling on-demand service

The challenge of the transit agencies and local governments is to find ways around these barriers. The funding to address every need will never be available. The economics of providing transit service to a small number of dispersed clients will never appeal to a for-profit business. Innovative ideas will be required if the needs are to be met.

4.6 Strategies to Address Needs and Barriers

The staff, working with the transit services committee and survey responses, developed the following strategies. Several of the proposals are related to maintaining the current level of service. These were included because the existing services are addressing gaps that previously existed. The strategies are general so as not to preclude any future projects. Many of the strategies indicate that additional funding will be required for implementation. In some cases, the additional funding could be reallocation of existing funds or programs. New funding streams may not always be needed.

Strategies

- Maintain current transit service (High)
- Compensate volunteer drivers for mileage (Medium)
- Subsidized Uber/Lyft services (Low)
- Creation of a network of drivers among faith groups (Medium)
- 24-hour services (Medium)
- Creation of a voucher system for transportation for clients (High)

The list of strategies includes an implementation priority (High, Medium, Low) assigned by the transit services committee. The priority is based on available resources, time, and feasibility. The priority assigned does not have a direct correlation to the amount of support or the amount of need. It merely reflects the existing reality based on the ranking criteria. If circumstances change, a low or medium priority strategy could be implemented before one that was ranked as a high priority.

5.0 CLAY COUNTY

5.1 Demographics and Geography

Based on a 2017 U.S. Census Bureau estimate, 13,407 people live in Clay County. This is a decrease of 525 (4%) from the number reported in the 2010 Census. The population density of the county is 23.1 people per square mile. According to the 2013-2017 American Community Survey (ACS), 17% of Clay County residents have a disability, 20% are elderly, and 19% are below the poverty line. The main north-south route is AL-9 and the main east west route is AL-77.

Clay County has a land area of 603.96 square miles. At its widest section, the county is 27 miles north-to-south and 30 miles east-to-west.

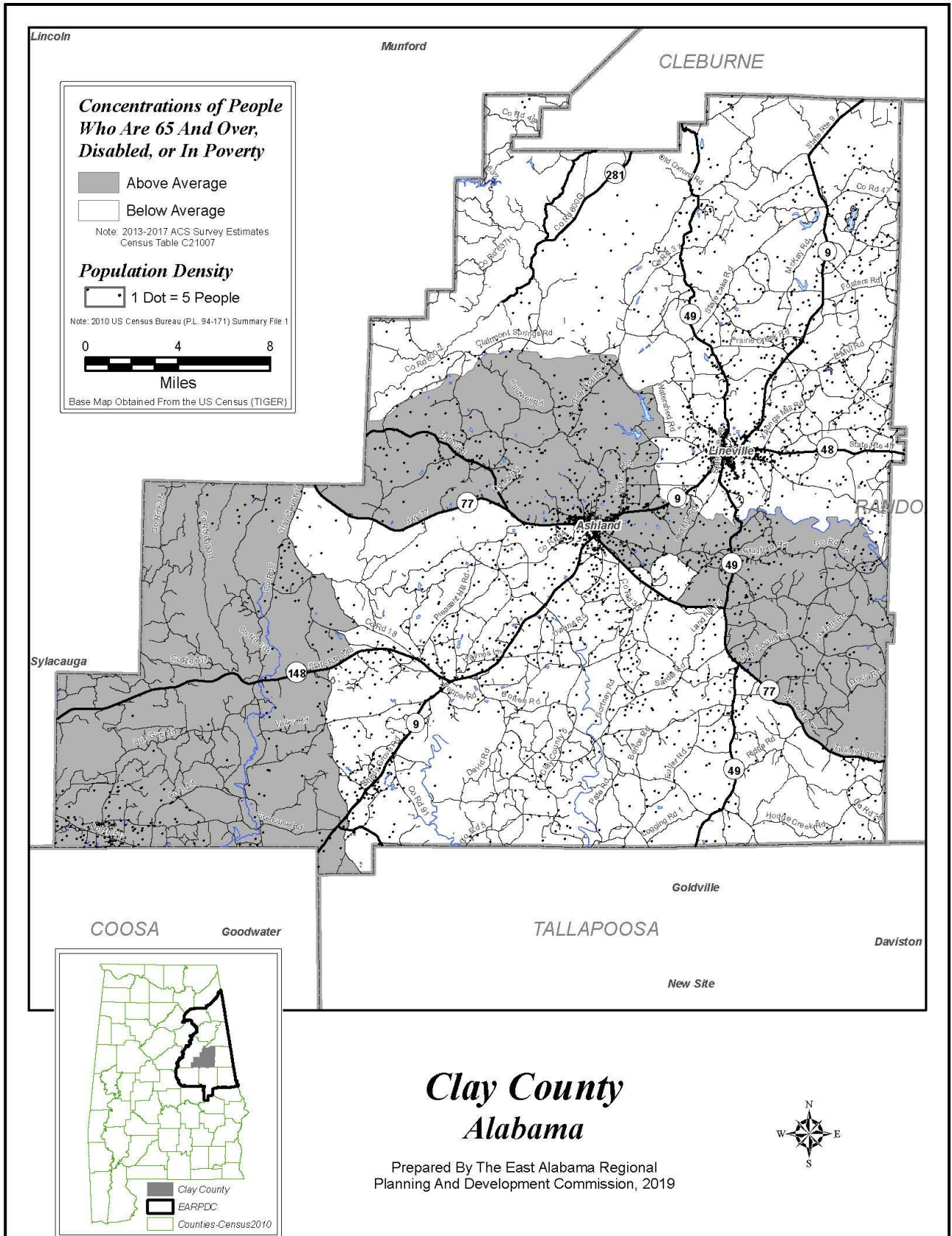
There are two areas of concentrated population in Clay County. The largest of the two is Ashland in the central part of the county. The second concentration is Lineville located in the west central part of the county. Figure 4 depicts these concentrations along with concentrations of people who are disabled, over 65, and in poverty.

5.2 Employment

The Alabama Department of Industrial Relations estimates Clay County had 5,963 people in the labor force. Of this number were 5,730 employed and were 233 were unemployed. The 2018 average unemployment rate, 3.9%, matched the national and state averages. Major employers in the county include Wellborn Cabinets, Inc., Kosch Foods, Tru-Wood Cabinets, John-Co Truss Company, and Integrity Cabinets.

Based on 2013 – 2017 American Community Survey 5-year estimates, 61.4% of the total employed workforce in Clay County live and work in the county while 33.7% of the employed are employed in another county. The remaining 4.8% are employed in another state.

Figure 4



5.3 Transit Resource Assessment

This section contains a description of each agency or company that provides or purchases transit service in Clay County. The agency descriptions are divided into public/non-profit and private. The public and non-profit agencies were grouped together because the non-profits are generally funded by public agencies or governments. Descriptions of the Federal Transit Administration (FTA) funding categories used by the public and non-profit agencies are included in Chapter 13.

Public and Non-Profit Systems

- **Clay County Rural Transit** is a demand response service through the East Alabama Regional Planning and Development Commission's Areawide Community Transportation System (ACTS). This systems service area includes all of Clay County. They currently have a fleet of 2 vehicles with 1 in operation at a time. All are equipped with wheelchair lifts or ramps. Calhoun County's demand response operates weekdays between the hours of 8 am and 4 pm. They transport an average of 16 people per day and 78 per week.
- **City of Lineville** contracts with another agency to provide transportation services to city residents along a fixed route that operates Monday through Friday from the hours of 8 am to 1 pm. The city has only 1 vehicle in operation and it is equipped with a wheelchair lift or ramp. On average, they transport 1 person per week.

Private Systems

- None found

5.4 Transit Needs

Figure 4 displays the census block groups that have above average population of disabled, elderly, and poor. These block groups roughly bi sects the county through the center near the Ashland and Cragford areas. These block groups also include the midwestern through southeastern portion of the county. Limited on-demand transit systems exist within these blocks.

Surveys were provided to transit providers, social service organizations, and local government agencies in the Fall of 2019. The staff used the survey responses to develop a list of needs in the county. In January 2020, the RPO, MPO, and transit services committee verified these needs.

Needs Not Currently Addressed

- Transportation service for low income persons
- Transportation service for elderly persons
- Transportation service for disabled persons

Needs Met or Partially Met with Current Service

- Low-cost transportation service operated by the County

5.5 Transit Service Barriers

The staff, working with the transit services committee and survey responses, developed a list of barriers that prevent the needs from being addressed. These barriers are consistent across the rural counties in the region. The local agencies and governments have limited control over the barriers, which are often related to economic issues, personal choice decisions, and the nature of rural communities.

Barriers

- Funding
- Lack of ridership
- Current transportation hours of operation
- Assistance from existing non-profit organization(s)

The challenge of the transit agencies and local governments is to find ways around these barriers. The funding to address every need will never be available. The economics of providing transit service to a small number of dispersed clients will never appeal to a for-profit business. Innovative ideas will be required if the needs are to be met.

5.6 Strategies to Address Needs and Barriers

The staff, working with the transit services committee and survey responses, developed the following strategies. Several of the proposals are related to maintaining the current level of service. These were included because the existing services are addressing gaps that previously existed. The strategies are general so as not to preclude any future projects. Many of the strategies indicate that additional funding will be required for implementation. In some cases, the additional funding could be reallocation of existing funds or programs. New funding streams may not always be needed.

Strategies

- Maintain current transit service (High)
- Implementation of a paratransit system (High)
- Education of current transportation services (Medium)
- Extend service area and hours of current transportation services (Medium)

The list of strategies includes an implementation priority (High, Medium, Low) assigned by the transit services committee. The priority is based on available resources, time, and feasibility. The priority assigned does not have a direct correlation to the amount of support or the amount of need. It merely reflects the existing reality based on the ranking criteria. If circumstances change, a low or medium priority strategy could be implemented before one that was ranked as a high priority.

6.0 CLEBURNE COUNTY

6.1 Demographics and Geography

Based on a 2017 U.S. Census Bureau estimate, 14,939 people live in Cleburne County. This is a decrease of 33 (0.2%) from the number reported in the 2010 Census. The population density of the county is 26.7 people per square mile. According to the 2013-2017 American Community Survey (ACS), 23% of Cleburne County residents have a disability, 19% are elderly, and 19% are below the poverty line.

Cleburne County has a land area of 560.10 square miles. At its widest section, the county is 33 miles north-to-south and 28 miles east-to-west. The main north-south routes are AL-9 and US-78 and the main east west route is I-20.

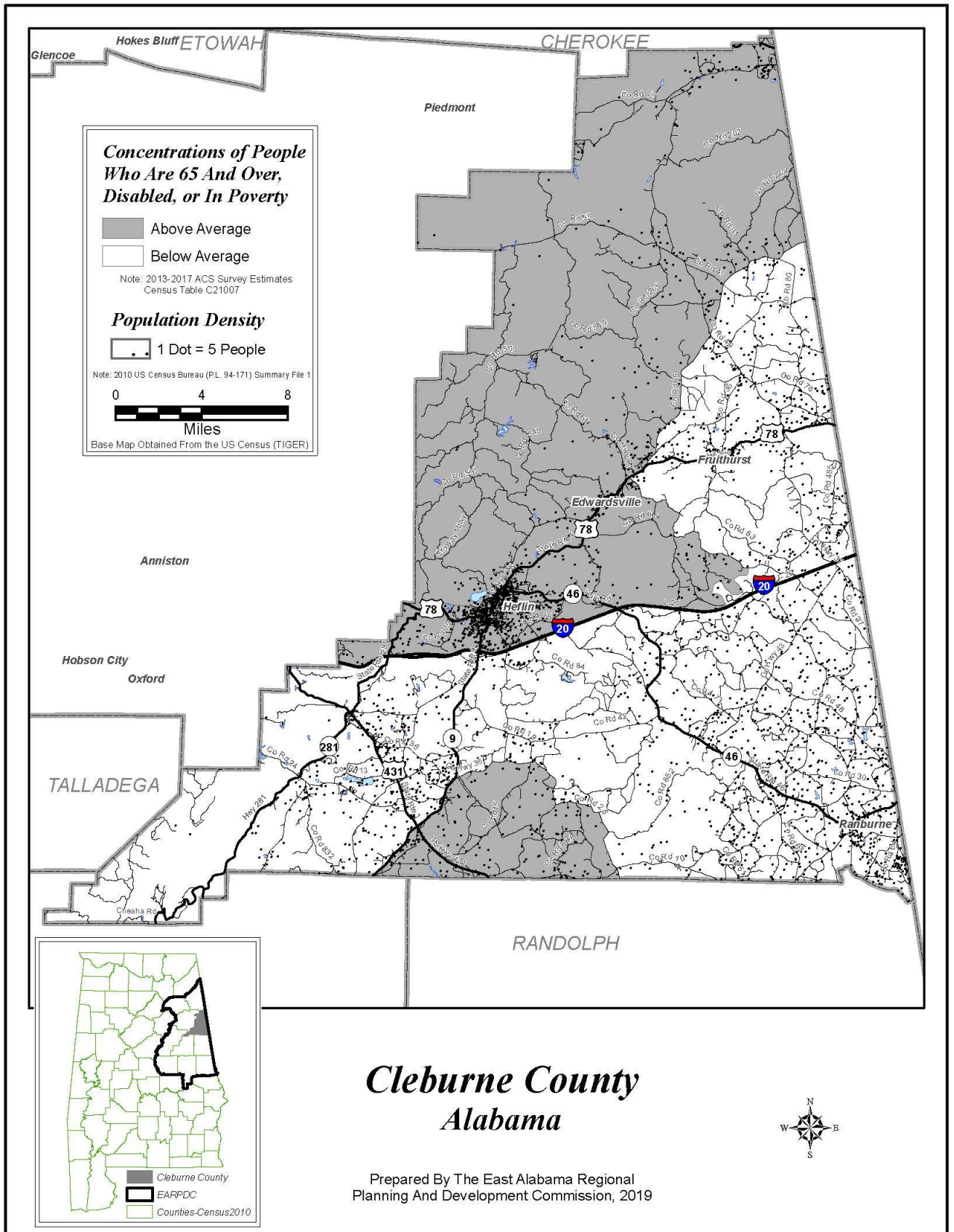
There is one area of concentrated population in Cleburne County which is the City of Heflin. Figure 5 depicts these concentrations along with concentrations of people who are disabled, over 65, and in poverty.

6.2 Employment

The Alabama Department of Industrial Relations estimates Cleburne County had 20,817 people in the labor force. Of this number were 19,995 employed and were 822 were unemployed. The 2018 average unemployment rate, 4.2%, was greater than the national and state averages. Major employers in the county include L. E. Bell Construction, Cleburne County Schools, Southwire, Webb Concrete, and Cleburne County Nursing Home.

Based on 2013 – 2017 American Community Survey 5-year estimates, 31.7% of the total employed workforce in Cleburne County live and work in the county while 26% of the employed are employed in another county. The remaining 42.3% are employed in another state.

Figure 5



6.3 Transit Resource Assessment

This section contains a description of each agency or company that provides or purchases transit service in Cleburne County. The agency descriptions are divided into public/non-profit and private. The public and non-profit agencies were grouped together because the non-profits are generally funded by public agencies or governments. Descriptions of the Federal Transit Administration (FTA) funding categories used by the public and non-profit agencies are included in Chapter 13.

Public and Non-Profit Systems

- **Cleburne County Rural Transit** is a demand response service through the East Alabama Regional Planning and Development Commission's Areawide Community Transportation System (ACTS). This systems service area includes all of Cleburne County and will take passengers to doctor appointments or place of employment in Anniston of Calhoun County. They currently have a fleet of 2 vehicles with only 1 in operation at a time. All vehicles are equipped with wheelchair lifts or ramps. Cleburne County's demand response operates weekdays between the hours of 8 am and 5 pm and transport an average of 1 person per day/8 per week.
- **2nd Chance, Inc.** is a supportive advocacy service to victims and survivors of domestic and sexual violence. This agency transports clients in vehicles they own. 2nd Chance has a regional center in Anniston that serves Calhoun, Cherokee, Cleburne, Etowah, Randolph, and Talladega Counties.
- **Alabama Department of Rehabilitation Services (ARDS)** is a state agency that provides services to children and adults with disabilities. This agency may occasionally provide reimbursement for transportation expenses. ARDS has an office located in Gadsden and serves Etowah, Marshall, DeKalb, Cherokee, and St. Clair Counties.

Private Systems

- None found

6.4 Transit Needs

Figure 5 displays the census block groups that have above average population of disabled, elderly, and poor. These block groups roughly cover the northern to west central portions of the county. Limited on-demand transit systems exist within these blocks.

Surveys were provided to transit providers, social service organizations, and local government agencies in the Fall of 2019. The staff used the survey responses to develop a list of needs in the county. In January 2020, the RPO, MPO, and transit services committee verified these needs.

Needs Not Currently Addressed

- Public transit service in rural areas
- Limitations of public transit routes
- Reliable transportation for employment
- Transportation for medical services

Needs Met or Partially Met with Current Service

- Limited transportation in the county
- Transportation for medical appointments and employment into Anniston (Calhoun county)

6.5 Transit Service Barriers

The staff, working with the transit services committee and survey responses, developed a list of barriers that prevent the needs from being addressed. These barriers are consistent across the rural counties in the region. The local agencies and governments have limited control over the barriers, which are often related to economic issues, personal choice decisions, and the nature of rural communities.

Barriers

- Funding

The challenge of the transit agencies and local governments is to find ways around these barriers. The funding to address every need will never be available. The economics of providing transit service to a small number of dispersed clients will never appeal to a for-profit business. Innovative ideas will be required if the needs are to be met.

6.6 Strategies to Address Needs and Barriers

The staff, working with the transit services committee and survey responses, developed the following strategies. Several of the proposals are related to maintaining the current level of service. These were included because the existing services are addressing gaps that previously existed. The strategies are general so as not to preclude any future projects. Many of the strategies indicate that additional funding will be required for implementation. In some cases, the additional funding could be reallocation of existing funds or programs. New funding streams may not always be needed.

Strategies

- Maintain current transit service (High)
- Compensate volunteer drivers for mileage (Medium)
- Subsidized Uber/Lyft services (Low)
- Creation of a network of drivers among faith groups (Medium)
- Extended service routes (Medium)
- Increased services for those leaving medical facilities (Medium)

The list of strategies includes an implementation priority (High, Medium, Low) assigned by the transit services committee. The priority is based on available resources, time, and feasibility. The priority assigned does not have a direct correlation to the amount of support or the amount of need. It merely reflects the existing reality based on the ranking criteria. If circumstances change, a low or medium priority strategy could be implemented before one that was ranked as a high priority.

7.0 COOSA COUNTY

7.1 Demographics and Geography

Based on a 2017 U.S. Census Bureau estimate, 10,955 people live in Coosa County. This is a decrease of 584 (5%) from the number reported in the 2010 Census. The population density of the county is 17.7 people per square mile. According to the 2013-2017 American Community Survey (ACS), 22% of Coosa County residents have a disability, 21% are elderly, and 14% are below the poverty line.

Coosa County has a land area of 650.93 square miles. At its widest section, the county is 24 miles north-to-south and 29 miles east-to-west. The main north-south route is US-231 and the main east west route is AL-22.

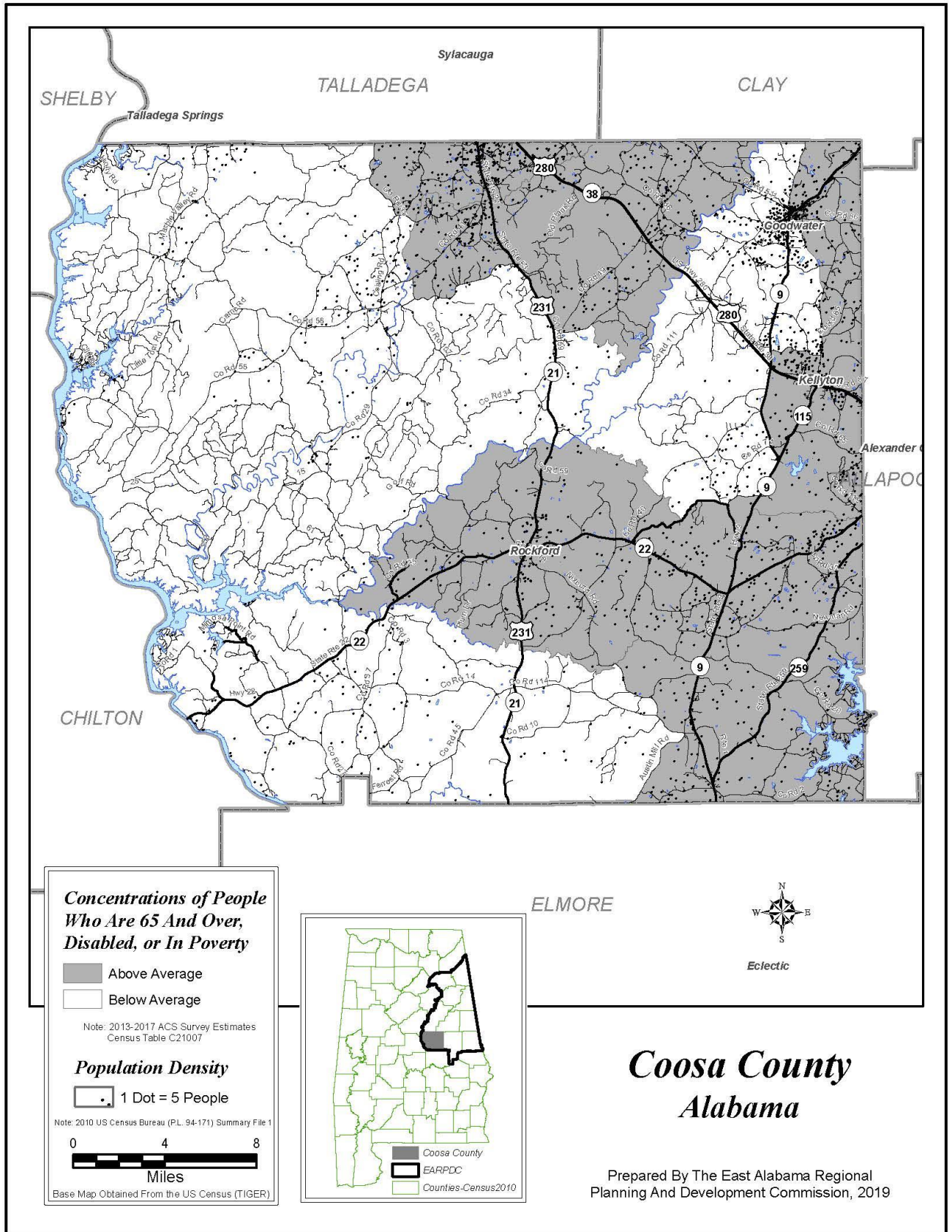
There are two areas of concentrated population in Coosa County. The largest of the two is Goodwater in the northeastern part of the county. The second concentration is south of the Sylacauga city limits located in the north central part of the county. Figure 6 depicts these concentrations along with concentrations of people who are disabled, over 65, and in poverty.

7.2 Employment

The Alabama Department of Industrial Relations estimates Coosa County had 4,376 people in the labor force. Of this number were 4,193 employed and were 183 were unemployed. The 2018 average unemployment rate, 4.2%, was greater than the national and state averages. Major employers in the county include Madix, Coosa County Board of Education, and AmTech.

Based on 2013 – 2017 American Community Survey 5-year estimates, 20% of the total employed workforce in Coosa County live and work in the county while 79.5% of the employed are employed in another county. The remaining 0.5% are employed in another state.

Figure 6



7.3 Transit Resource Assessment

This section contains a description of each agency or company that provides or purchases transit service in Coosa County. The agency descriptions are divided into public/non-profit and private. The public and non-profit agencies were grouped together because the non-profits are generally funded by public agencies or governments. Descriptions of the Federal Transit Administration (FTA) funding categories used by the public and non-profit agencies are included in Chapter 13.

Public and Non-Profit Systems

- **Coosa County Rural Transit** operates a demand response service through the East Alabama Regional Planning and Development Commission's Areawide Community Transportation System (ACTS). They currently operate 1 vehicle which is equipped with wheelchair lifts or ramps. Coosa County's demand response operates weekdays between the hours of 7 am and 4:30 pm and transport an average of 3 people per day/14 weekly. With ample notice from passengers, this demand response can transport dialysis patients to Montgomery, Alexander City, Birmingham, or Tuskegee.
- **City of Goodwater** operates a demand response service through the East Alabama Regional Planning and Development Commission's Areawide Community Transportation System (ACTS). This system serves northeastern Coosa County and is available to take passengers to doctors' appointments in Alexander City, Talladega, Sylacauga, Rockford, and Birmingham with ample schedule time. They currently have a fleet of 3 vehicles, two of which are in constant operation. All vehicles are equipped with wheelchair lifts or ramps. The city of Goodwater's demand response operates weekdays between the hours of 7:30 am and 3:30 pm and transport an average of 4 people per day/22 per week.

Private Systems

- None found

7.4 Transit Needs

Figure 6 displays the census block groups that have above average population of disabled, elderly, and poor. These block groups are roughly located on the eastern portion in the Kellyton and Goodwater areas; the north central area outside of the Sylacauga city limits, and center of the county in the Rockford area. On-demand transit systems exist within these blocks but is limited in fleet size and hours of operation.

Surveys were provided to transit providers, social service organizations, and local government agencies in the Fall of 2019. The staff used the survey responses to develop a list of needs in the county. In January 2020, the RPO, MPO, and transit services committee verified these needs.

Needs Not Currently Addressed

- More services for disabled persons
- More services for elderly persons
- More services for low income persons
- Increased public transportation

Needs Met or Partially Met with Current Service

- Low-cost transportation options for medical services outside of the service county

7.5 Transit Service Barriers

The staff, working with the transit services committee and survey responses, developed a list of barriers that prevent the needs from being addressed. These barriers are consistent across the rural counties in the region. The local agencies and governments have limited control over the barriers, which are often related to economic issues, personal choice decisions, and the nature of rural communities.

Barriers

- Limited county resources
- Limited city resources
- Funding

The challenge of the transit agencies and local governments is to find ways around these barriers. The funding to address every need will never be available. The economics of providing transit service to a small number of dispersed clients will never appeal to a for-profit business. Innovative ideas will be required if the needs are to be met.

7.6 Strategies to Address Needs and Barriers

The staff, working with the transit services committee and survey responses, developed the following strategies. Several of the proposals are related to maintaining the current level of service. These were included because the existing services are addressing gaps that previously existed. The strategies are general so as not to preclude any future projects. Many of the strategies indicate that additional funding will be required for implementation. In some cases, the additional funding could be reallocation of existing funds or programs. New funding streams may not always be needed.

Strategies

- Maintain current transit service (High)
- Apply for grants/federal funding (High)
- Increase number of fleet vehicles (Medium)

The list of strategies includes an implementation priority (High, Medium, Low) assigned by the transit services committee. The priority is based on available resources, time, and feasibility. The priority assigned does not have a direct correlation to the amount of

support or the amount of need. It merely reflects the existing reality based on the ranking criteria. If circumstances change, a low or medium priority strategy could be implemented before one that was ranked as a high priority.

8.0 ETOWAH COUNTY

8.1 Demographics and Geography

Based on a 2017 U.S. Census Bureau estimate, 103,132 people live in Etowah County. This is a decrease of 1,298 (1%) from the number reported in the 2010 Census. The population density of the county is 195.2 people per square mile. According to the 2013-2017 American Community Survey (ACS), 20% of Etowah County residents have a disability, 18% are elderly, and 18% are below the poverty line.

Etowah County has a land area of 534.99 square miles. At its widest section, the county is 25 miles north-to-south and 32 miles east-to-west. The main north-south routes are US-431 and I-59 and the main east west routes are US-431 and US-278.

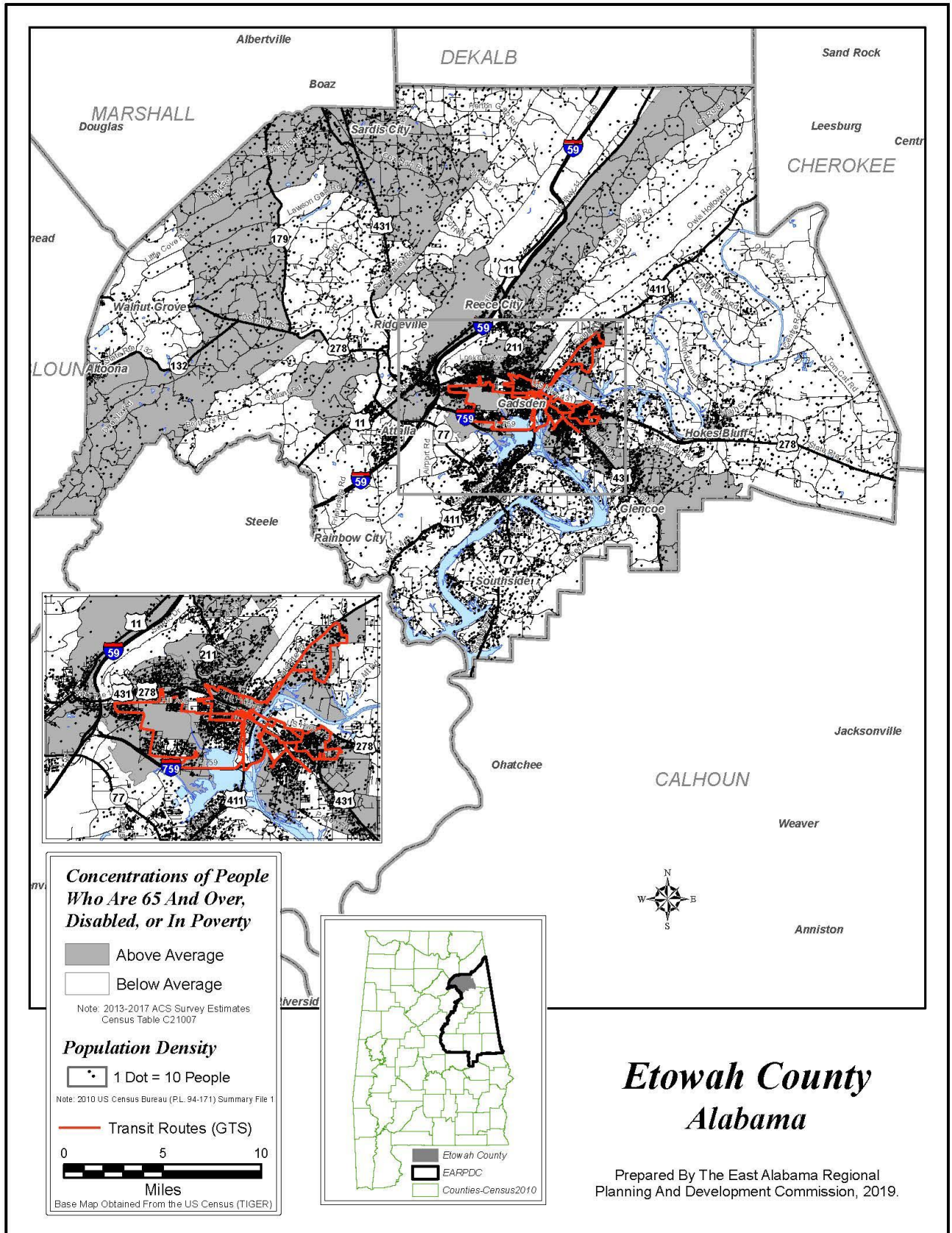
There are three areas of concentrated population in Etowah County. The largest of the three is Gadsden in the center part of the county. The second concentration is Rainbow City located in the south-central part of the county. The third largest concentration is in Glencoe which is in the southeastern part of the county. Figure 7 depicts these concentrations along with concentrations of people who are disabled, over 65, and in poverty.

8.2 Employment

The Alabama Department of Industrial Relations estimates Etowah County had 43,096 people in the labor force. Of this number were 41,328 employed and were 1,768 were unemployed. The 2018 average unemployment rate, 4.1%, was greater than the national and state averages. Major employers in the county include Goodyear, Etowah County Board of Education, Gadsden Regional Medical Center, Koch Foods, and Wal-Mart.

Based on 2013 – 2017 American Community Survey 5-year estimates, 73.3% of the total employed workforce in Etowah County live and work in the county while 25.5% of the employed are employed in another county. The remaining 1.2% are employed in another state.

Figure 7



8.3 Transit Resource Assessment

This section contains a description of each agency or company that provides or purchases transit service in Etowah County. The agency descriptions are divided into public/non-profit and private. The public and non-profit agencies were grouped together because the non-profits are generally funded by public agencies or governments. Descriptions of the Federal Transit Administration (FTA) funding categories used by the public and non-profit agencies are included in Chapter 13.

Public and Non-Profit Systems

- **2nd Chance, Inc.** is a supportive advocacy service to victims and survivors of domestic and sexual violence. This agency transports clients in vehicles they own. 2nd Chance has a regional center in Anniston that serves Calhoun, Cherokee, Cleburne, Etowah, Randolph, and Talladega Counties.
- **AFB Diversified, LLC/dba/New Beginnings** is a residential facility for intellectually disabled persons. This agency transports clients in vehicles they own. AFB Diversified, LLC/dba/New Beginnings' main office is located in Gadsden, but they also serve portions of the Birmingham area, DeKalb County, and Cherokee County.
- **Alabama Department of Rehabilitation Services (ARDS)** is a state agency that provides services to children and adults with disabilities. This agency may occasionally provide reimbursement for transportation expenses. ARDS has an office located in Gadsden and serves Etowah, Marshall, DeKalb, Cherokee, and St. Clair Counties.
- **Cherry Creek Village** is an independent living facility that purchases DART tickets for their clients.
- **Demand and Response Transportation (DART)** is a demand response service to ADA eligible persons with disabilities. This is an advance reservation shared ride public transportation facilitated through Gadsden Transportation Services. Reservations can be made weekdays from 6 am to 6 pm and on Saturday from 9 am to 2 pm.
- **Etowah Baptist Missions Center** provides a variety of services from household items to financial assistance to those in need in the Gadsden area. In East Alabama the agency purchases transportation tokens for clients in the Gadsden urban area.
- **Etowah/Dekalb/Cherokee (CED) Mental Health Board** provides public and private funded mental health and substance abuse treatment prevention services. In the East Alabama region, this agency purchases transportation tokens for clients in the Gadsden urban area and purchases DART tickets for their clients in the rural area of Etowah County.

- **Etowah County Rural Transportation** operates a demand response service through the Etowah County Commission. They currently operate 7 out of their 9 owned vehicles which are all equipped with wheelchair lifts or ramps. Etowah County's rural transportation operates weekdays between the hours of 5:30 am and 4:30 pm. Service on Saturdays and holidays is limited to dialysis and JARC participants. The Etowah County rural transit transports an average of 39 people per day and 235 people per week.
- **Gadsden State Community College Advisement Resource Center** assists students through referrals to outside agencies for students with personal needs. In the East Alabama region this agency also purchases transportation tokens for clients in the Gadsden urban area.
- **Gadsden Trolley System** operates a fixed-route system in the city of Gadsden. This fixed-route system operates weekdays from 6 am to 6 pm and on Saturday from 9 am to 2 pm.
- **Mary G. Hardin Center for Cultural Arts** purchases transportation tokens for clients in the Gadsden urban area.
- **The Northeast Kidney Foundation** provides services to patients, family members, the general public and clinical and academic professionals throughout the Northeast. DaVita Dialysis in Rainbow City; Fresenius Kidney Care in Attalla; and Physician Choice, Gadsden Regional Medical, and DaVita Dialysis in Gadsden partner to provide DART tickets for their clients.
- **RSVP** is a national program that involves senior citizens in volunteer services within their own communities and is sponsored locally by the Etowah County Commission. RSVP currently owns 1 transportation vehicle and it is equipped with a wheelchair lift or ramp. RSVP operates weekdays between the hours of 8 am and 5 pm. They transport an average of 10 people a day and 50 people per week.

Private Systems

- **Greyhound Bus Lines** has one stop in Gadsden. This stop is not at a stand-alone bus station but is housed with a small business. This location is a curbside bus stop only and tickets must be purchased online or at a full-service terminal.
- **B & L Taxi** is a taxi service located in Attala.
- **TTS Taxi Service** is a taxi service located in Gadsden that serves all of Etowah county and offers transportation services, airport shuttle services, restaurant delivery services, pharmacy pick-up and prescription drop-off services, fuel recovery service, and battery boost service. Their operation hours are from 7 am to 10 pm every day but are available 24 hours a day for emergencies.

- **Love’s Taxi Service** is a taxi service located in Gadsden.

8.4 Transit Needs

Figure 7 displays the census block groups that have above average population of disabled, elderly, and poor. These block groups roughly parallel the eastern side of US Highway 11 in Reece City, US Highway 431 in Sardis City, the western side of State Route 179 and the southern portion of State Route 132 near Walnut Grove. The block groups also include the eastern portion of US-431 in the Glencoe area. bisects the county through the center and also includes the mid-south eastern portion of the county. Limited on-demand transit systems exist within these blocks.

The Etowah County Rural on-demand system only serves those outside the city limits of in Etowah County. This is the only transit system that covers all of the census block groups.

Surveys were provided to transit providers, social service organizations, and local government agencies in the Fall of 2019. The staff used the survey responses to develop a list of needs in the county. In January 2020, the RPO, MPO, and transit services committee verified these needs.

Needs Not Currently Addressed

- Increased public transit in rural areas
- Limitations of public transit routes
- Limitations of public transit hours of operation
- Service during the weekend
- Service during holidays
- Transportation to locations out of the county
- Transportation for low-income persons
- Transportation for elderly persons
- Increased transportation for disabled persons
- Increased on-demand transportation
- Increased education of transportation programs available

Needs Met or Partially Met with Current Service

8.5 Transit Service Barriers

The staff, working with the transit services committee and survey responses, developed a list of barriers that prevent the needs from being addressed. These barriers are consistent across the rural counties in the region. The local agencies and governments have limited control over the barriers, which are often related to economic issues, personal choice decisions, and the nature of rural communities.

Barriers

- Lack of qualified drivers
- Funding
- Scheduling of on-demand service
- Lack of demand for extended hours
- Public education of available transportation

The challenge of the transit agencies and local governments is to find ways around these barriers. The funding to address every need will never be available. The economics of providing transit service to a small number of dispersed clients will never appeal to a for-profit business. Innovative ideas will be required if the needs are to be met.

8.6 Strategies to Address Needs and Barriers

The staff, working with the transit services committee and survey responses, developed the following strategies. Several of the proposals are related to maintaining the current level of service. These were included because the existing services are addressing gaps that previously existed. The strategies are general so as not to preclude any future projects. Many of the strategies indicate that additional funding will be required for implementation. In some cases, the additional funding could be reallocation of existing funds or programs. New funding streams may not always be needed.

Strategies

- Maintain existing transportation services (High)
- Relax qualifications for elderly (Medium)
- Compensate volunteer drivers for mileage (Medium)
- Subsidized Uber/Lyft services (Low)
- Creation of a network of drivers among faith groups (Medium)
- 24-hour services (Low)
- Extended hours (Medium)
- Increase service offered on the weekends (High)
- Extend service area to accommodate patients out of the county (Low)
- Creation of a voucher system for transportation for clients (Medium)
- Reduce current transportation fees (Medium)
- Increase number of fleet vehicles (High)
- Municipalities fund public transportation (High)
- County/Municipality cooperative (Medium)

The list of strategies includes an implementation priority (High, Medium, Low) assigned by the transit services committee. The priority is based on available resources, time, and feasibility. The priority assigned does not have a direct correlation to the amount of support or the amount of need. It merely reflects the existing reality based on the ranking criteria. If circumstances change, a low or medium priority strategy could be implemented before one that was ranked as a high priority.

9.0 RANDOLPH COUNTY

9.1 Demographics and Geography

Based on a 2017 U.S. Census Bureau estimate, 22,530 people live in Randolph County. This is a decrease of 383 (2%) from the number reported in the 2010 Census. The population density of the county is 35.9 people per square mile. According to the 2013-2017 American Community Survey (ACS), 14% of Randolph County residents have a disability, 20% are elderly, and 19% are below the poverty line.

Randolph County has a land area of 580.55 square miles. At its widest section, the county is 27 miles north-to-south and 24 miles east-to-west. The main north-south route is US-431 and the main east west route is AL-48.

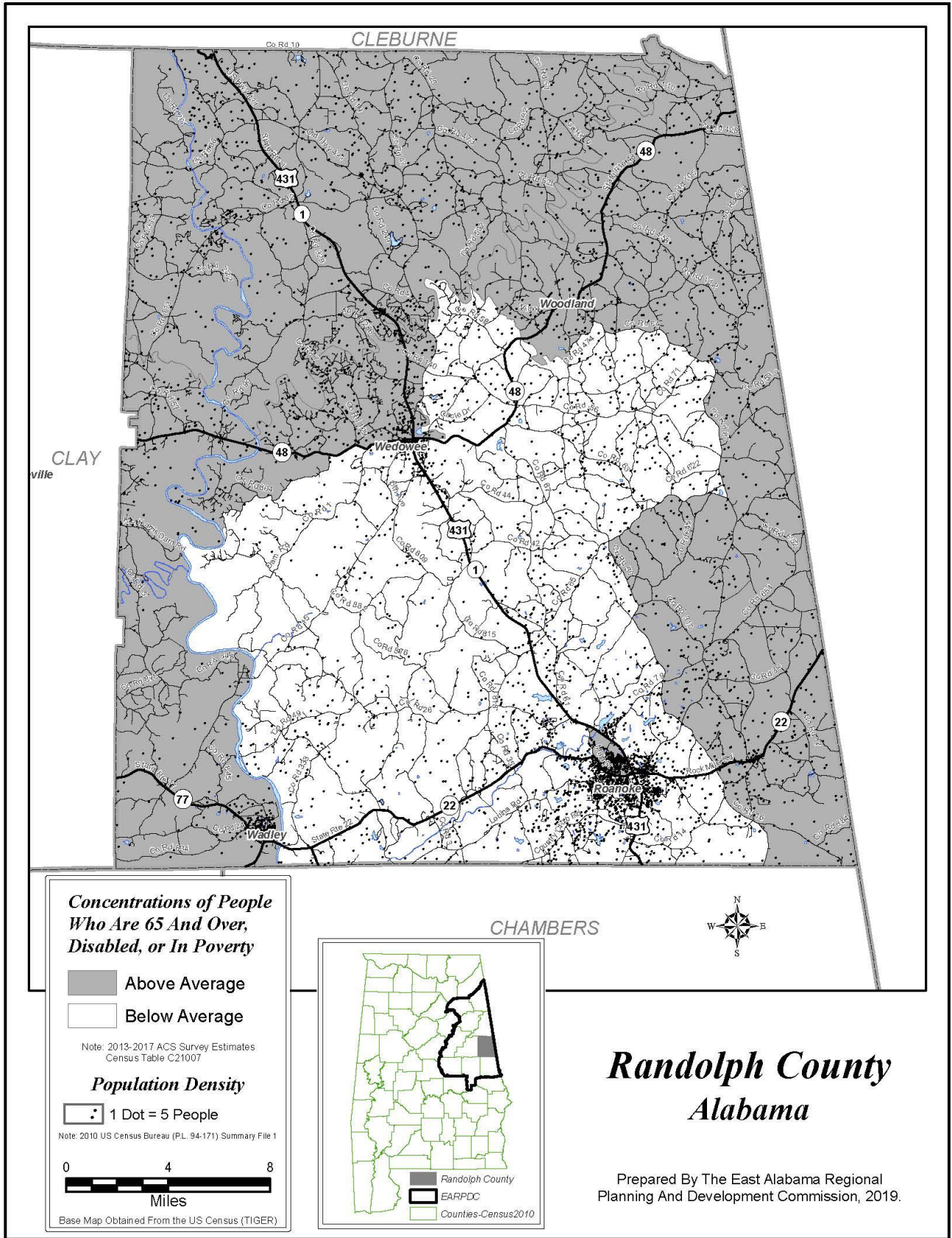
There are three areas of concentrated population in Randolph County. The largest of the three is Roanoke in the southeastern part of the county. The second concentration is Wadley located in the southwestern part of the county. The third is Wedowee located in the center of the county. Figure 8 depicts these concentrations along with concentrations of people who are disabled, over 65, and in poverty.

9.2 Employment

The Alabama Department of Industrial Relations estimates Randolph County had 9,538 people in the labor force. Of this number were 9,155 employed and were 383 were unemployed. The 2018 average unemployment rate, 4.0%, was greater than the national and state averages. Major employers in the county include Mohawk Industries, Randolph County Schools, Wadley Holdings, Candlewick Yarns (Dixie Company), and Traylor Retirement Community.

Based on 2013 – 2017 American Community Survey 5-year estimates, 58.9% of the total employed workforce in Randolph County live and work in the county while 17.1% of the employed are employed in another county. The remaining 24% are employed in another state.

Figure 8



9.3 Transit Resource Assessment

This section contains a description of each agency or company that provides or purchases transit service in Randolph County. The agency descriptions are divided into public/non-profit and private. The public and non-profit agencies were grouped together because the non-profits are generally funded by public agencies or governments. Descriptions of the Federal Transit Administration (FTA) funding categories used by the public and non-profit agencies are included in Chapter 13. The public and non-profit transit providers in Randolph County limit service to a small section of the population, usually associated with a government or agency service program. The general population does not have a public transit option.

Public and Non-Profit Systems

- **Circle of Care** provides limited transportation services for families, particularly children, to help make sure they receive needed medical care and other core services. They serve Chambers County and parts of Randolph and Lee Counties. Circle of Care has 3 service vehicles used for demand response between the hours of 8 and 5 eastern standard time. None of the vehicles are equipped with wheelchair lifts or ramps. Clients must reserve transportation the day before it is needed. An average of 2 – 3 people per day and 10 – 15 people per week are transported by Circle of Care.
- **2nd Chance, Inc.** is a supportive advocacy service to victims and survivors of domestic and sexual violence. This agency transports clients in vehicles they own. 2nd Chance has a regional center in Anniston that serves Calhoun, Cherokee, Cleburne, Etowah, Randolph, and Talladega Counties.

Private Systems

- None found

9.4 Transit Needs

Figure 8 displays the census block groups that have above average population of disabled, elderly, and poor. These block groups roughly cover all but the central to southern-center portions of the county. No public transit systems exist within these blocks.

Surveys were provided to transit providers, social service organizations, and local government agencies in the Fall of 2019. The staff used the survey responses to develop a list of needs in the county. In January 2020, the RPO, MPO, and transit services committee verified these needs.

Needs Not Currently Addressed

- Public transportation in rural areas
- Limitations of current transit routes

Needs Met or Partially Met with Current Service

- None

9.5 Transit Service Barriers

The staff, working with the transit services committee and survey responses, developed a list of barriers that prevent the needs from being addressed. These barriers are consistent across the rural counties in the region. The local agencies and governments have limited control over the barriers, which are often related to economic issues, personal choice decisions, and the nature of rural communities.

Barriers

- Funding
- Infrastructure

The challenge of the transit agencies and local governments is to find ways around these barriers. The funding to address every need will never be available. The economics of providing transit service to a small number of dispersed clients will never appeal to a for-profit business. Innovative ideas will be required if the needs are to be met.

9.6 Strategies to Address Needs and Barriers

The staff, working with the transit services committee and survey responses, developed the following strategies. Several of the proposals are related to maintaining the current level of service. These were included because the existing services are addressing gaps that previously existed. The strategies are general so as not to preclude any future projects. Many of the strategies indicate that additional funding will be required for implementation. In some cases, the additional funding could be reallocation of existing funds or programs. New funding streams may not always be needed.

Strategies

- Compensate volunteer drivers for mileage (Medium)
- Subsidized Uber/Lyft services (Low)
- Creation of a network of drivers among faith groups (Medium)
- Municipalities fund public transportation (Medium)
- Creation of new non-profit organization to spearhead transportation needs (High)
- Creation of new for-profit organization to spearhead transportation needs (Low)
- Assistance from existing non-profit organization(s) (High)

The list of strategies includes an implementation priority (High, Medium, Low) assigned by the transit services committee. The priority is based on available resources, time, and feasibility. The priority assigned does not have a direct correlation to the amount of support or the amount of need. It merely reflects the existing reality based on the ranking criteria. If circumstances change, a low or medium priority strategy could be implemented before one that was ranked as a high priority.

10.0 TALLADEGA COUNTY

10.1 Demographics and Geography

Based on a 2017 U.S. Census Bureau estimate, 80,888 people live in Talladega County. This is a decrease of 1,403 (2%) from the number reported in the 2010 Census. The population density of the county is 111.7 people per square mile. According to the 2013-2017 American Community Survey (ACS), 19% of Talladega County residents have a disability, 17% are elderly individuals, and 19% are below the poverty line.

Talladega County has a land area of 736.78 square miles. At its widest section, the county is 39 miles north-to-south and 24 miles east-to-west. The main north-south route is US-231 and the main east west route is US-280.

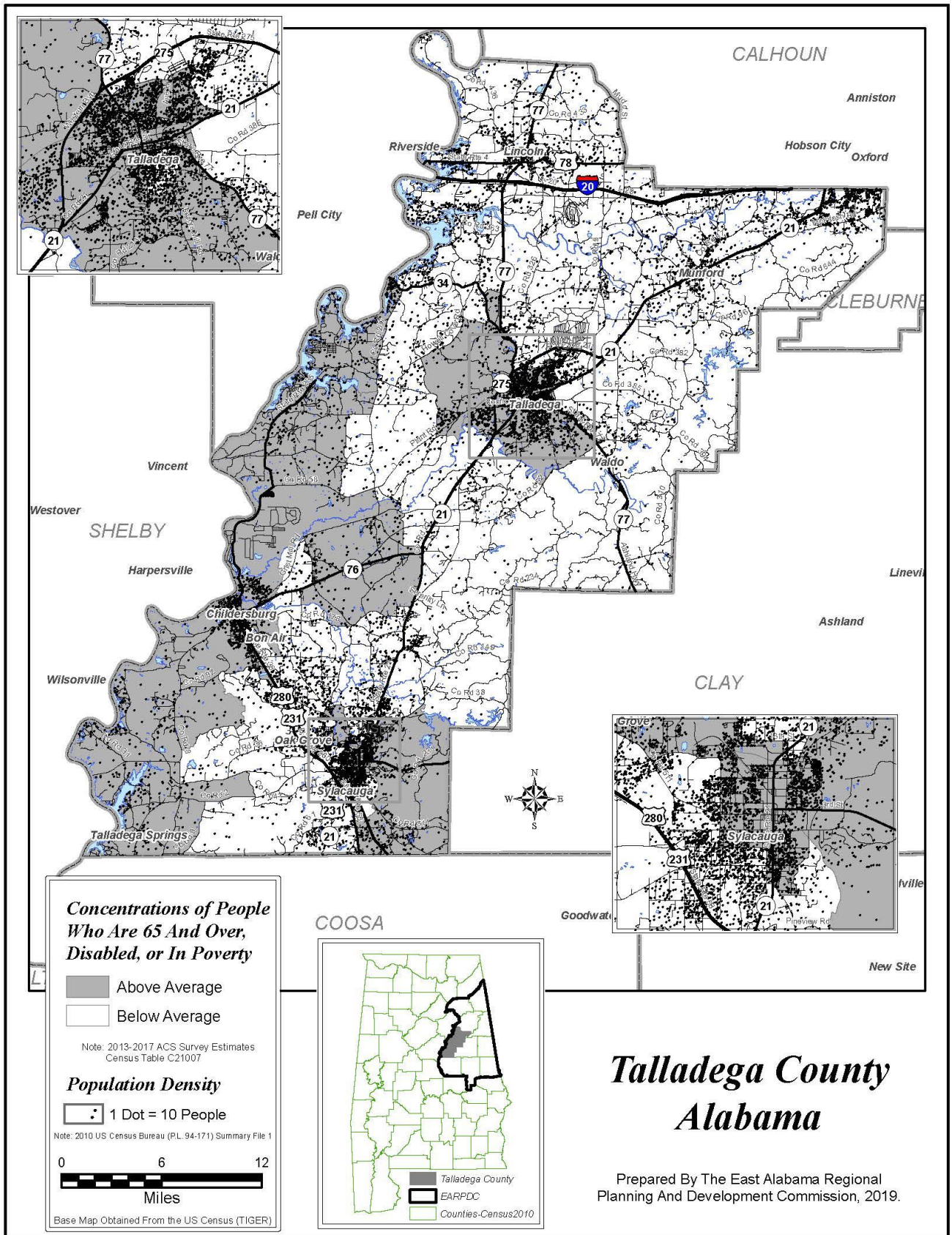
There are three areas of concentrated population in Talladega County. The largest of the three is Talladega in the center portion of the county. The second concentration is Sylacauga located in the southeastern part of the county. The third concentration is in the Childersburg/Bon Air area located in the central-western part of the county. Figure 9 depicts these concentrations along with concentrations of people who are disabled, over 65, and in poverty.

10.2 Employment

The Alabama Department of Industrial Relations estimates Talladega County had 34,978 people in the labor force. Of this number were 33,481 employed and were 1,497 were unemployed. The 2018 average unemployment rate, 4.3%, was greater than the national and state averages. Major employers in the county include Honda, New South Express, Alabama Institute for the Deaf and Blind, Talladega County Board of Education, and Legacy Cabinets.

Based on 2013 – 2017 American Community Survey 5-year estimates, 40.6% of the total employed workforce in Talladega County live and work in the county while 28.4% of the employed are employed in another county. The remaining 30.9% are employed in another state.

Figure 9



10.3 Transit Resource Assessment

This section contains a description of each agency or company that provides or purchases transit service in Talladega County. The agency descriptions are divided into public/non-profit and private. The public and non-profit agencies were grouped together because the non-profits are generally funded by public agencies or governments. Descriptions of the Federal Transit Administration (FTA) funding categories used by the public and non-profit agencies are included in Chapter 13. The public and non-profit transit providers in Talladega County limit service to a small section of the population, usually associated with a government or agency service program. The general population does not have a public transit option.

Public and Non-Profit Systems

- **Alabama Department of Human Resources (DHR)** maintains an office in every county in Alabama. The DHR Family Assistance Division has an interagency agreement with the Alabama Department of Transportation (ALDOT) through Section 5316. In East Alabama the agency contracts with ACTS to provide transportation services for their clients in Talladega County.
- **City of Childersburg** offers a demand response service through the East Alabama Regional Planning and Development Commission's Areawide Community Transportation System (ACTS). This system serves all residents of Childersburg and will travel as far as Vincent, Fayetteville, Sylacauga, and Winterboro in Talladega County. They currently have a fleet of 9 vehicles, 4 are in constant operation, and 7 are equipped with wheelchair lifts or ramps. Childersburg's demand response operates weekdays between the hours of 8 am and 4 pm and transport an average of 87 people per day/428 per week.
- **City of Oak Grove** offers a demand response service through the East Alabama Regional Planning and Development Commission's Areawide Community Transportation System (ACTS). This system serves all residents of Oak Grove and operates within Talladega County from the town of Sycamore to Talladega Springs. They currently have a fleet of 3 vehicles, 2 are in constant operation and all are equipped with wheelchair lifts or ramps. Oak Grove's demand response operates weekdays between the hours of 8 am and 5 pm. They transport an average of 29 people per day and 145 people per week.
- **City of Sylacauga** offers a demand response service through the East Alabama Regional Planning and Development Commission's Areawide Community Transportation System (ACTS). SAFE is the daily operator through contract with the city. This system serves all residents of Sylacauga and operates within the city limits. They currently have a fleet of 8 vehicles, 7 are equipped with wheelchair lifts or ramps, and 6 are in constant operation. Sylacauga's demand response operates weekdays between the hours of 6 am and 6 pm. Including JARC

ridership, they transport an average of 150 people per day and 742 people per week.

- **City of Talladega** offers a demand response service through the East Alabama Regional Planning and Development Commission's Areawide Community Transportation System (ACTS). This system serves all residents of Talladega and operates within the city limits. They currently operate 2 vehicles all of which are equipped with wheelchair lifts or ramps. Talladega's demand response operates weekdays between the hours of 8 am and 5 pm and transport an average of 16 people per day/81 per week.
- **2nd Chance, Inc.** is a supportive advocacy service to victims and survivors of domestic and sexual violence. This agency transports clients in vehicles they own. 2nd Chance has a regional center in Anniston that serves Calhoun, Cherokee, Cleburne, Etowah, Randolph, and Talladega Counties.

Private Systems

- **Greyhound Bus Lines** has 2 stops in Talladega County. Locations are in Childersburg and Sylacauga. These locations are curbside bus stops only and tickets must be purchased online or at a full-service terminal.
- **Bc Taxi** is a taxi service located in Talladega that operates between the hours of 5:30 am and 9 pm Monday through Saturday and from 7 am to 6 am on Sundays.

10.4 Transit Needs

Figure 9 displays the census block groups that have above average population of disabled, elderly, and poor. These block groups roughly cover the western, southeastern, and central portions of the county. Cities with the largest concentration of people have on-demand transit service; however, there is little to no rural service. There is also no transit system that connects the larger concentrated areas.

Surveys were provided to transit providers, social service organizations, and local government agencies in the Fall of 2019. The staff used the survey responses to develop a list of needs in the county. In January 2020, the RPO, MPO, and transit services committee verified these needs.

Needs Not Currently Addressed

- Public transit in rural areas
- Limitations of public transit routes
- Service in northern portion of the county

Needs Met or Partially Met with Current Service

- Public transportation in the larger cities of the county

10.5 Transit Service Barriers

The staff, working with the transit services committee and survey responses, developed a list of barriers that prevent the needs from being addressed. These barriers are consistent across the rural counties in the region. The local agencies and governments have limited control over the barriers, which are often related to economic issues, personal choice decisions, and the nature of rural communities.

Barriers

- Funding

The challenge of the transit agencies and local governments is to find ways around these barriers. The funding to address every need will never be available. The economics of providing transit service to a small number of dispersed clients will never appeal to a for-profit business. Innovative ideas will be required if the needs are to be met.

10.6 Strategies to Address Needs and Barriers

The staff, working with the transit services committee and survey responses, developed the following strategies. Several of the proposals are related to maintaining the current level of service. These were included because the existing services are addressing gaps that previously existed. The strategies are general so as not to preclude any future projects. Many of the strategies indicate that additional funding will be required for implementation. In some cases, the additional funding could be reallocation of existing funds or programs. New funding streams may not always be needed.

Strategies

- Maintain current transit service (High)
- Compensate volunteer drivers for mileage (Medium)
- Subsidized Uber/Lyft services (Low)
- Creation of a network of drivers among faith groups (Medium)
- Add more buses to current transportation fleet (High)
- Increased options for rural citizens (High)
- Expansion of service into the northern end of the county (High)

The list of strategies includes an implementation priority (High, Medium, Low) assigned by the transit services committee. The priority is based on available resources, time, and feasibility. The priority assigned does not have a direct correlation to the amount of support or the amount of need. It merely reflects the existing reality based on the ranking criteria. If circumstances change, a low or medium priority strategy could be implemented before one that was ranked as a high priority.

11.0 TALLAPOOSA COUNTY

11.1 Demographics and Geography

Based on a 2017 U.S. Census Bureau estimate, 40,756 people live in Tallapoosa County. This is a decrease of 860 (2%) from the number reported in the 2010 Census. The population density of the county is 58.1 people per square mile. According to the 2013-2017 American Community Survey (ACS), 17.3% of Tallapoosa County residents have a disability, 20% are elderly, and 21% are below the poverty line.

Tallapoosa County has a land area of 716.52 square miles. At its widest section, the county is 42 miles north-to-south and 24 miles east-to-west. The main north-south route is AL-49 and the main east west route is US-280.

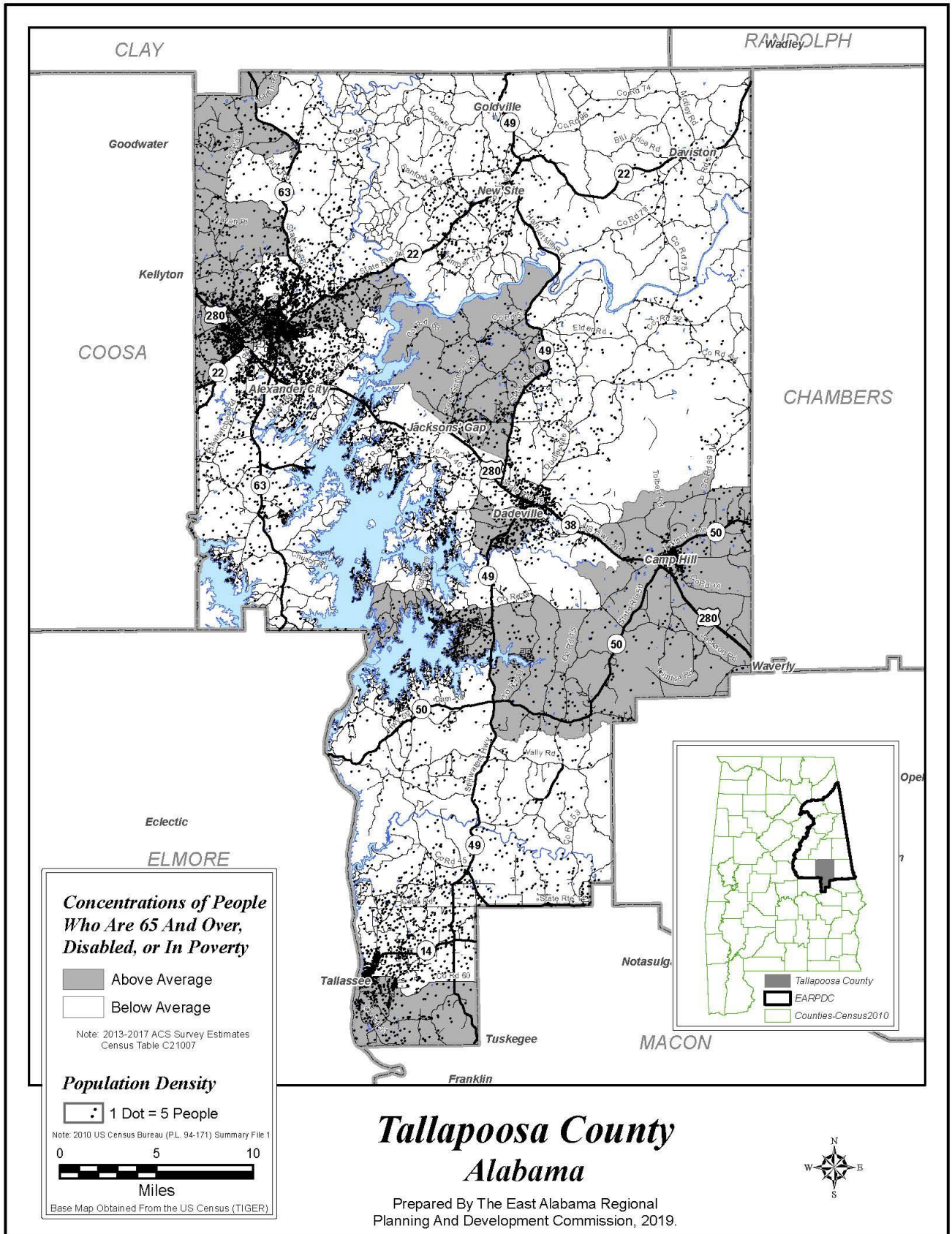
There are three areas of concentrated population in Tallapoosa County. The largest of the three is Alexander City in the west-central part of the county. The second concentration is Dadeville located in the central part of the county. The third is Tallassee located in the southern most portion of the county. Figure 10 depicts these concentrations along with concentrations of people who are disabled, over 65, and in poverty.

11.2 Employment

The Alabama Department of Industrial Relations estimates Tallapoosa County had 17,772 people in the labor force. Of this number were 17,028 employed and were 744 were unemployed. The 2018 average unemployment rate, 4.2%, was greater than the national and state averages. Major employers in the county include Russell Corporation, Prime Healthcare, Russell Medical Center, Tallapoosa County Board of Education, and Alexander City Schools.

Based on 2013 – 2017 American Community Survey 5-year estimates, 65.2% of the total employed workforce in Tallapoosa County live and work in the county while 32.5% of the employed are employed in another county. The remaining 2.3% are employed in another state.

Figure 10



11.3 Transit Resource Assessment

This section contains a description of each agency or company that provides or purchases transit service in Tallapoosa County. The agency descriptions are divided into public/non-profit and private. The public and non-profit agencies were grouped together because the non-profits are generally funded by public agencies or governments. Descriptions of the Federal Transit Administration (FTA) funding categories used by the public and non-profit agencies are included in Chapter 13. The public and non-profit transit providers in Tallapoosa County limit service to a small section of the population, usually associated with a government or agency service program. The general population does not have a public transit option.

Public and Non-Profit Systems

- **Tallapoosa County Rural Transit** offers a demand response service through the Area Referral/Information Service for Elderly (ARISE) This system serves all residents of Tallapoosa County. They operate vehicles in Alexander City Monday through Friday, in Dadeville and Camp Hill on Tuesdays, in Jackson's Gap on Tuesdays, in New Site on Thursdays, and in Ourtown on Mondays, Tuesdays, and Thursdays. Tallapoosa County's demand response operates on Mondays, Tuesdays, Thursdays, and Fridays between the hours of 8 am and 4 pm and on Wednesdays from 8 am to 12 pm.

Private Systems

- **Greyhound Bus Lines** has one stop in Alexander City. This location is a curbside bus stop only.
- **Alex City Taxi & Shuttle** is a taxi service located in Alexander City.
- **Uber** is a smart phone-based taxi company that provides limited service in Chambers and Tallapoosa Counties. With the Uber App, anyone can summon a driver to their location (if they are located within the service area). Riders have the option to choose the type of vehicle and payment is facilitated through the Uber App with charges to a debit or credit card.

11.4 Transit Needs

Figure 10 displays the census block groups that have above average population of disabled, elderly, and poor. These block groups roughly bisect the county from the northwest corner near Alexander City to southeast corner of the county near Camp Hill. The block group also includes the southernmost portion of the county as well near Tallassee. On-demand transit systems exist within the majority of these blocks; however, it is extremely limited in terms of hours and destinations of service. No transit systems exist for the southernmost portion of the county.

Surveys were provided to transit providers, social service organizations, and local government agencies in the Fall of 2019. The staff used the survey responses to develop a

list of needs in the county. In January 2020, the RPO, MPO, and transit services committee verified these needs.

Needs Not Currently Addressed

- Increased rural route coverage

Needs Met or Partially Met with Current Service

- Limited rural transportation service

11.5 Transit Service Barriers

The staff, working with the transit services committee and survey responses, developed a list of barriers that prevent the needs from being addressed. These barriers are consistent across the rural counties in the region. The local agencies and governments have limited control over the barriers, which are often related to economic issues, personal choice decisions, and the nature of rural communities.

Barriers

- Funding

The challenge of the transit agencies and local governments is to find ways around these barriers. The funding to address every need will never be available. The economics of providing transit service to a small number of dispersed clients will never appeal to a for-profit business. Innovative ideas will be required if the needs are to be met.

11.6 Strategies to Address Needs and Barriers

The staff, working with the transit services committee and survey responses, developed the following strategies. Several of the proposals are related to maintaining the current level of service. These were included because the existing services are addressing gaps that previously existed. The strategies are general so as not to preclude any future projects. Many of the strategies indicate that additional funding will be required for implementation. In some cases, the additional funding could be reallocation of existing funds or programs. New funding streams may not always be needed.

Strategies

- Maintain current transit service (High)
- Extend service area further into the county (High)

The list of strategies includes an implementation priority (High, Medium, Low) assigned by the transit services committee. The priority is based on available resources, time, and feasibility. The priority assigned does not have a direct correlation to the amount of support or the amount of need. It merely reflects the existing reality based on the ranking criteria. If circumstances change, a low or medium priority strategy could be implemented before one that was ranked as a high priority.

12.0 EAST ALABAMA REGION

12.1 Demographics and Geography

Based on a 2017 U.S. Census Bureau estimate, 461,914 people live in the east Alabama Region. This is a decrease of 8,555 (2%) from the number reported in the 2010 Census. According to 2010 census counts, the population density of the region is 76.62 people per square mile. According to the 2013-2017 American Community Survey (ACS), 19% of east Alabama Region residents have a disability, 18% are elderly, and 19% are below the poverty line.

The east Alabama region has a land area of 470,469 square miles. At its widest section, the region is 116 miles north-to-south and 71 miles east-to-west. The main north-south routes are I-59, US-231, US-411, US-431, AL-9, AL-21, AL-77, I-59. The main east west routes are I-20, US-278, US-280, AL-22, AL-48.

There are four cities with a population greater than 15,000 in the East Alabama Region (2010 Census data). The largest of the four is Gadsden in the northwestern part of the region in Etowah County with a population of 36,856. The second and third are Anniston and Oxford located in the northern part of the county in Calhoun County with populations of 23,106 and 17,197 respectively. The fourth is Talladega located in the west-central part of the region in Talladega County. Figure 11 depicts these concentrations along with concentrations of people who are disabled, over 65, and in poverty.

12.2 Employment

The Alabama Department of Industrial Relations estimates the East Alabama Region had 209,410 people in the labor force. Of this number were 200,629 employed and were 8,781 were unemployed. The 2018 average unemployment rate, 4.2%, was greater than the national and state averages. Major employers in the Region include the Anniston Army Depot, Honda Manufacturing, Regional Medical Center, Good Year, and New South Express.

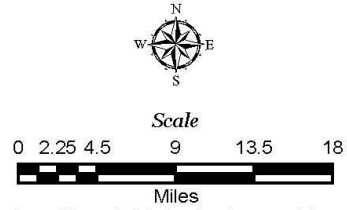
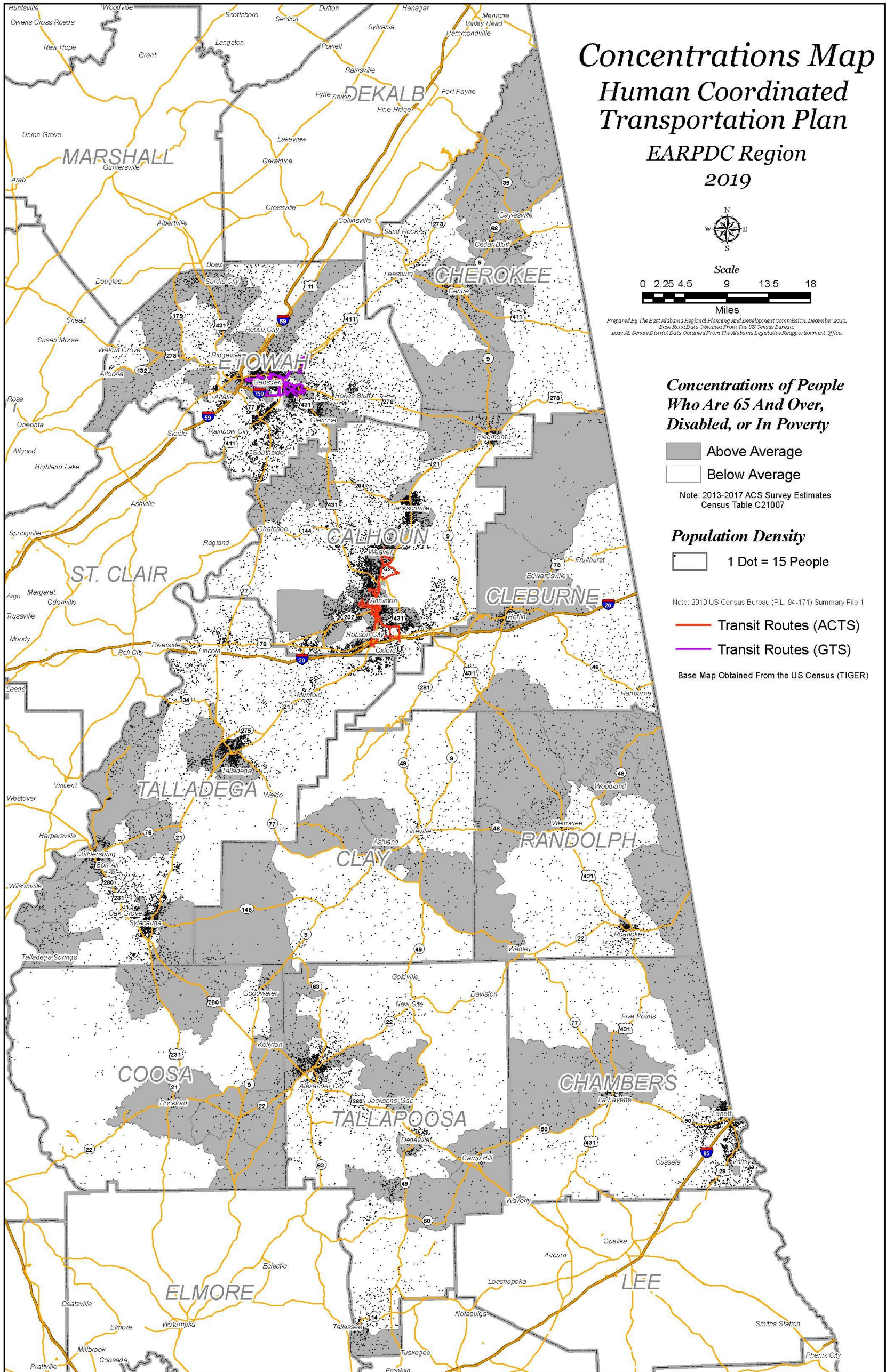
Based on 2013 – 2017 American Community Survey 5-year estimates, 51.84% of the total employed workforce in the East Alabama Region live and work in the same county while 31.58% of the employed are employed in another county. The remaining 16.56% are employed in another state

Concentrations Map

Human Coordinated Transportation Plan

EARPDC Region

2019



Prepared By The East Alabama Regional Planning And Development Commission, December 2019.
Base Road Data Obtained From The US Census Bureau.
2017 AL Senate District Data Obtained From The Alabama Legislative Reapportionment Office.

Concentrations of People Who Are 65 And Over, Disabled, or In Poverty

- Above Average
- Below Average

Note: 2013-2017 ACS Survey Estimates
Census Table C21007

Population Density

- 1 Dot = 15 People

Note: 2010 US Census Bureau (P.L. 94-171) Summary File 1

- Transit Routes (ACTS)
- Transit Routes (GTS)

Base Map Obtained From the US Census (TIGER)

12.3 Transit Resource Assessment

This section contains a description of each agency or company that provides or purchases transit service in the East Alabama region. The agency descriptions are divided into public/non-profit and private. The public and non-profit agencies were grouped together because the non-profits are generally funded by public agencies or governments.

Descriptions of the Federal Transit Administration (FTA) funding categories used by the public and non-profit agencies are included in Chapter 13.

Public Agencies and Non-Profit Companies that Provide or Purchase Transit Service in the East Alabama Region

Agency Name	Agency Type	System	East Alabama Counties Served
AFB Diversified, LLC/dba/New Beginnings	Provider	On-demand	Cherokee, Etowah
Alabama Department of Public Health	Purchaser	Fixed route	Calhoun*
Alabama Department of Rehabilitation Services (ARDS)	Provider	On-demand	Cleburne, Etowah, Cherokee
Anniston Fellowship House	Purchaser	Fixed route	Calhoun*
Anniston Housing Authority	Purchaser	Fixed route	Calhoun*
Anniston Parks and Recreation	Provider	On-demand	Calhoun
The ARC of Calhoun/Cleburne Counties	Provider	Fixed route	Calhoun
Calhoun County Rural Transit	Provider	On-demand	Calhoun
Calhoun County Urban/Fixed Route Service	Provider	Fixed route	Calhoun*
Calhoun County Urban Paratransit Service	Provider	On-demand	Calhoun*
CED Mental Health Board	Purchaser	Fixed route/ On-demand	Etowah*/Etowah
Center of Concern	Purchaser	Fixed route	Calhoun*
Cherokee County Rural Transit	Provider	On-demand	Cherokee
Cherry Creek Village	Purchaser	On-demand	Etowah
Church of the Cross	Purchaser	Fixed route	Calhoun*
Circle of Care	Provider	On-demand	Chambers, Randolph**
City of Childersburg	Provider	On-demand	Talladega**
City of Goodwater	Provider	On-demand	Coosa**
City of Lineville	Provider	On-demand	Clay**
City of Oak Grove	Provider	On-demand	Talladega**
City of Piedmont	Provider	On-demand	Calhoun**
City of Sylacauga	Provider	On-demand	Talladega**
City of Talladega	Provider	On-demand	Talladega**
City of Oxford	Provider	On-demand	Calhoun*
Clay County Rural Transit	Provider	On-demand	Clay
Cleburne County Rural Transit	Provider	On-demand	Cleburne
Community Action Agency	Purchaser	Fixed route	Calhoun*
Constantine Head Start	Purchaser	Fixed route	Calhoun*

Coosa County Rural Transit	Provider	On-demand	Coosa
Demand and Response Transportation (DART)	Provider	Fixed route	Etowah*
Department of Human Resources	Purchaser	Fixed route	Calhoun*
Etowah Baptist Missions Center	Purchaser	Fixed route	Etowah*
Etowah County Rural Transportation	Provider	On-demand	Etowah
Family Links	Purchaser	Fixed route	Calhoun*
Family Service Center	Purchaser	Fixed route	Calhoun*
Gadsden State Community College Advisement Resource Center	Purchaser	Fixed route	Etowah*
Gadsden Trolley System	Provider	Fixed route	Etowah*
Glenn Addie Community Church	Purchaser	Fixed route	Calhoun*
Health Services Center	Purchaser	Fixed route	Calhoun*
Help, Inc	Purchaser	Fixed route	Calhoun*
Highland Health Systems	Provider/Purchaser	On-Demand/Fixed route	Calhoun/Calhoun*
House is a Home Project	Purchaser	Fixed route	Calhoun*
Interfaith Ministries	Purchaser	Fixed route	Calhoun*
Jacksonville Senior Center	Provider	On-demand	Calhoun
Jacksonville Transit – Gamecock Express	Provider	Fixed route	Calhoun**
Kid One Transport	Provider	On-demand	Calhoun
Mary G. Hardin Center for Cultural Arts	Purchaser	Fixed route	Etowah*
Mountain View Church	Purchaser	Fixed route	Calhoun*
NE Kidney Foundation	Purchaser	On-demand	Etowah
NHC Place/Healthcare	Provider	On-demand	Calhoun
The Opportunity Center	Purchaser	Fixed route	Calhoun*
Opportunity Center-Easter Seal	Provider	On-demand	Calhoun
RSVP	Provider	On-demand	Etowah
Regional Medical Center	Purchaser	Fixed route	Calhoun*
The Right Place	Purchaser	Fixed route	Calhoun*
Sav-a-life Crisis Pregnancy Center	Purchaser	Fixed route	Calhoun*
Second Chance	Purchaser/Provider	Fixed route /on-demand	Calhoun*/Calhoun, Cherokee, Cleburne, Etowah, Randolph, Talladega
Smith Metropolitan AME Zion Church	Purchaser	Fixed route	Calhoun*
St. Michael’s Medical Clinic	Purchaser	Fixed route	Calhoun*
Student Veterans of America	Purchaser	Fixed route	Calhoun*
Tallapoosa County Rural Transit	Provider	On-demand	Tallapoosa**
United Way of East Central Alabama	Purchaser	Fixed route	Calhoun*

*=Urban area only

**=limited service area

**Private For-Profit Companies that Provide or Purchase Transit Service
in the East Alabama Region**

Agency Name	Agency Type	System	East Alabama Counties Served
10 Dollar Taxi	Provider	On-demand	Calhoun*
AAA City Taxi and Shuttle	Provider	On-demand	Calhoun*
Alex City Taxi and Shuttle	Provider	On-demand	Tallapoosa**
Andy’s City Taxi Service	Provider	On-demand	Calhoun*
Anniston EMS	Provider	On-demand	Calhoun
AmTrak	Provider	Fixed route	Calhoun*
B & L Taxi	Provider	On-demand	Etowah*
Bc Taxi	Provider	On-demand	Talladega*
Greyhound	Provider	Fixed route	Calhoun, Tallapoosa, Talladega, Etowah
Love’s Taxi Service	Provider	On-demand	Etowah*
Lyft	Provider	On-demand	Chambers**
Medical Transport of Alabama	Provider	On-demand	Calhoun
TTS Taxi Service	Provider	On-demand	Etowah*
Uber	Provider	On-demand	Chambers**, Tallapoosa**

*=Urban area only
**=limited service area

12.4 Transit Needs

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 this plan make it abundantly clear that the entire region needs expanded transportation services. The rural nature and low population density of most of the East Alabama region is a major factor in the ability to adequately serve the region with transportation services.

In East Alabama, there are limited inter-county transportation options. A reliable method to transport people from the rural East Alabama communities to Anniston, Oxford, Gadsden, Birmingham, Montgomery or other economic hubs is needed. The hub communities offer national travel options (air, rail, and bus), employment opportunities, medical facilities, educational institutions, shopping, and recreation. Rural residents must travel to these hubs for some of their needs. ACTS provides some service to these hubs; however, ACTS does not provide transit service in all East Alabama Counties. A public or private service could address this need.

The Greyhound bus line operates 5 stops in the East Alabama Region (Calhoun, Tallapoosa, Talladega, and Etowah Counties) and has facilities in Birmingham and Montgomery. Amtrak has one station in Calhoun County. Every county except for Cleburne has at least one airport; however, there are no large commercial airports in the region. The closet commercial airport is the Birmingham-Shuttlesworth International

Airport, a joint civil-military facility located five miles northeast of downtown Birmingham.

Some of the transit gaps reviewed in the previous chapters could be addressed by eliminating or reducing the Alabama Public Service Commission regulation that prevents publicly funded systems from picking up riders in counties they pass through because they are not the designated transit provider for that county. Many of the rural transit providers transport their clients to appointments in larger communities such as Anniston, Gadsden, Birmingham, and Montgomery. This regulation denies service to potential clients that live in un-served or under-served counties.

Needs Not Currently Addressed or Only Partially Addressed

- Additional inter-county service to connect rural residents with national bus service, Amtrak service, commercial air service, jobs, medical facilities, shopping opportunities, recreation facilities, education, and training opportunities
- Extended hours to include evenings, weekends, and/or holidays
- Expanded service area to outlying communities
- Healthcare transport
- Employment transport
- Education services transport

12.5 Transit Service Barriers

The staff, working with the transit services committee and survey responses, developed a list of barriers that prevent the needs from being addressed. These barriers are consistent across the rural counties in the region. The local agencies and governments have limited control over the barriers, which are often related to economic issues, personal choice decisions, and the nature of rural communities.

Barriers

- Lack of funding (local, state, federal, private)
- Low population density
- Costs for for-profit service
- Dispersed population
- Education and Awareness

The challenge of the transit agencies and local governments is to find ways around these barriers. The funding to address every need will never be available. The economics of providing transit service to a small number of dispersed clients will never appeal for a for-profit business. Innovative ideas will be required if the needs are to be met.

12.6 Strategies to Address Needs and Barriers

The staff, working with the transit services committee and survey responses, developed the following strategies. Several of the proposals are related to maintaining the current

level of service. These were included because the existing services are addressing gaps that previously existed. The strategies are general so as not to preclude any future projects. Many of the strategies indicate that additional funding will be required for implementation. In some cases, the additional funding could be reallocation of existing funds or programs. New funding streams may not always be needed.

Strategies

- Maintain, sustain, and expand when possible, all existing transportation services and programs currently serving the East Alabama Region (High)
- Continue to update and expand list of health and human service agencies for the region (High)
- Support/establish additional transportation providers where needed (High)
- Support/establish alternate transit options where transit service is not available or cost prohibitive, such as car/vanpools and transportation stipends (High)
- Additional vehicles (High)
- Add inter-county transit service (Medium)
- Coordination of services (High)
- Coordination among jurisdictions (High)
- Support efforts to modify the Alabama Public Service Commission service area restrictions (High)

The list of strategies includes an implementation priority (High, Medium, Low) assigned by the transit services committee. The priority is based on available resources, time, and feasibility. The priority assigned does not have a direct correlation to the amount of support or the amount of need. It merely reflects the existing reality based on the ranking criteria. If circumstances change, a low or medium priority strategy could be implemented before one that was ranked as a high priority.

13.0 FUNDING OPPORTUNITIES

This chapter provides a basic description of common transit funding programs. These programs provide most of the transit funding in East Alabama and are likely to be the prime sources for future transit services. Each program and sub-program feature a unique set of restrictions that hinder cooperation and coordination. However, without the programs very few, if any, public transit options would be available.

13.1 Federal

Administration on Aging Congregate Nutrition Services is restricted to elderly individuals. It is administered locally by the Area Agency on Aging of East Alabama by the staff of the East Alabama Regional Planning and Development Commission. The program funds 2 nutrition outreach centers that provide frozen meals to homebound elderly.

Federal Transit Administration (FTA) funding categories are listed below with a brief description

- **Section 5307 (Urban Area)** provides funding to census designated urbanized areas with a population of 50,000 or more. These funds are intended to be used for general public transit service with no qualifications placed on riders. Specialized transit service can be provided with these funds to address the needs of persons with disabilities which would involve rider qualifications.

These funds can be used for planning, capital purchases, and operating expenses. Job access and reverse commute projects are also eligible activities under MAP-21. Planning and capital projects generally require a 20 percent local match. Operating funds require a 50 percent local match.

There are 2 urbanized areas in the East Alabama Region. The Calhoun Area urbanized area encompasses the cities of Oxford, Hobson City, Anniston, Weaver, and Jacksonville as well as portions of Calhoun County. The Gadsden urbanized area encompasses the cities of Attala, Gadsden, Glencoe, Hokes Bluff, Rainbow City, Reece City, Southside and a small segment of Northern Calhoun County. Section 5307 funds that are dedicated to these urbanized areas are distributed by the FTA to the designated recipients.

- **Section 5310 (Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities)** is intended to address the transportation needs of the elderly and persons with disabilities. In Alabama, the funding is distributed to the ALDOT who then distributes the funds based on a competitive grant program. The funds are generally limited to capital purchases, which require a 20 percent local match. MAP-21 combined Section 5317 (New Freedom) program with the 5310 program. Eligible 5317 projects can also be funded with this program.

- **Section 5311 (Non-urbanized Area)** provides funding for areas with a population fewer than 50,000. These funds are intended to be used for general public transit service with no qualifications placed on riders. In Alabama, the funding is distributed to the ALDOT who then distributes the funds based on a competitive grant program.

The funds may be used for capital purchases, operating expenses, and administrative costs. Job access and reverse commute projects are also eligible activities under MAP-21. The local matching requirements are generally 20 percent for capital and administrative expenses and 50 percent for operating expenses. Eligible recipients include overnment agencies, transit operators, and non-profit agencies.

- **Section 5316 (Job Access and Reverse Commute – JARC)** provides job-related transportation services to welfare recipients, low-income individuals, and reverse commuters. In Alabama the funding is distributed to the ALDOT who then distributes the funds based on a competitive grant program. Planning, capital purchase, operating expenses, and administrative costs are eligible program costs. The local matching requirements are generally 20 percent for planning and capital projects, and 50 percent for operating expenses. This program was combined with the 5307 and 5311 programs under MAP-21.
- **Section 5317 (New Freedom)** provides additional transportation options to persons with disabilities. In Alabama the funding is distributed to the ALDOT who then distributes the funds based on a competitive grant program. The funds may be used for planning, capital purchases, operating expenses, and administrative costs. The local matching requirements are generally 20 percent for planning and capital projects, and 50 percent for operating expenses.

This program was combined with the 5307 and 5311 programs under MAP-21, but Alabama has not used all the funds that were available under the previous transportation bill. The program will remain open until remaining funds under the previous transportation bill are exhausted.

- **Section 5339 (Bus and Bus Facilities)** provides capital funding for new and replacement buses, related equipment, and facilities. The funds are limited to capital purchases and generally require a 20 percent local match. Designated recipients, sub-recipients, and states are eligible for these funds. This program had previously been labeled as Section 5309.

Medicaid Non-Emergency Transportation Program is limited to full-covered Medicaid beneficiaries and transit service is restricted to Medicaid covered medical appointments. The program allows the use of public or private transportation options and is managed by the Alabama Medicaid Agency. Clients use Electronic Benefits Transfer (EBT) cards to retrieve funds.

Medicaid Waiver Program is limited to non-institutionalized individuals three and older who have been diagnosed with intellectual disabilities or related conditions. This program is focused on providing personal care transportation, day habilitation service, and residential habilitation service. This program is managed by the Alabama Medicaid Agency.

13.2 State

Alabama is one of the few states that does not provide any funding for transit services. State law permits fuel taxes to be used for road maintenance or construction only. Additionally, the bulk of state generated funds are earmarked for specific programs.

13.3 Local

The funding supplied by local sources is generally used to match the federal grants reviewed in this chapter.

- Alabama Institute of the Deaf and Blind – 5310
- Arc of South Talladega – 5310
- City of Ashland – 5310
- City of Fruithurst – 5310
- City of Heflin – 5309
- City of Jacksonville – 5310
- City of Lineville - 5310
- City of Oxford – 5310
- City of Piedmont – 5309
- City of Sylacauga – 5309
- City of Talladega – 5309
- Coosa County Commission – 5310
- East Alabama Commission – 5307, 5311
- Piedmont Health Care Center – 5310
- Town of Hobson City - 5310
- Town of Munford – 5309
- Town of Ohatchee – 5310

14.0 CONTINUING EFFORTS

After the adoption of this plan, the Calhoun Area Metropolitan Planning Organization (MPO) and East Alabama Rural Planning Organization (RPO) will monitor transit issues in the region to determine if this plan needs to be modified. Changes to existing transit conditions could require the addition, deletion, or reprioritization of strategies or projects. Any necessary adjustments to the plan can be accomplished through amendments adopted by the Policy Committees of the MPO and RPO. The transit services committee, which helped develop this plan, will meet as needed to assist in these efforts and to facilitate the implementation of the identified strategies.

The committees of the MPO and RPO will continue to meet on a regular basis. The MPO committees meet every month and the RPO committees meet once per quarter. The Section 5307 and 5311 providers in the region are voting members on the MPO and RPO technical coordination committees. At the meetings the committees discuss various transportation issues, usually focusing on federally funded projects, including transit programs.

According to the current ALDOT contract, a summary report for this plan will be prepared in 2021 and 2022. If the federal planning requirements continue past 2022 and funds are available, the plan will likely be revised in 2023.

Appendix A

Transportation Services Committee/Survey Group

A Day of New Beginnings, Rainbow City
 AFB Diversified/New Beginnings, Gadsden
 ADRS – Anniston District Office
 Agency for Substance Abuse Prevention, Oxford
 Alabama Department of Rehabilitation Services,
 Gadsden
 Alabama Department of Rehabilitation Services,
 Talladega
 Alabama Institute for Deaf and Blind, Talladega
 Alabama Physical Rehabilitation Service, Inc,
 Jacksonville
 Alexander City Parks and Recreation
 Alexander City Housing Authority Board
 All Saints Interfaith Center of Concern, Anniston
 Altoona Health and Rehab, Inc.
 Altoona Housing Authority
 Anniston Fellowship House
 Anniston Housing Authority
 Anniston Parks and Recreation
 Anniston Quality Health Care
 ARISE Administrator, Alexander City
 The Arc of Calhoun and Cleburne Counties
 The Arc of Chattahoochee Valley/Valley Haven
 School, Valley
 The Arc of North Talladega County
 The Arc of South Talladega County
 Ashland Housing Authority
 Attala Health and Rehab
 Attala Housing Authority
 Attala Nursing Home
 Attala Recreation Center
 Attala Senior Center
 Autumn Cove Assisted Living, Anniston
 Ava Hills Assisted Living, Sylacauga
 Baptist Health Center – Talladega
 Baptist Health Center – Munford
 Baptist Health Center – Lincoln
 Beckwood Manor Nursing and Rehab, Anniston
 The Bridge, Inc. – Northwood, Gadsden
 Brown Nursing and Rehabilitation, Alexander City
 Cancer Care Center of Anniston/Coosa Valley
 Regional Cancer Care Center
 Calhoun Christian Women’s Job Corps
 Calhoun County Board of Education
 Calhoun County Administrator
 Calhoun County Commission
 Calhoun County Department of Human Resources
 Calhoun County Education and Housing Resource
 Center
 Calhoun County Health Department
 Calhoun County Veterans Service Office
 Calhoun/Cleburne Mental Health Center
 Career Center of Gadsden
 Casey Estates, Anniston
 Centre Parks and Recreation

Chambers County Commission
 Chambers County Department of Human Resources
 Chambers County Health Department
 Chambers County Manager
 Chambers, Tallapoosa, Coosa Community Action
 Committee
 Chambers/Lee County Veterans Service Office
 Chapman Health Care – Assisted Living, Dadeville
 Cherokee Clinic, Centre
 Cherokee County Administrator
 Cherokee County Board of Education
 Cherokee County Commission
 Cherokee County Department of Human Resources
 Cherokee County Health and Rehabilitation Center
 Cherokee County Health Department, Centre
 Cherokee Medical Center, Centre
 Cherokee Quality Health Care/Sardis City Medical
 Center, Cedar Bluff
 Cherokee Village, Centre
 Cherokee/Etowah County Veterans Service Center
 Cherokee-Etowah-DeKalb Fellowship House, Inc.
 Cherokee-Etowah-DeKalb Mental Health Center
 Circle of Care Center for Families, Valley
 Citizens Baptist Medical Center, Talladega
 City of Alexander City
 City of Anniston Superintendent of Education
 City of Ashland
 City of Centre
 City of Childersburg
 City of Dadeville
 City of Fruithurst
 City of Heflin
 City of Gadsden Superintendent of Education
 City of Glencoe
 City of Goodwater
 City of Jacksonville Superintendent of Education
 City of Lafayette
 City of Lanett
 City of Lineville
 City of Lincoln
 City of Oxford Superintendent of Education
 City of Piedmont
 City of Roanoke
 City of Sylacauga Superintendent of Education
 City of Talladega
 City of Talladega Superintendent of Education
 City of Valley
 Clay County Administrator
 Clay County Board of Education
 Clay County Commission
 Clay County Health Department
 Clay County Hospital/Clay County Nursing Home,
 Ashland
 Clay Quality Health Care, Ashland
 Clay/Randolph County Veterans Service Office

Cleburne County Board of Education
 Cleburne County Commission
 Cleburne County Department of Human Resources
 Cleburne County Nursing Home, Heflin
 Community Action of Etowah County
 Community Action Agency of Talladega, Clay,
 Randolph, Calhoun and Cleburne Counties
 Coosa County Administrator
 Coosa Community Services, Inc., Lineville
 Coosa County Commission
 Coosa Valley Health and Rehab
 Coosa Valley Medical Center, Sylacauga
 Council on Aging – Etowah County
 Dadeville Housing Authority
 Dadeville Parks and Recreation
 Darden Rehabilitation Center
 DaVita Anniston Dialysis
 DaVita Hokes Bluff Dialysis
 DaVita Gadsden Dialysis
 DaVita Rainbow City Dialysis
 DaVita Sylacauga At Home
 DaVita Talladega Dialysis
 Daystar Church
 Diversicare of Lanett
 Diversicare of Oxford
 Duggar Mountain Memory Care and Senior Living
 Apartments, Piedmont
 East Alabama Medical Center – Lanier, Valley
 East Alabama Mental Health (Chambers, Tallapoosa
 Counties)
 Encompass Health Rehabilitation Hospital of
 Gadsden
 Enrestoration
 The Episcopal Kyle Homes, Gadsden
 Etowah County Administrative Officer
 Etowah County Board of Education
 Etowah County Commission
 Etowah County Community Clinic
 Etowah County Community Services
 Etowah County Department of Human Resources
 Etowah County Health Department
 Etowah County RSVP
 Excel Institute, Gadsden
 Family Life Center (Cherokee, Etowah Counties)
 Family Services Center of Calhoun County, Inc.
 Family Success Center, Gadsden
 Fresenius Kidney Care Alexander City
 Fresenius Kidney Care Anniston North
 Fresenius Kidney Care Dadeville
 Fresenius Kidney Care Sylacauga
 Gadsden Health and Rehab Center
 Gadsden Housing Authority
 Gadsden Parks and Recreation
 Gadsden Regional Medical Center
 Gadsden Surgery Center
 Gadsden Treatment Center

Gadsden-Etowah County Head Start-Early Head Start
 Program
 Gardens of Talladega
 Glen Addie Community Church, Anniston
 Goodwater Parks and Recreation Board
 Greater Etowah MR 310 Board, Inc.
 Health Services Center, Anniston
 Heflin Parks and Recreation
 Heflin Housing Authority
 Hobson City Housing Authority Board
 Hokes Bluff Senior Nutrition Center
 Home Helpers of Jacksonville
 Hope Homes, Gadsden
 Hosanna Home/Hope's Inn/Hope Clinic, LaFayette
 Independent Reading/Counseling Service, Inc./House
 is a Home Project, Anniston
 Interfaith Ministries, Anniston
 Jacksonville Health and Rehabilitation
 Jacksonville Housing Authority
 Jacksonville Parks and Recreation
 Joseph B. Howell and Associates, Anniston
 Knollwood Baptist Retirement, Roanoke
 Lakewood Senior Living/Specialty Care Assisted
 Living, Valley
 LaFayette Housing Authority
 Landmark Dialysis Clinic, Talladega
 Lanett Housing Authority
 Lanett Recreation
 The Learning Tree, Jacksonville
 Legacy Village of Jacksonville
 Lighthouse of Tallapoosa County, Inc.
 Lineville Assisted Living
 Lineville Housing Authority
 Lineville Parks and Recreation Board
 Love Center, Inc., Gadsden
 McClellan Senior Living, Anniston
 McGuffey Health and Rehabilitation Center,
 Gadsden
 The Meadows of Jacksonville
 The Meadows of Rainbow City
 Meadowood Retirement Village, Glencoe
 MedMark Treatment Centers of Oxford
 Merit Healthcare of Goodwater
 Merit Healthcare, PC, Sylacauga
 Mountain View Church, Anniston
 Mountain View Hospital, Gadsden
 Mountain View Lake Retirement, Sylacauga
 New Centurions, Gadsden
 New Horizons Rehabilitation Services, Inc., Gadsden
 NHC Place, Anniston
 Northeast Alabama MR/DD Authority, Gadsden
 Northeast Alabama Regional Medical Center,
 Anniston
 Northside Health Care, Gadsden
 Oak Landing Assisted Living, Attalla
 Oxford Parks and Recreation

Paden Ridge, Gadsden
Pathways Professional Counseling, Oxford
PCD Attalla
PCD Gadsden
Phenix City Court Referral Program (Alexander City,
Roanoke programs)
The Piedmont Health and Rehabilitation Center
Piedmont Parks and Recreation
Presbyterian Home for Children, Talladega
Professional Edge Nursing, Anniston
Quality of Life Health Complex – Gadsden
RAI Anniston
RAI Jacksonville
RAI Oxford
Randolph County Administrator
Randolph County Board of Education
Randolph County Commission
Randolph County Department of Human Resources
Randolph County Health Department
Rapha Christian Ministries, Attalla
Reece City Parks and Recreation
Regency Pointe, Rainbow City
Renaissance House, LLC, Gadsden
The Right Place, Anniston
Riverview Regional Medical Center/Gadsden
Endoscopy/Riverview Physical Medicine, Gadsden
Roanoke Dialysis Clinic
Roanoke Health Care Center
Roanoke Housing Authority
Roanoke Parks and Recreation
Roseland Development Home, LLC, Gadsden
Russell Hospital, Alexander City
Saint Michael's Community Services Center,
Anniston
Salvation Army, Anniston
Salvation Army, Gadsden
Second Chance, Inc., Anniston
Smith Metropolitan AME Zion Church, Anniston
Sneelgrove Civitan Center
S.P.A.N. of Etowah County
Spring Terrace Assisted Living, Sylacauga
Stringfellow Memorial Hospital, Anniston
Sunset Inn, Talladega
Sylacauga Pediatric Clinic
Summitt, Etc., Gadsden
Summit Health and Management
The Surgery Center, Oxford
Sylacauga Health and Rehab

Sylacauga Parks and Recreation
Sylvia Word Manor, Valley
Talladega County Administrator
Talladega County Board of Education
Talladega County Commission
Talladega County Department of Human Resources
Talladega County Health Department
Talladega Housing Authority
Talladega Parks and Recreation
Tallapoosa & Coosa County Health Departments
Tallapoosa County Administrator
Tallapoosa County Commission
Tallapoosa County Department of Human Resources
Tallapoosa County Superintendent of Education
Tanner Medical Center – East Alabama, Wetlowee
Thirteenth Place, Gadsden
Town of Alatoona
Town of Camp Hill
Town of Fredonia
Town of Jacksons Gap
Town of Kellyton
Town of Leesburg
Town of Munford
Town of New Site
Town of Oak Grove
Town of Ohatchee
Town of Rockford
Town of Sand Rock
Town of Sardis City
Town of Wadley
Town of Wetlowee
Town of Woodland
Traylor Retirement Community, Roanoke
Tri-Cities Senior Housing LLC, Attalla
UCP of East Central Alabama, Anniston
USA Healthcare – Adams Health and Rehab Center,
Alexander City
Valley Manor Assisted Living and Memory Care,
Valley
Valley Housing Authority
Valley Parks and Recreation
Wesley Apartments, Anniston
Wesley Park Retirement Community, Anniston
White Hall Community Development Group,
Gadsden
Williamsburg Manor, Roanoke
Woodland Family Healthcare
YMCA of Gadsden

Appendix B

Calhoun Area Metropolitan Planning Organization (MPO) Committees

POLICY COMMITTEE

CALHOUN COUNTY

Tim Hodges, Calhoun County Commission
Fred Wilson, Calhoun County Commission

CITY OF ANNISTON

Jack Draper, Mayor
Jay Jenkins, Council

CITY OF HOBSON CITY

Alberta McCrory, Mayor
Suzie Jones, Council

CITY OF JACKSONVILLE

Johnny L. Smith, Mayor
Jerry Parris, Council - Chairman

CITY OF OXFORD

Alton Craft, Mayor
Phil Gardner, Council

CITY OF WEAVER

Wayne Willis, Mayor
Jeff Clendenning, Council – Vice Chairman

EARPDC

Lori Corley, Executive Director

ALABAMA DEPARTMENT OF TRANSPORTATION (ALDOT)

DeJarvis Leonard, PE, East Central Region

Non-Voting MPO Members

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

Mark Bartlett, Administrator AL Division

FEDERAL TRANSIT ADMINISTRATION (FTA)

Valencia Williams, Community Planner

ALABAMA DEPARTMENT OF TRANSPORTATION (ALDOT)

D.E. Phillips, Jr. PE, State Local
Transportation Engineer

STAFF TO THE MPO

Tyler Ferrell, Dir. of Planning &
Development
Elizabeth (Libby) Messick, Regional
Planner

Technical Advisory Committee (TAC)

CALHOUN COUNTY

Brian Rosenbalm, PE, County Engineer
Michael Hosch, Assistant Engineer
Rodney McCain, PE, Assistant Engineer

CITY OF ANNISTON

Toby Bennington, AICP, Director of
Planning & Economic Development
Lance Armbruster, Public Works

CITY OF HOBSON CITY

Deneva Barnes, Council

CITY OF JACKSONVILLE

Stanley Carr, Street Superintendent
Mark Stephens, Planning, Development &
Stormwater Director

CITY OF OXFORD

Fred Denney, Mayor's Assistant
Rusty Gann, City Engineer
Vann Hollingsworth, Street Department

CITY OF WEAVER

Joey Conger, Public Works

ALABAMA DEPARTMENT OF TRANSPORTATION (ALDOT)

Steve Haynes, PE, East Central Region
Steven Corley, PE, East Central Region
Shannon Jones, PE, Anniston District
Shane Brown, PE, Anniston District
Michael Hora, PE, Asst. State Local Trans.
Plan. Eng.

JACKSONVILLE STATE UNIVERSITY

David Thompson, Director of Capital
Planning & Facilities
Jennifer Green, Director of Economic
Development & Business Resources

ANNISTON ARMY DEPOT

Dustin Gilliland

ANNISTON WATER WORKS

Phillip Burgette

AREAWIDE COMMUNITY TRANSIT SYSTEM (ACTS)

Shane Christian, EARPDC Transit
Coordinator

Citizens Advisory Committee (CAC)

CALHOUN COUNTY

Dennis Reaves, Chairman
Richard Stubbs
Jackson Hodges
George Salmon
Theodore Smart
Robert Pyles
Tim Huddleston
Reuben Johnson
Chris Gann
Dr. David West

ANNISTON

Ed Kimbrough
Joan McKinney
Miller Parnell, Vice Chairman
Dr. Mike Kimberly
Phillip Keith
James Robert Jenkins
Scott Shiflett
6 Vacancies

HOBSON CITY

Joe L. Cunningham
Regina Jones
Johnnie C. Phillips, Jr.

JACKSONVILLE

Nelson Coleman
David Thompson
Richard Lindblom
T L Thompson
Lamar Sims
Kyle Warmack
Jamie “Red” Etheredge

OXFORD

Steve Akers
Darryl League
Brandon Freeman
Buford Parker
Randy Cosper
Bruce Britton
Lem Burrell
Lavoy Jordan
5 Vacancies

WEAVER

Frank Thomas
Richard Robbins
1 Vacancy

ANNISTON ARMY DEPOT

Mike Matthews
Dustin Gillihan
1 Vacancy

ALABAMA DEPARTMENT OF TRANSPORTATION (ALDOT)

1 Vacancy

Note: Advisory Committees serve at the pleasure of the MPO and memberships may vary according to appointment practices and the ability of citizens to serve. Therefore, it would not be uncommon that the makeup of individual committees may vary between MPO approval of draft documents and final documents.

Appendix C

East Alabama Regional Planning Organization (RPO) Committees

East Alabama RPO Regional Policy Committee

Commissioner Fred Wilson, Calhoun County Commission, Representative
Commissioner Debbie Wood, Chambers County Commission, Representative
Judge Tim Burgess, Cherokee County Commission, Representative
Commissioner Ray Milstead, Clay County Commission, Representative
Commissioner Ryan Robertson, Cleburne County Commission, Representative
Commissioner Todd Adams, Coosa County Commission, Representative
Commissioner Tim Choate, Etowah County Commission, Representative
Commissioner Terry Lovvorn, Randolph County Commission, Representative
Commissioner Kelvin Cunningham, Talladega County Commission, Representative
Commissioner Emma Jean Thweatt, Tallapoosa County Commission, Representative

Calhoun County (Outside the Urbanized Area)

Mayor Steve Baswell, Ohatchee
Mayor Bill Baker, Piedmont

Chambers County

Mayor George Fannings, Fredonia
Mayor Barry Moody, LaFayette
Mayor Kyle McCoy, Lanett
Mayor Leonard Riley, Valley
Mayor Taylor Melzer, Waverly

Cherokee County

Mayor Tammy Crane, Cedar Bluff
Mayor Tony Wilkie, Centre
Mayor Elizabeth Stafford, Gaylesville
Mayor Brandy Pierce, Leesburg
Mayor James Ricky Mackey, Sand Rock

Clay County

Mayor Larry Fetner, Ashland
Mayor Roy Adamson, Lineville

Cleburne County

Mayor Billy Joe Driggers, Edwardsville
Mayor Christopher Owens, Fruithurst
Mayor Rudy Rooks, Heflin
Mayor Jim Smith, Ranburne

Coosa County

Mayor Robert Lee Graham, Goodwater
Mayor Johnny Sharpe, Kellyton
Mayor Randall Lewis, Rockford

Etowah County (Outside the Urbanized Area)

Mayor Richard Nash, Altoona
Mayor Carrie Washington, Ridgeville
Mayor Russell Amos, Sardis City
Mayor Autry Works, Walnut Grove

Randolph County

Mayor Mike Fisher, Roanoke
Mayor Donna McKay, Wadley
Mayor Timothy Coe, Wedowee
Mayor Scott Carter, Woodland

Talladega County

Mayor Ken Wesson, Childersburg
Mayor Lew Watson, Lincoln
Mayor JoAnn Farmbrough, Munford
Mayor Tony White, Oak Grove
Mayor Jim Heigl, Sylacauga
Mayor Jerry Cooper, Talladega
Mayor James Dickenson, Talladega Springs
Mayor Susan Crim, Waldo

Tallapoosa County

Mayor Jim Nabors, Alexander City
Mayor Ezell Woodyard-Smith, Camp Hill

Mayor Wayne Smith, Dadeville
Mayor Jeff Walker, Jackson's Gap
Mayor Phil Blasingame, New Site

Curtis Vincent, P.E., North Region Engineer, Alabama Department of Transportation
DeJarvis Leonard, P.E., East Central Region Engineer, Alabama Department of Transportation
Lori Corley, Executive Director, East Alabama Regional Planning and Development
Commission

Non-voting Members

Clint Andrews, FHWA, Division Administrator
Meinrad Tabengwa, Gadsden/Etowah MPO Representative
Jerry Parris, EARPDC MPO Chairman
Elizabeth Messick, EARPDC MPO Representative

East Alabama RPO Regional Technical Advisory Committee by District

Northern District

Corey Chambers, Cherokee County Engineer
Tim Graves, Etowah County Engineer
Lora Weaver, Etowah County Rural Transportation
Bobby Paul, Centre Street Superintendent
Wayne Byram, Leesburg Streets and Maintenance
Adam Blackerby, Sardis City Street Maintenance Coordinator
Les Hopson, P.E., Northern Region Pre-Construction Engineer, ALDOT

Central District

Brian Rosenbaum, Calhoun County Engineer
Jeremy Butler, Clay County Engineer
Lee Estes, Cleburne County Engineer
Shannon Robbins, Talladega County Engineer
Kody Harrison, Oak Grove Street Manager
Nick Rollins, Heflin Street Department
Travis Mattox, Lincoln Street Supervisor
Tim Frost, Piedmont Public Works/Sanitation Supervisor
Rusty Taylor, Lineville streets, Planning, and Rec.
Karen Phillips, Talladega Public Works Director
Reed Calfee, Sylacauga Street Superintendent
John Haynes, East Central Pre-Construction Engineer, ALDOT

Southern District

Josh Harvill, Chambers County Engineer
Donald "Tad" Eason, Coosa County Engineer
Burrell Jones, Randolph County Engineer
David Moore, Tallapoosa County Engineer
Eugene Collum, Dadevill Street Superintendent
George Green, LaFayette Streets, Sanitation, and Cemetary
Jeff Mullendore, Rockford Street and Sanitation Supervisor
Travis Carter, Valley Planning and Development Director
Patrick Bolt, Valley Public works
Gerard Brewer, Alexander City Engineer
Gerri Gabriel, Roanoke Street Superintendent
Steve Crawley, Lanett Streets and Water
Mike Smith, T.C. Russell Field Airport, Alexander City, Airport Representative

Shane Christian, Director of Section 5311 Public Transportation
Lattisha Royal, EARPDC RPO Representative

Non-voting Members

Clint Andrews, FHWA, Division Administrator
Bryan Fair, Bureau of Transportation Planning, ALDOT
Craig Phillips, District 1 Engineer, East Central Region, ALDOT
Shane Brown, District 2 Engineer, East Central Region, ALDOT
Garry Banks, District 4 Engineer, East Central Region, ALDOT
Steven Blair, District 5 Engineer, East Central Region, ALDOT
Cody Adams, District 5 Engineer, North Region, ALDOT
Meinrad Tabengwa, GEMPO Representative
Chuck Holloway, Trucking Representative
Ken Cush, Local Transportation Engineer, ALDOT
Mike Corley, ALDOT, Alexander City Area, Operations Engineer
Steven Corley, ALDOT East Central Region Pre-Construction

Appendix D

Example Surveys

SURVEY OF EXISTING TRANSIT SERVICES

1. Contact Information:
- Contact name/title _____
- Agency Name _____
- Mailing Address _____
- City/State/Zip _____
- Phone Number _____

2. What is your agency's service area?
- _____
- _____

3. Does your agency provide transportation services for your clients? (Check all that apply)
- Yes, our agency transports our clients in vehicles we own.
- Yes, our agency contracts with another agency to provide transportation services.
- Our clients use City-operated vans or buses.
- Our clients use County-operated vans or buses.
- Our clients must find a private means of transportation.

4. Is your agency considering applying for transportation grant funds in 2021, 2022, or 2023?
- Yes, our agency is considering applying for: (also answer #8 Supplemental Survey)
- Section 5311 Rural Area Transit (population under 50,000)
- Section 5310 Elderly Individuals and Individuals with Disabilities
- Section 5316 Job Access and Reverse Commute (JARC)
- Section 5317 New Freedom
- No

NOTE: If you are considering applying for 5311, 5316, or 5317 funds, you must participate in this coordinated transportation planning process to qualify for funding.

5. Do you feel there is a need for transportation services for the residents in your service area?
- No, all residents are able to go where they need to go, when they need to go.
- Yes, there are people who do not have adequate transportation.
- If Yes, briefly describe any needs that are unmet
- _____
- _____
- _____

6. What are some possible solutions for meeting these unmet needs?
- _____
- _____
- _____

7. What barriers or difficulties do you think there would be in implementing the above solutions?

8. Will you be attending one of the Coordinated Transportation Plan review meetings?

- | | | |
|--|------------------------------|-----------------------------|
| January 9 th in Gadsden | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| January 16 th in Anniston | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| January 23 rd in Alexander City | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

SURVEY OF EXISTING TRANSIT SERVICES - COUNTY

1. Contact Information:
Contact name/title _____
Agency Name _____
Mailing Address _____
City/State/Zip _____
Email _____

2. Does the County provide transportation services for your clients? (Check all that apply)
 Yes, the County uses County-owned vehicles to transport residents:
 Yes, the County contracts with another agency to provide transportation services.
 No, the County does not provide transportation services.
 The County provides transportation services.
 Cities within the County provide transportation services to:
 City residents residents of a service area outside of the City
 Other organizations provide transportation services:
 Healthcare providers Human service providers Churches

3. If the County does not have public transportation services, would it be interested in providing them to
 Yes, to all County residents outside of an existing service area.
 Yes, but only to County residents outside of an existing City service area who:
 are elderly have a disability have a low income
 No

4. Is the County considering applying for transportation grant funds in 2021, 2022, or 2023?
 Yes, the County is considering applying for: (also answer #8 Supplemental Survey)
 Section 5311 Rural Area Transit (population under 50,000)
 Section 5310 Elderly Individuals and Individuals with Disabilities
 Section 5316 Job Access and Reverse Commute (JARC)
 Section 5317 New Freedom
 No
NOTE: If you are considering applying for 5311, 5316, or 5317 funds, you must participate in this coordinated transportation planning process to qualify for funding.

5. Do you feel there is a need for transportation services for the residents in your County?
 No, all residents are able to go where they need to go, when they need to go.
 Yes, there are people who do not have adequate transportation.
If Yes, briefly describe any needs that are unmet

6. What are some possible solutions for meeting these unmet needs?

7. What barriers or difficulties do you think there would be in implementing the above solutions?

8. Will you be attending one of the Coordinated Transportation Plan review meetings?

January 9 th in Gadsden	___ Yes	___ No
January 16 th in Anniston	___ Yes	___ No
January 23 rd in Alexander City	___ Yes	___ No

SURVEY OF EXISTING TRANSIT SERVICES - CITY

9. Contact Information:

Contact name/title _____
Agency Name _____
Mailing Address _____
City/State/Zip _____

10. Does the City provide transportation services for your clients? (Check all that apply)

Yes, the City uses City-owned vehicles to transport:
 City residents residents of a service area outside of the City
 Yes, the City contracts with another agency to provide transportation services to:
 City residents residents of a service area outside of the City
 No, the City does not provide transportation services.
 The County provides transportation services to residents of our City.
 Other organizations provide transportation services:
 Healthcare providers Human service providers Churches

11. If the City does not have public transportation services, would it be interested in providing them to (check all that apply)

City residents County residents in a defined service area
 elderly residents residents with disabilities low income residents
 Yes, to all
 No

12. Is the City considering applying for transportation grant funds in 2021, 2022, or 2023?

Yes, the City is considering applying for: (also answer #8 Supplemental Survey)
 Section 5311 Rural Area Transit (population under 50,000)
 Section 5310 Elderly Individuals and Individuals with Disabilities
 Section 5316 Job Access and Reverse Commute (JARC)
 Section 5317 New Freedom
 No

NOTE: If you are considering applying for 5311, 5316, or 5317 funds, you must participate in this coordinated transportation planning process to qualify for funding.

13. Do you feel there is a need for transportation services for the residents in your City?

No, all residents are able to go where they need to go, when they need to go.
 Yes, there are people who do not have adequate transportation.
If Yes, briefly describe any needs that are unmet

14. What are some possible solutions for meeting these unmet needs?

15. What barriers or difficulties do you think there would be in implementing the above solutions?

16. Will you be attending one of the Coordinated Transportation Plan review meetings?

January 9 th in Gadsden	___ Yes	___ No
January 16 th in Anniston	___ Yes	___ No
January 23 rd in Alexander City	___ Yes	___ No

SUPPLEMENTAL QUESTIONNAIRE FOR VEHICLE OPERATORS/ TRANSPORTATION PROVIDERS

1. How many public transportation vehicles do you own? _____
2. How many of your vehicles are equipped with wheelchair lifts or ramps? _____
3. What is the maximum number of vehicles you operate at one time? _____
4. What type of service does your agency provide?
 ____ Demand response – same day
 ____ Demand response – reserve the day before
 ____ Fixed route
5. What are your hours of operation?
 Weekdays _____
 Weekends _____
 Holidays _____
6. On average, how many people do you transport
 Per day _____
 Per week _____
7. On average, about how many or what percentage of your riders need a lift-operated vehicle?
 Per day _____
 Per week _____
8. If you are considering applying for Section 5310 (elderly and disabled), 5316 (JARC), or 5317 (New Freedom) funds in 2021, 2022, or 2023, fill in the program number and what you intend to purchase below.

Program Number	Description
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Appendix E

Meeting Items

AGENDA

Technical Advisory Committee of the Calhoun Area Metropolitan Planning Organization

January 8, 2020

10:00 a.m.

1. Call to Order
2. Review and approval of minutes from December 11, 2019
3. Old Business
 - A. TBA
4. New Business
 - A. Review FY 20-23 TIP Spreadsheet and Administrative Modifications
 - B. FY 20-23 TIP Spreadsheet Adjustments
 - C. Resolution 796: Adoption and Support of New Statewide Safety Performance Management (PM1) Targets
 - D. Resolution 797: FY 2020-2023 STIP/TIP Amendments
 - E. Status report of ALDOT projects
 - F. Safety Observations
 - G. TAB
 - H. East Alabama Coordinated Public Transit and Human Services Transportation Plan 2020 – 2023 review
5. Next TAC Meeting – February 12, 2020
6. Adjourn

SIGN-IN SHEET

Technical Advisory Committee

of the
Calhoun Area Metropolitan Planning Organization
January 8, 2019 – 10:00 a.m.

NAME	ORGANIZATION	EMAIL ADDRESS & PHONE NO.	Email Notices?
Libby Messick	EAC-MPO		
Michael HOSCH	CALHOUN Co.		
Charles Markert	Long Eng.		
BRIAN ROSENBAUM	Calhoun Co		
Fred M. Donney	Oxford		
Jana Monday	CDG		
MATT HAWES	CDG		
MARK STEPHENS	JACKSONVILLE		
Shane Brown	ALDOT		
Kevin Ashley	ANAD		
Michael Berg	ALDOT		

SIGN-IN SHEET

Technical Advisory Committee

of the
Calhoun Area Metropolitan Planning Organization
January 8, 2019 – 10:00 a.m.

NAME	ORGANIZATION	EMAIL ADDRESS & PHONE NO.	Email Notices?
Steven Corley	ALDOT ECR		

AGENDA

RPO District Meetings of the East Alabama Rural Planning Organization

January 09, 2020

11:30 a.m.

1. Call to Order
 - a. Introductions

2. Old Business
 - a. Approval of Minutes from Previous Meeting
 - b. Other Old Business

3. New Business
 - I. Hearing from Persons Having Business with and/or Reports for Committee
 - J. Coordinated Public Transit and Human Services Transportation Plan
 - K. Motions and Resolutions
 - L. Appointment Forms
 - M. RPO Transportation Needs Forms
 - N. Other New Business
 - O. Open Discussion and Announcements
 - a. Public Participation
 - b. Safety Concerns

4. Adjourn

SIGN-IN SHEET

Northern District Policy and Technical Committees

of the
East Alabama Rural Planning Organization
January 09, 2020 11:30 AM

NAME	ORGANIZATION	EMAIL ADDRESS
Libby Messick	EAC - Calhoun MPO	
Lisa Smith	Gadsden Regional Medical Center	Lisa_Smith@gadsdenregional.com
Kenny Wilt	Cherokee County	CCHOKW@TOS.net
Conny Chad	Cherokee County	cchdce@tdb.net
Robyn Ellis	ALDOT	ellisro@dot.state.al.us
Sette Burkett	ALDOT	burkett_s@dot.state.al.us
Curtis Vincent	ALDOT N.R.	vincentc@dot.state.al.us
Robin Rhoads	ALDOT	rhoadsr@dot.state.al.us
Tim Ramsey	Et. Co. Commission	tramssey@etowahcounty.org

AGENDA

Transit Advisory Board (TAB)
3rd Floor Conference Room of the
East Alabama Regional Planning and Development Commission
Tuesday January 14, 2020
9:00 a.m.

- I. Invocation
- II. Roll Call and Sign In
- III. Review and Approval of TAB Minutes December 10, 2019
- IV. Communications from City Council
- V. Standing Reports
 - a. Operations Report from Anniston Limousine—Kathy Adams
 - b. Maintenance Report from Cobb Automotive—Rob Turley
 - c. Fixed-Route Reports from Shane Christian—EARPDC
 - d. Demand Response Reports from Shane Christian—EARPDC
 - e. TBA
- VI. Old Business
 - a. Election of Chair and Vice-Chair
 - b. TBA
- VII. New Business
 - a. Draft Paratransit Plan 2020 – Heath Compton
 - b. Coordinated Public Transit and Human Services Plan – Libby Messick
 - c. TBA
- VIII. Guest Speakers
- IX. Adjourn
- X. Paratransit Advisory Committee

SIGN-IN SHEET

Transit Advisory Board
3rd Floor Conference Room
East Alabama Regional Planning and Development Commission
Tuesday January 14, 2020
9:00 am

<u>NAME</u>	<u>ADDRESS/AFFILIATION</u>
Rickey Turner	
Heath Compton	EARPDC
Rob Turley	COBB
JOHNNIE GAMBLE	EARPDC
Willie T. Eston	Huber City
Shon Christian	EARPDC
Kathy Adams	Anniston Lino
Jennifer Watson	County Commission
Mike Wynn	Weaver
Caron Sutton	Oxford

AGENDA

CITIZENS ADVISORY COMMITTEE

of the

CALHOUN AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

January 15, 2020

10:00 am

1. Call to Order
2. Introductions
3. Old Business
 - a. Review and approval of CAC minutes from November 20, 2019
 - b. Review December 2019 Administrative Modifications and Resolutions
 - c. TBA
4. New Business
 - a. Review FY 20-23 TIP Update and November Administrative Modifications
 - b. Resolution 796: Adoption and Support of New Statewide Safety Performance Management (PM1) Targets
 - c. Resolution 797: FY 2020-2023 STIP/TIP Amendments
 - d. Status report of ALDOT projects (handout)
 - e. Safety Observations
 - f. East Alabama Coordinated Public Transit and Human Services Transportation Plan 2020 – 2023 review
 - g. TBA
5. Other Business
 - A. CAC Vacancies
 - B. Anniston Express and ADA Para-Transit Ridership
 - C. Next CAC Meeting – March 18, 2020
 - D. TBA
6. Adjourn

SIGN-IN SHEET

Citizens Advisory Committee of the Calhoun Area Metropolitan Planning Organization (MPO)

East Alabama Regional Planning and Development Commission Conference Room
January 15, 2020 – 10:00 a.m.

Name	Phone Number	Email Address
Libby Messick		
TJ Thompson		
Miller Parnell	256-453-0388	muntard60@yakco.com
Dennis Reeves		
CHRIS GANN	256-237-4657	cgann@calhouncounty.org
Michele Kimberly		
Joe Smith	256-499-8002	
Richard Lindblom	256-435-9582	richard.lindblom88@gmail.com
Tim Huddleston	256-282-1566	tim@huddleston.com
Theo SMART	256-343-5995	doersmar@aol.com
David Thompson	256-782-5455	dthompson@jsu.edu

SIGN-IN SHEET

Citizens Advisory Committee of the Calhoun Area Metropolitan Planning Organization (MPO)

East Alabama Regional Planning and Development Commission Conference Room
January 15, 2020 – 10:00 a.m.

Name	Phone Number	Email Address
James Jenkins	256-831-4665	jamesjenkins_2000@yahoo.com
Lem Burrell	256 831 3859	lburrell@cableone.net
Darryl League	256 236-2812	DLeague1@gmail.com
Jamie Ethredge	256. 996. 2878	
Byford Parker	256 831 3981	

AGENDA
for the
Calhoun Area Metropolitan Planning Organization (MPO)
January 16, 2020
10:00 a.m.

- I. Call to Order
- II. Verification of Quorum
- III. Recognition of Guests
- IV. Old Business
 - A. Review and approve minutes from December 19, 2019
 - B. TBA
- V. New Business
 - A. Review FY 20-23 TIP Spreadsheet and Administrative Modifications
 - B. Resolution 796: Adoption and Support of New Statewide Safety Performance Management (PM1) Targets
 - C. Resolution 797: FY 2020-2023 STIP/TIP Amendments
 - D. CAC Appointments
 - E. Safety Observations
 - F. East Alabama Coordinated Public Transit and Human Services Transportation Plan 2020 – 2023 review
 - G. TBA
- VI. Other Business
 - A. Status Report on Other Local Projects from ALDOT
 - B. Report on Urban Fixed Route and ADA Handicapped Transit Systems
 - C. Comments or Issues from Member Jurisdictions or Attendees
 - D. TBA
- VII. Next MPO Meeting – Thursday, February 20, 2020
- VIII. Adjourn

Calhoun Area Metropolitan Planning Organization (MPO)

East Alabama Regional Planning and Development Commission Conference Room

January 16, 2020 – 10:00 a.m.

NAME	ORGANIZATION	EMAIL ADDRESS & PHONE NO.	Email Notices?
Lilay Messick	EAC MPO		
Miller Parnell			
Jeff Clendinning	Weaver		
Wayne Willis	CITY OF WEAVER		
Jor Means	SAIN ASSOC.		
MICHAEL HOSCH	CALHOUN CO.		
MATT HAWES	CDG ENGINEERS		
Fred M Deuney	Oxford		
David Thompson	J.S.U.		
Scott Masely	ALDOT		
Shane Brown	ALDOT		

SIGN-IN SHEET

Calhoun Area Metropolitan Planning Organization (MPO)

East Alabama Regional Planning and Development Commission Conference Room
January 16, 2020 – 10:00 a.m.

NAME	ORGANIZATION	EMAIL ADDRESS & PHONE NO.	Email Notices?
Meredith Beale	AL DOT	bealem@dot.state.al.us	
JAY JENKINS	COA		
Stevan Corley	ALDOT		

AGENDA

RPO District Meetings of the East Alabama Rural Planning Organization

January 16, 2020

11:00 a.m.

5. Call to Order
 - a. Introductions

6. Old Business
 - a. Approval of Minutes from Previous Meeting
 - b. Other Old Business

7. New Business
 - P. Hearing from Persons Having Business with and/or Reports for Committee
 - Q. Coordinated Public Transit and Human Services Transportation Plan
 - R. Motions and Resolutions
 - S. Appointment Forms
 - T. RPO Transportation Needs Forms
 - U. Other New Business
 - V. Open Discussion and Announcements
 - a. Public Participation
 - b. Safety Concerns

8. Adjourn

SIGN-IN SHEET

Central District Policy and Technical Committees

of the
East Alabama Rural Planning Organization
January 16, 2019 11:00 AM

NAME	ORGANIZATION	EMAIL ADDRESS
Alison Cleveland	Cleburne Co. Nursing Home	acleveland@cenr.us
STEVE BASWELL	TOWN OF OMAFACHEE	
Jerry Parris	Jacksonville	

AGENDA

RPO District Meetings of the East Alabama Rural Planning Organization

January 23, 2020
10:00 a.m.

9. Call to Order
 - a. Introductions

10. Old Business
 - a. Approval of Minutes from Previous Meeting
 - b. Other Old Business

11. New Business
 - W. Hearing from Persons Having Business with and/or Reports for Committee
 - X. Coordinated Public Transit and Human Services Transportation Plan
 - Y. Motions and Resolutions
 - Z. Appointment Forms
 - AA. RPO Transportation Needs Forms
 - BB. Other New Business
 - CC. Open Discussion and Announcements
 - a. Public Participation
 - b. Safety Concerns

12. Adjourn

SIGN-IN SHEET

Southern District Policy and Technical Committees

of the
East Alabama Rural Planning Organization
January 23, 2019 10:00 AM

NAME	ORGANIZATION	EMAIL ADDRESS
Teresa Smith	ALDOZ	tmsmitht@dot.state.al.us
Autumn White	Coosa county DHR	autumn.white@dhr.alabama.gov
Janelle Houston	Circle of Care	jherstone.thecirclecare.com
Mich McK	A.R.I.S.E	Michael.mckenzi@aise/transportation.com