

**East Alabama Region 4
Coordinated Public Transit and
Human Services Transportation Plan
2023 – 2025**



EARPDC

Prepared by
East Alabama Regional Planning
and Development Commission

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

August 2023

East Alabama Region 4 Coordinated Public Transit and Human Services Transportation Plan 2023 – 2026

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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 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) and Infrastructure Investment and Jobs Act (IIJA) 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 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 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 2023 Coordinated Public Transit-Human Services Transportation Plan for the East Alabama Region (Coordinated Plan) is an update of the 2007, 2008, 2011, 2012, 2015, 2017, and 2020 Coordinated Plans and replaces all previous versions.

Resolution No. 6549

WHEREAS, the Fixing America's Surface Transportation (FAST) Act (Pub. . 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 Region 4 Coordinated Public Transit and Human Services Transportation Plan 2023-2025, and

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

NOW THEREFORE IT BE RESOLVED, this 26th day of July 2023 that the East Alabama Regional Planning and Development Commission Board of Directors does hereby adopt and endorse the East Alabama Coordinated Public Transit and Human Services Transportation Plan 2023-2025.



Richard Dean, Probate Judge Coosa County
Chairperson

CERTIFICATION:

I, the undersigned, hereby certify 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 26th day of July 2023.

Witness my hand this 26th day of July 2023.

ATTEST.


Dana Snyder, Mayor, City of Southside
Secretary

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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 July 2012. The *Fixing America’s Surface Transportation Act* (FAST Act), signed into law in December 2015, and Infrastructure Investment and Jobs Act, signed into law November 2021, 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 may not be implemented 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, 2017, and 2020. The ALDOT has established this development cycle. The ALDOT contract requires the plan to be revised in 2023 and summary reports prepared in 2024 and 2025.

1.5 Development Process

The development process began in August 2022 with a review of the 2019 plan. In November 2022, 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 2022. 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 2023.

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 US Census Bureau ACS were also included in these chapters to help identify possible service gaps and possible coordination opportunities. Census tracts 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.

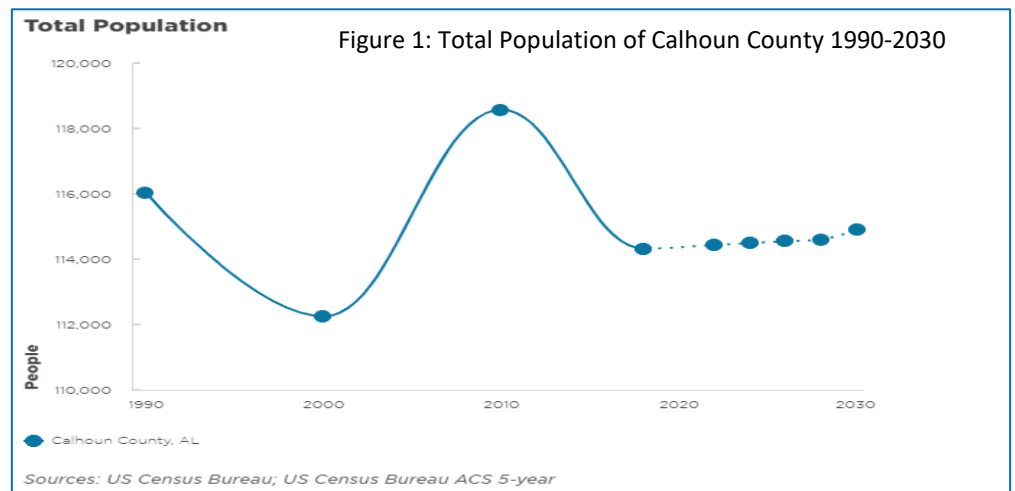
2.0 Calhoun County

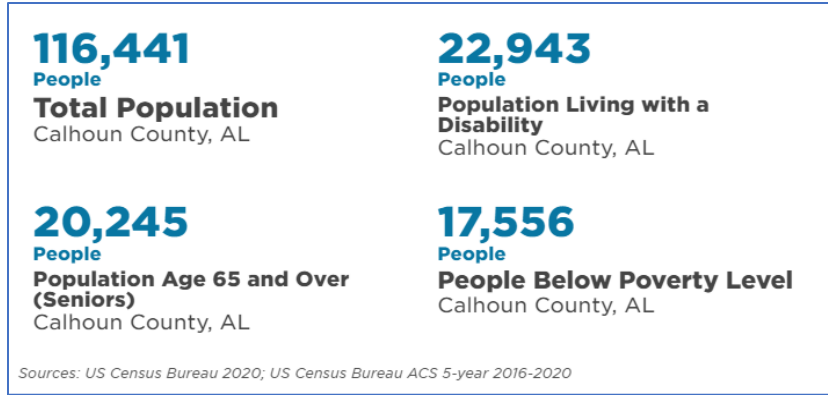
2.1 Demographics and Geography

The 2020 US Census Bureau estimates 116,441 Calhoun County residents. This is a decrease of 2,131 (1.8%) from the number reported in the 2010 Census. The population density of the county is 192.2 people per square mile. According to the 2016-2020 US Census Bureau ACS 5-year estimates, 19.7% of Calhoun County residents

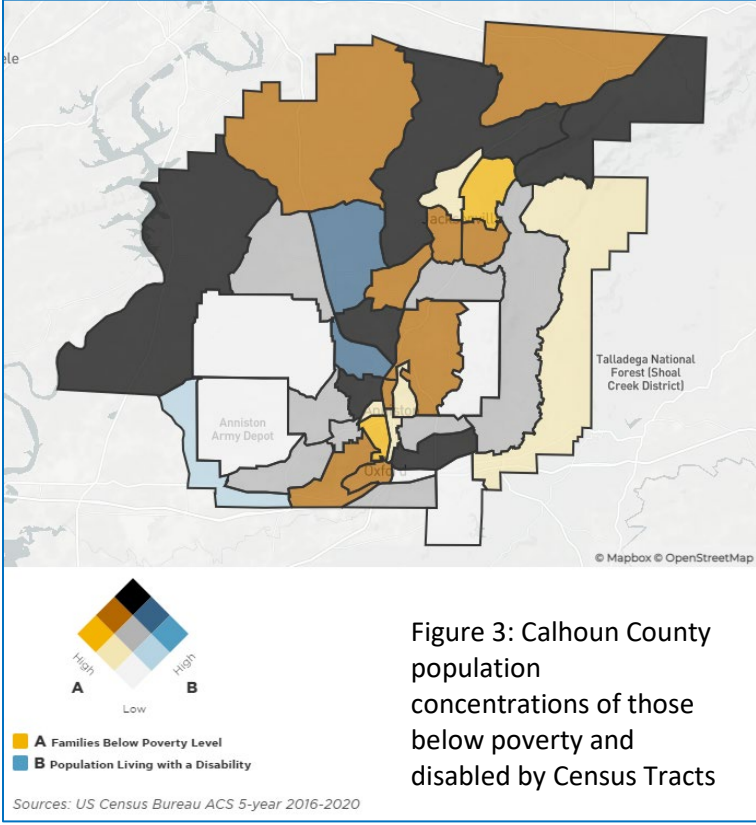
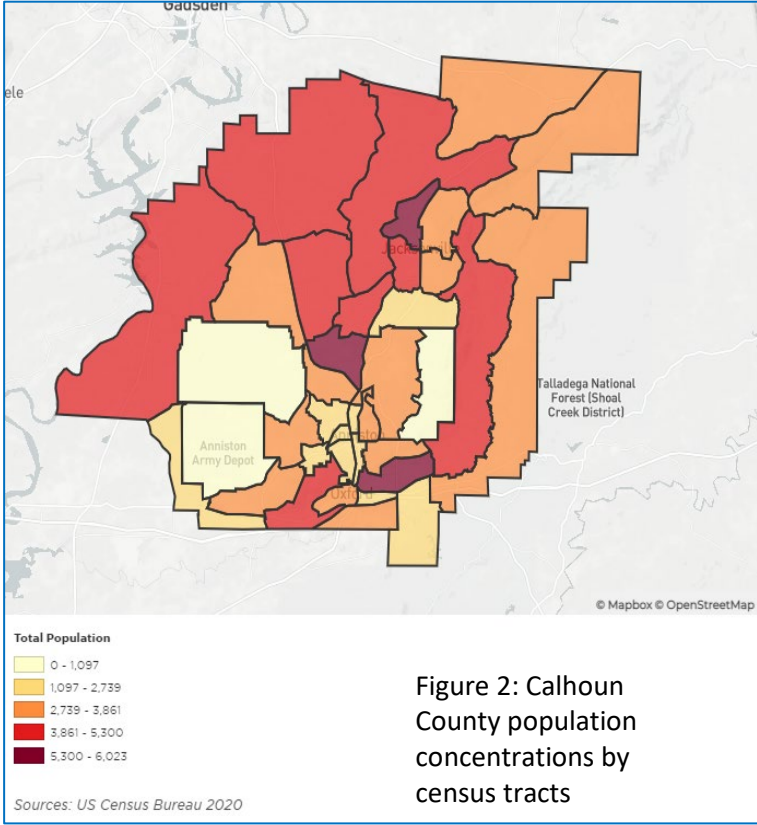
have a disability, 17.4% are elderly, and 15.1% are below the poverty line.

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 outside the Anniston City limits in the Saks community located in the mid-southern part of the county. The second largest concentration is a combination of Oxford-Anniston in the southern part of the county. The third largest concentration is in Jacksonville. Figure 2 depicts these population concentrations. Figure 3 depicts population concentrations of people in poverty with disabilities. Figure 4 depicts population concentrations of people who are in poverty and are over 65. Figure 5 depicts population concentrations of people who are disabled and over 65.



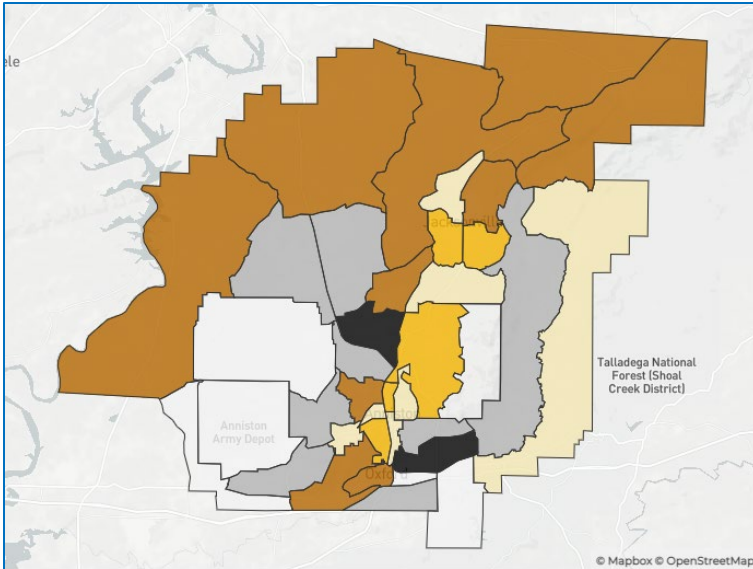


Figure 4: Calhoun County population concentrations of those below poverty and 65+.

Sources: US Census Bureau 2010; US Census Bureau ACS 5-year 2016-2020

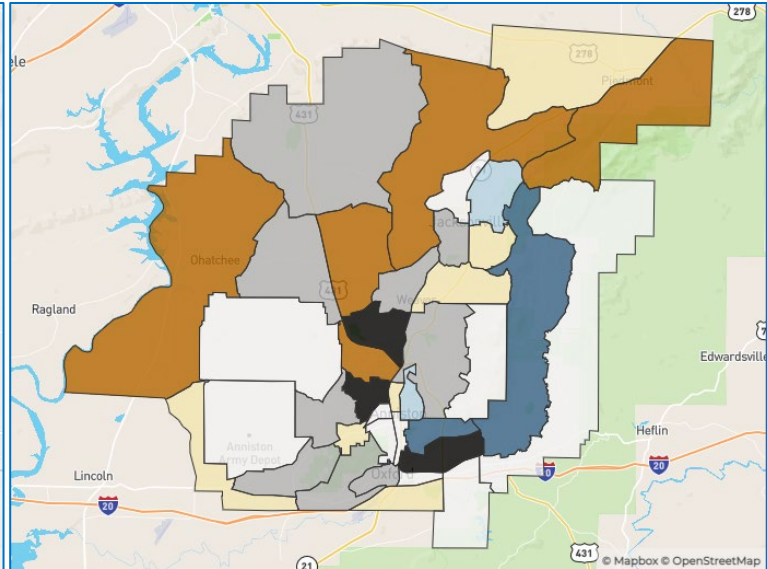
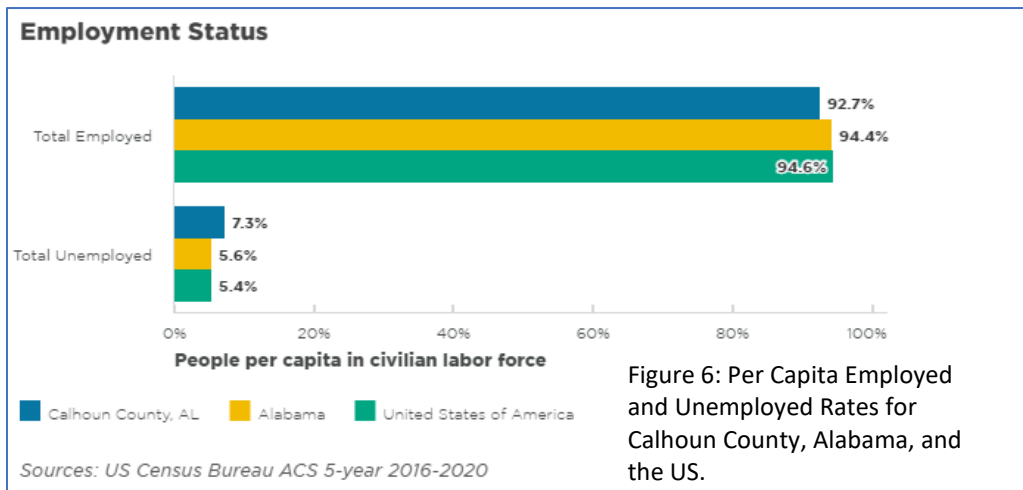


Figure 5: Calhoun County population concentrations of those with a disability and 65+.

Sources: US Census Bureau ACS 5-year 2016-2020

2.2 Employment

The US census Bureau ACS estimates 47,905 people employed and 3,769 were unemployed in their 5-year 2016-2020 estimates. The per capita unemployment rate, 7.3%, was greater than the state and national averages. Major employers in the county include Anniston Army Depot, Honda Manufacturing, Regional Medical Center, Calhoun County Schools, and Jacksonville State University.



Based on 2016 – 2020 US census Bureau ACS estimates 5-year estimates, 75.8% of the total employed workforce in Calhoun County live and work in the county while 21.5% of the employed are employed in another county. The remaining 2.7% are employed in another state.

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 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 360 people per day and 2,253 people 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 36 people and 227 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.
- **City of Piedmont Parks and Recreation Department** operates a demand response service in a 7-mile radius from the center of town between the hours of 6 am and 2:30 pm. They have one vehicle that is wheelchair accessible. They transport an average of 6 people a day and 30 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 operates in Talladega, Clay, Randolph, Calhoun, and Cleburne counties and 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's service 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** aids 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 8 citizens each day and week.

- **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.
- **Piedmont Benevolence Center** is a non-profit charitable organization that provides transportation assistance to Piedmont area residents in need of assistance.
- **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

Figures 2-5 displays the census tracts that have above average population of disabled, elderly, and poor. These tracts roughly cover the center of the county following State Route 21, the western portion of the county in the Ohatchee area, the northeastern portion of the county in Piedmont, the Saks area, Hobson

City, and portions of southern Anniston to the east of Quintard Ave. The Calhoun County Urban fixed transit system covers the area spanning State Route 21 up to the City of Weaver, Hobson City, and the portions of southern Anniston to the east of Quintard Ave. 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 January 2023. The staff used the survey responses to develop a list of needs in the county. In April 2023, the RPO, MPO, and transit services committee verified these needs.

Needs Not Currently Addressed

- Expand rural service
- 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
- Increased transportation services for emergent and non-emergent care discharge from RMC

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
- Implementation of changes

Barriers during the Covid-19 Pandemic

- PPE needed for safety of passengers

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

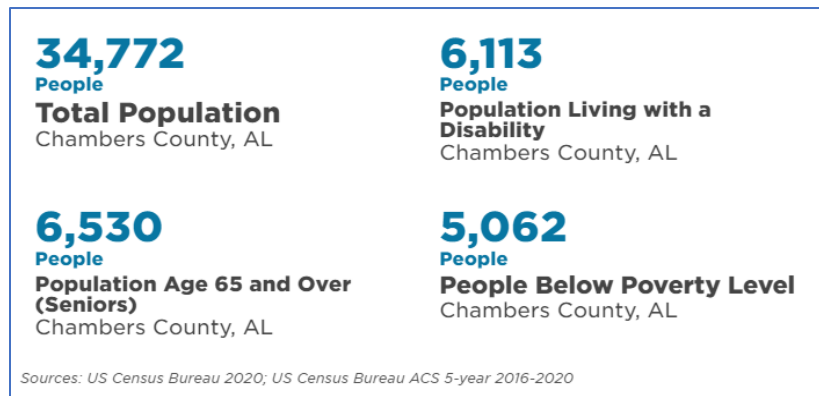
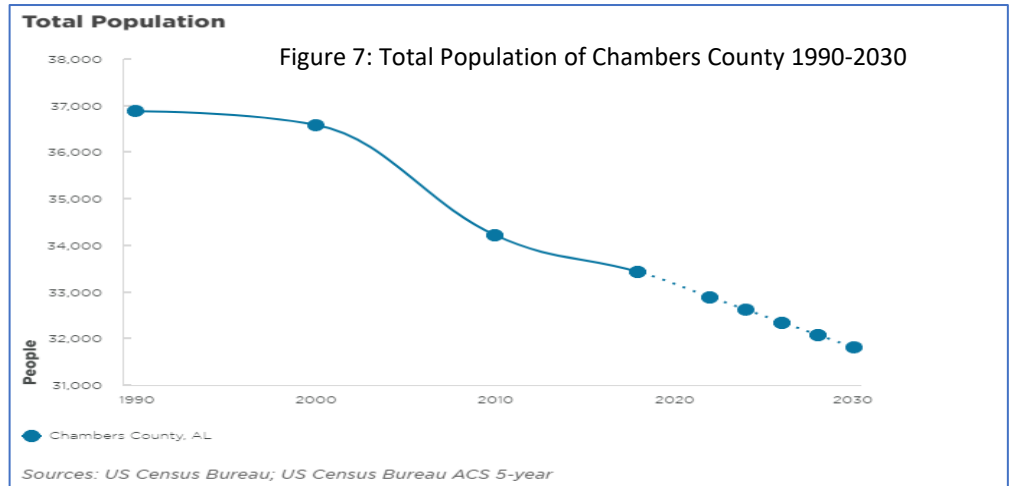
- Maintain current transit service (High)
- Maintain current transit coordination efforts (High)
- Compensate volunteer drivers for mileage (Medium)
- Subsidized Uber/Lyft services (Low)
- Creation of a network of drivers among faith groups (Medium)
- Expand current transit service
 - Extended service 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

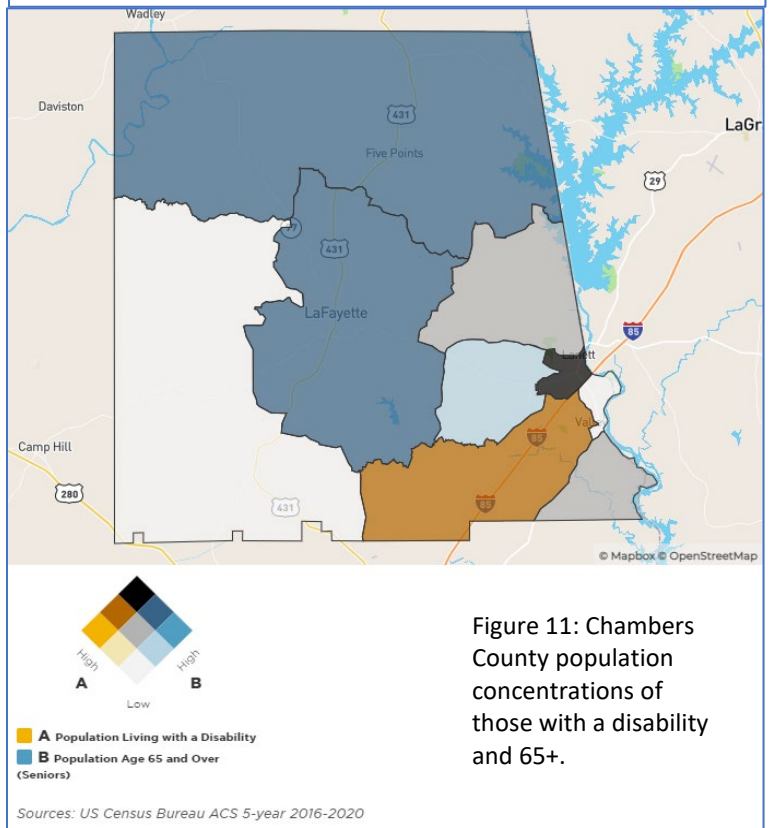
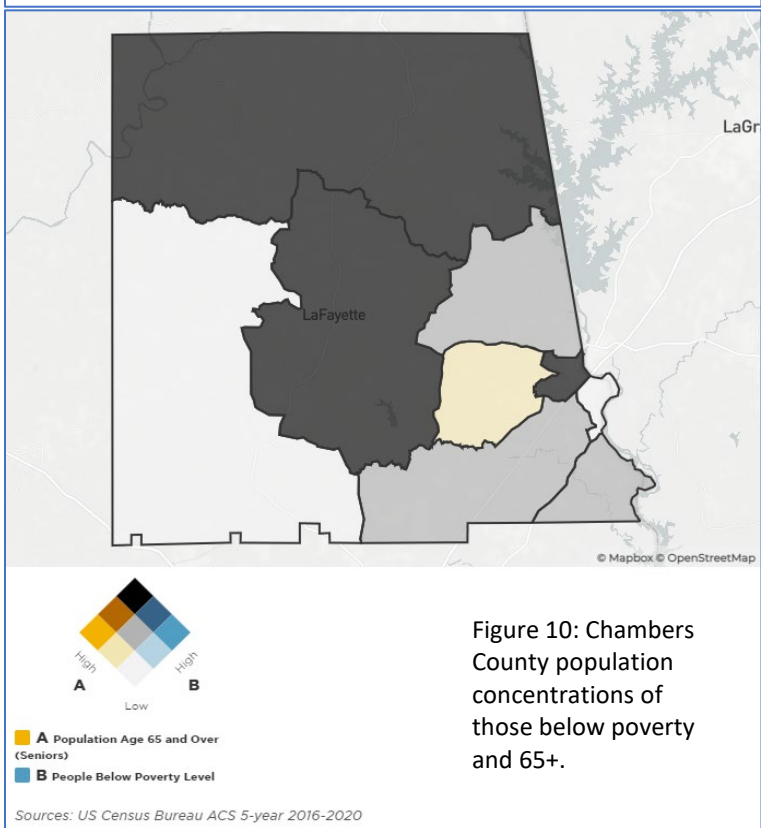
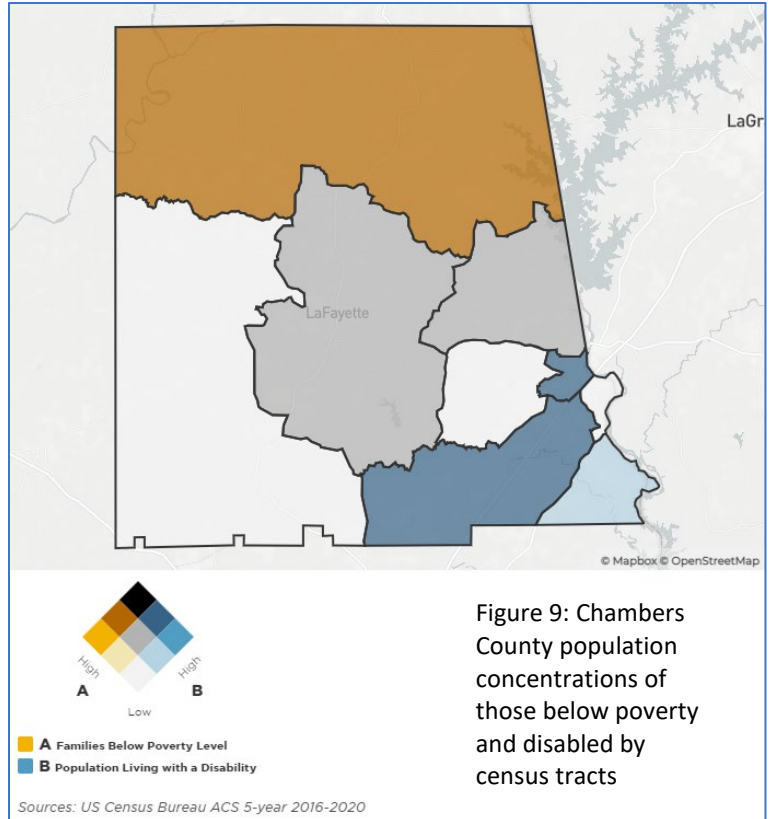
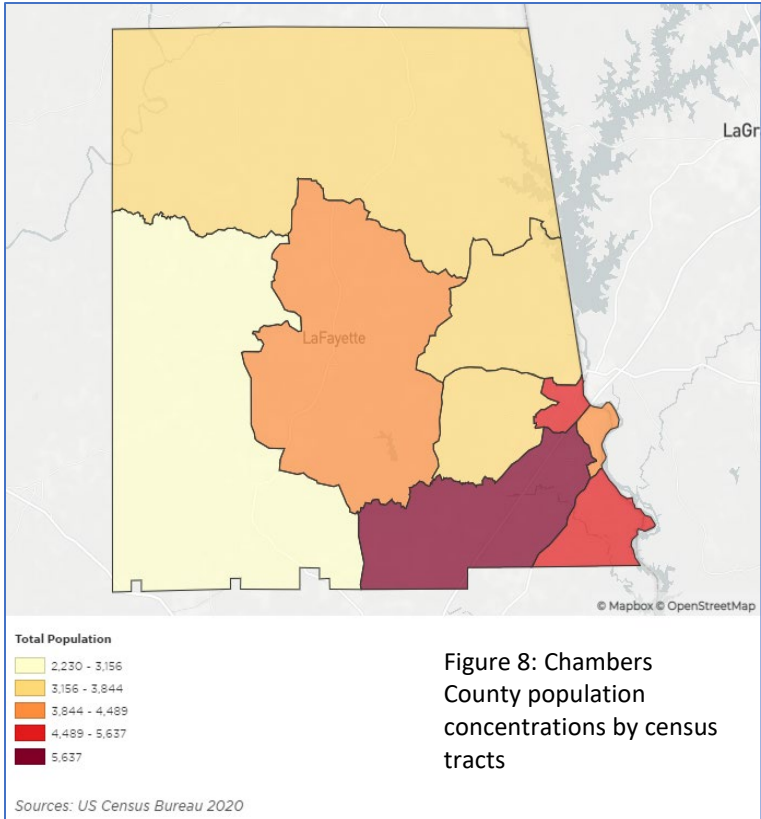
3.1 Demographics and Geography

The 2020 US Census Bureau estimates 34,772 residents in Chambers County. This is an increase of 557 (0.02%) from the number reported in the 2010 Census. The population density of the county is 58.3 people per square mile. According to the 2016-2020 US Census Bureau ACS 5-year estimates, 17.6% of Chambers County residents have a disability, 18.78% are elderly, and 14.56% are below the poverty line.



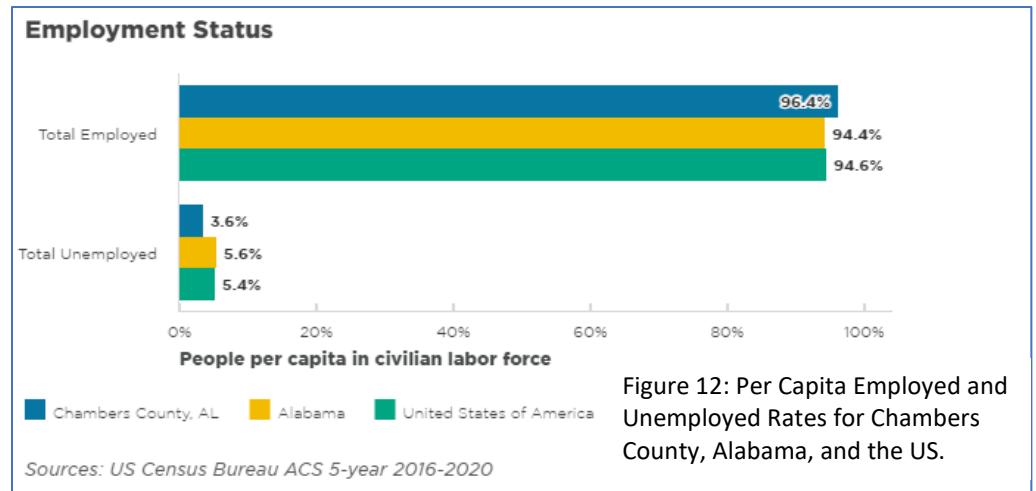
Chambers County has a land area of 596.53 square miles. At its widest section, the county is 26 miles north-to-south and 27 miles east-to-west. The main north-south route is US-431 and the main east west route is AL-50.

There are three areas of concentrated population in Chambers County. The largest of the three is the Cusseta area in the southeastern part of the county. The second and third concentrations border the first on the north and south and includes the cities of Lanett and Valley. Figure 8 depicts these population concentrations. Figure 9 depicts population concentrations of people in poverty with disabilities. Figure 10 depicts concentrations of people who are in poverty and are over 65. Figure 11 depicts population concentrations of people who are disabled and over 65.



3.2 Employment

The US census Bureau ACS estimates 14,724 people were employed and 548 were unemployed in their 5-year 2016-2020 estimates. The per capita unemployment rate, 3.6%, was less than the state and national averages. Major employers in the county include AJIN USA, Chambers County Schools, EAMC-Lanier, West Rock, and Wal-Mart.



Based on 2016 – 2020 US census Bureau ACS estimates 5-year estimates, 39.86% of the total employed workforce in Chambers County live and work in the county while 25.14% of the employed are employed in another county. The remaining 35% are employed in another state.

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

- **The Arc of the Chattahoochee Valley, Inc./Valley Haven School** promotes and protects the human rights of people with intellectual and developmental disabilities and actively supports their full inclusion and participation in the community throughout their lifetimes. They operate 5 vehicles, all of which are equipped with wheelchair lifts or ramps, weekdays from 8 am to 2 pm. On average they transport 44 people per day and 200 people per week.
- **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, Monday through Thursday from 8 am to 4 pm. On average they transport 15 people per day and 35 people per week.
- **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.

- **Seniors Transit Authority Service** provides demand response service by the City of Lanett Recreation Department that operates weekdays from 8 am to 5 pm. This service is provided on a first-come, first-served basis and is open to all Lanett citizens that are disabled or seniors 55 years and over.
- **Valley Senior Center** provides transportation for seniors to the senior center for activities and home at the end of the day. The senior center uses 3 buses that also deliver homebound meals.

Private Systems

- **Groome Transportation Shuttle Service** has a 24-hour shuttle to Atlanta’s Hartsfield-Jackson International Airport. Pickup is located at the Hampton Inn located off Exit 77 on I-85. Pick-up times are every hour and a half starting at 3:30 am until 11 pm. Reservations must be made for pickup.
- **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.
- **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.
- **Valley Medical Transport** specializes in non-emergency medical transport by van.

3.4 Transit Needs

Figures 8-11 display the census tracts that have above average population of disabled, elderly, and poor. These census tracts roughly cover the center portion of the county from White Plains to Moorefield, northern portions of the county from Fredonia to the Tallapoosa County line, and the Lanett area. There are no transit routes that cover any of the highlighted tracts.

Surveys were provided to transit providers, social service organizations, and local government agencies in January 2023. The staff used the survey responses to develop a list of needs in the county. In April 2023, 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

Barriers during the Covid-19 Pandemic

- None identified

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

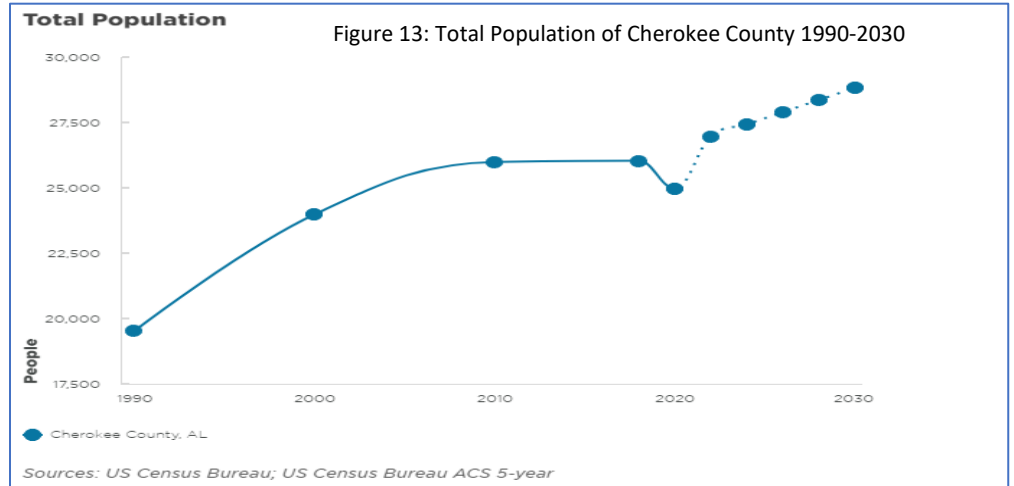
- Municipalities fund public transportation (High)
- Creation of new non-profit organization to spearhead transportation needs (Medium)
- Creation of new for-profit organization to spearhead transportation needs (Low)
- Assistance from existing non- or for-profit organization(s) (Medium)
- More operation 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

The 2020 US Census Bureau estimates 24,971 residents in Cherokee County. This is a decrease of 1,018 (0.4%) from the number reported in the 2010 Census. The population density of the county is 45.1 people per square mile. According to the 2016-2020 US Census Bureau ACS 5-year estimates, 17.3% of



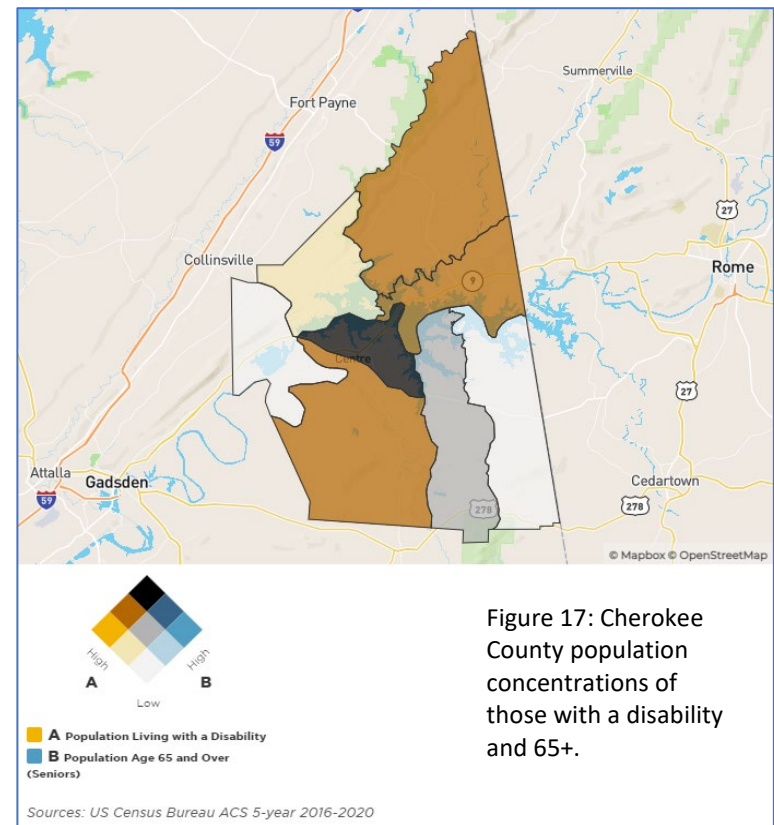
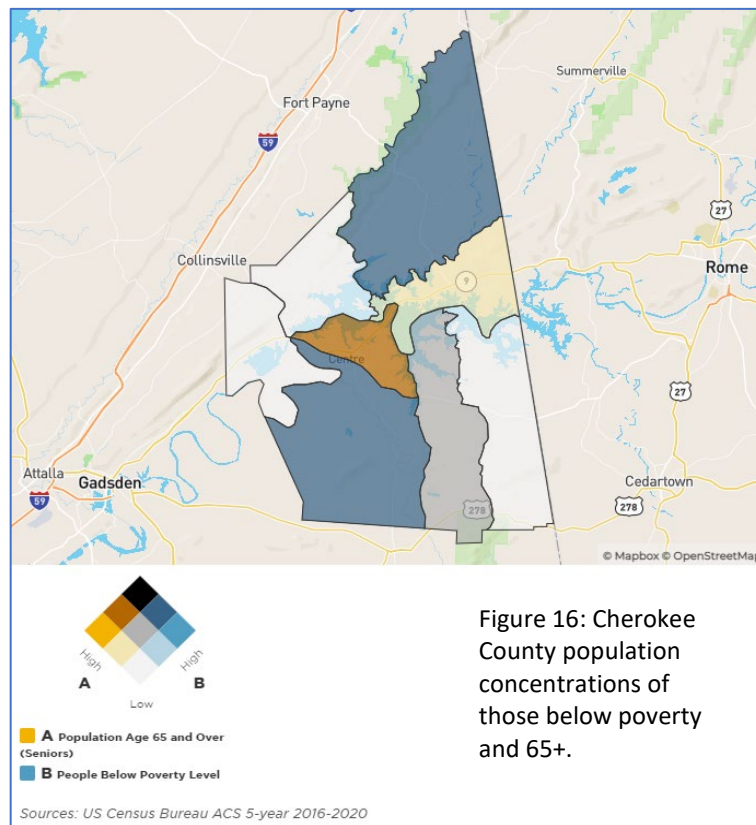
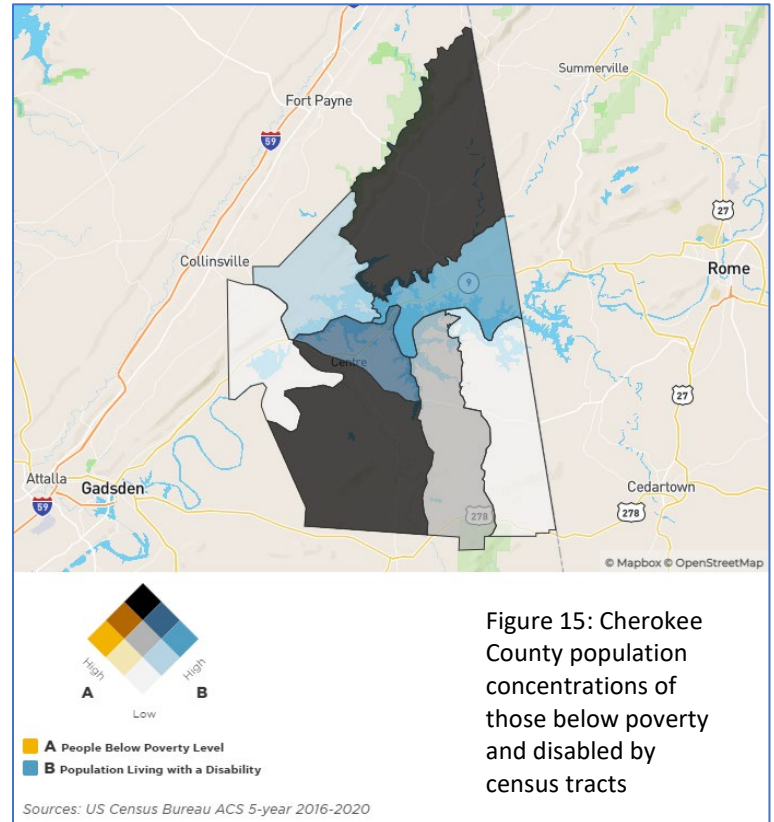
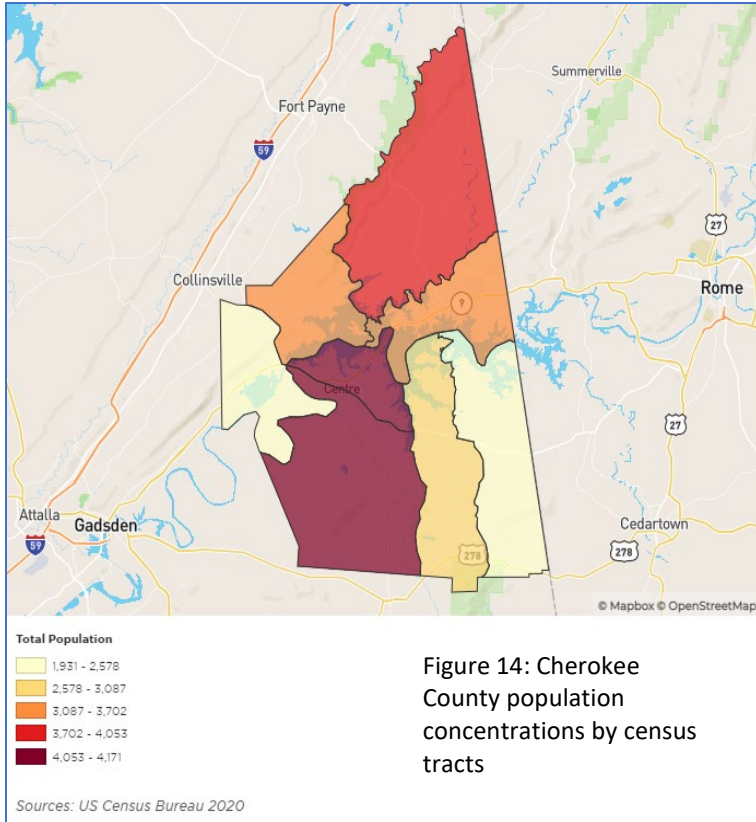
Chambers County residents have a disability, 24% are elderly, and 13.3% are below the poverty line.

<p>24,971 People Total Population Cherokee County, AL</p>	<p>4,315 People Population Living with a Disability Cherokee County, AL</p>
<p>5,969 People Population Age 65 and Over (Seniors) Cherokee County, AL</p>	<p>3,322 People People Below Poverty Level Cherokee County, AL</p>

Sources: US Census Bureau 2020; US Census Bureau ACS 5-year 2016-2020

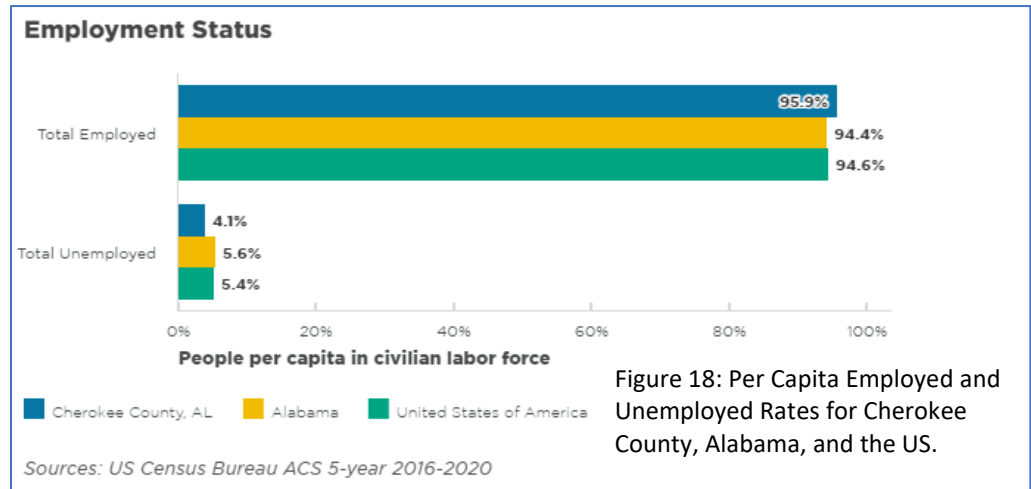
Cherokee County has a land area of 553.70 square miles. At its widest section, the county is 40 miles north-to-south and 23 miles east-to-west. The main north-south routes are AL-9 and AL-68 and the main east west route is US-411.

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 14 depicts these population concentrations. Figure 15 depicts population concentrations of people in poverty with disabilities. Figure 16 depicts population concentrations of people who are in poverty and are over 65. Figure 17 depicts population concentrations of people who are disabled and over 65.



4.2 Employment

The US census Bureau ACS estimates 10,310 people were employed and 444 were unemployed in their 5-year 2016-2020 estimates. The per capita unemployment rate, 4.1%, was less than the state and national 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 2016 – 2020 US census Bureau ACS estimates 5-year estimates, 43.9% of the total employed workforce in Cherokee County live and work in the county while 26.7% of the employed are employed in another county. The remaining 29.4% are employed in another state.

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

- **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 in Gadsden, but they also serve portions of the Birmingham area, DeKalb County, and Cherokee County.
- **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.

- **Darden Rehabilitation Foundation** provides transportation to consumers for interviews and job searches in Cherokee, Dekalb, Etowah, Marshall, and St. Clair Counties. Operation hours are 7:30 am until 3:00 pm Monday through Thursday and until noon on Fridays. On average they transport 5 people daily and up to 20 people per week.
- **Sterling Companies, Inc.** manages programs and facilities on behalf of Summit Education and Training Centers. Transportation and meals are provided for the program, which operates five hours Monday through Friday.

Private Systems

- None found

4.4 Transit Needs

Figures 14-17 displays the census tracts 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 January 2023. The staff used the survey responses to develop a list of needs in the county. In April 2023, the RPO, MPO, and transit services committee verified these needs.

Needs Not Currently Addressed

- Public transportation service in rural areas
- Limitations of transit routes
- Service after 5 pm
- Weekend service
- Transportation services for non-seniors
- Inadequate service for elderly
- Inadequate service for those below poverty line

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
- Rural nature of the county
- Lack of vehicles
- Implementation of changes

Barriers during the Covid-19 Pandemic

- None identified

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

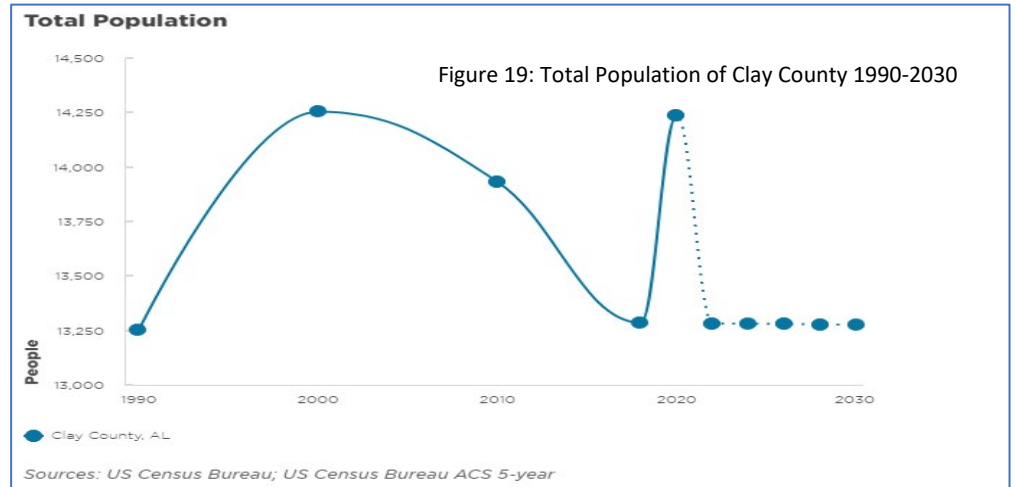
- Maintain current transit service (High)
- Compensate volunteer drivers for mileage (Medium)
- Subsidized Uber/Lyft services (Low)
- Creation of a network of drivers among faith groups (Medium)
- 24-hour services (Medium)
- Creation of a voucher system for transportation for clients (High)
- Expand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

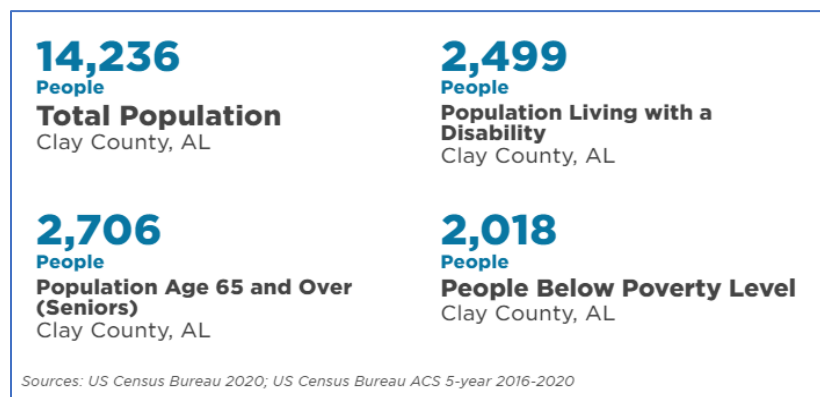
5.0 Clay County

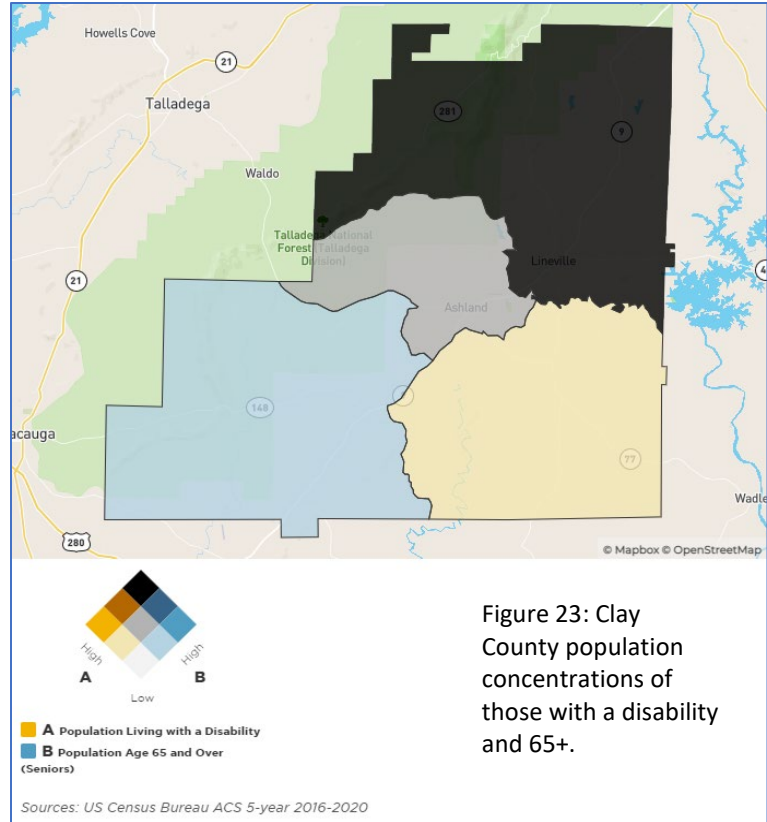
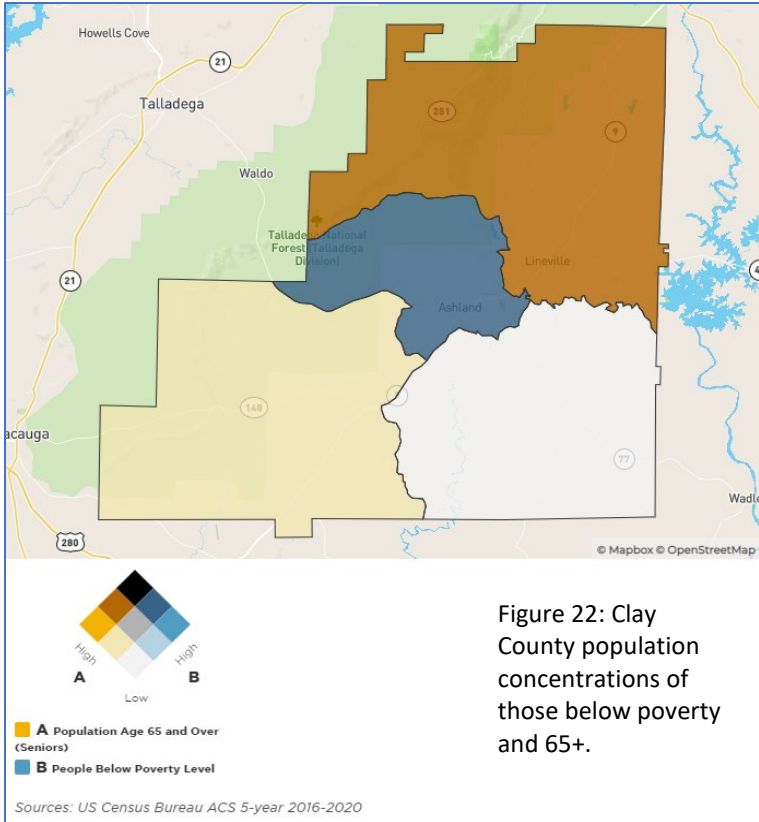
5.1 Demographics and Geography

The 2020 US Census Bureau estimates 14,236 people live in Clay County. This is an increase of 304 (2.2%) from the number reported in the 2010 Census. The population density of the county is 23.6 people per square mile. According to the 2016-2020 US Census Bureau ACS 5-year estimates, 17.6% of Clay County residents have a disability, 19% are elderly, and 14.2% are below the poverty line.



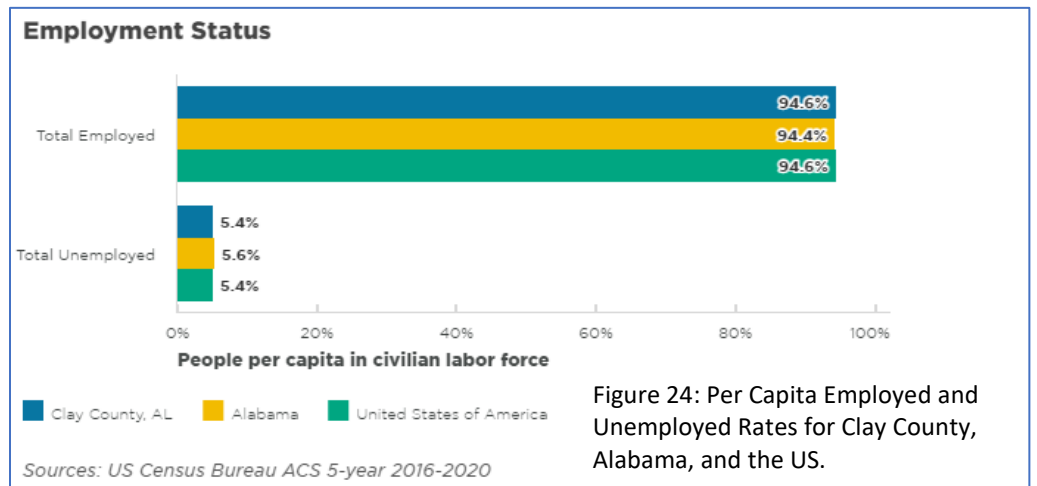
Clay County has a land area of 603.96 square miles. At its widest section, the county is 27 miles north-to-south and 30 miles east-to-west. The main north-south route is AL-9 and the main east west route is AL-77. There are two areas of concentrated population in Clay County. The largest of the two is northern portion that includes Lineville. The second concentration is Ashland located in the west central part of the county. Figure 20 depicts these concentrations. Figure 21 depicts population concentrations of people in poverty with disabilities. Figure 22 depicts population concentrations of people along with concentrations of people who are in poverty and are over 65. Figure 23 depicts population concentrations of people who are disabled and over 65.





5.2 Employment

The US census Bureau ACS estimates 5,389 people were employed and 305 were unemployed in their 5-year 2016-2020 estimates. The per capita unemployment rate, 5.4%, was less than the state average and equal to the national average. Major employers in the county include Wellborn Cabinets, Inc., Kosch Foods, Tru-Wood Cabinets, John-Co Truss Company, and Integrity Cabinets.



Based on 2016 – 2020 US census Bureau ACS estimates 5-year estimates, 62.1% of the total employed workforce in Clay County live and work in the county while 31.9% of the employed are employed in another county. The remaining 6% are employed in another state.

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

- **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.
- **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.
- **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 operates in Talladega, Clay, Randolph, Calhoun, and Cleburne counties

Private Systems

- None found

5.4 Transit Needs

Figures 20-23 display the census tracts that have above average population of disabled, elderly, and poor. These block groups roughly bisect 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 January 2023. The staff used the survey responses to develop a list of needs in the county. In April 2023, 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
- Transportation service throughout the county
- Non-emergent medical transportation

Needs Met or Partially Met with Current Service

- Low-cost transportation service operated by the County
- Low-cost transportation services

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)
- Implementation

Barriers during the Covid-19 Pandemic

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

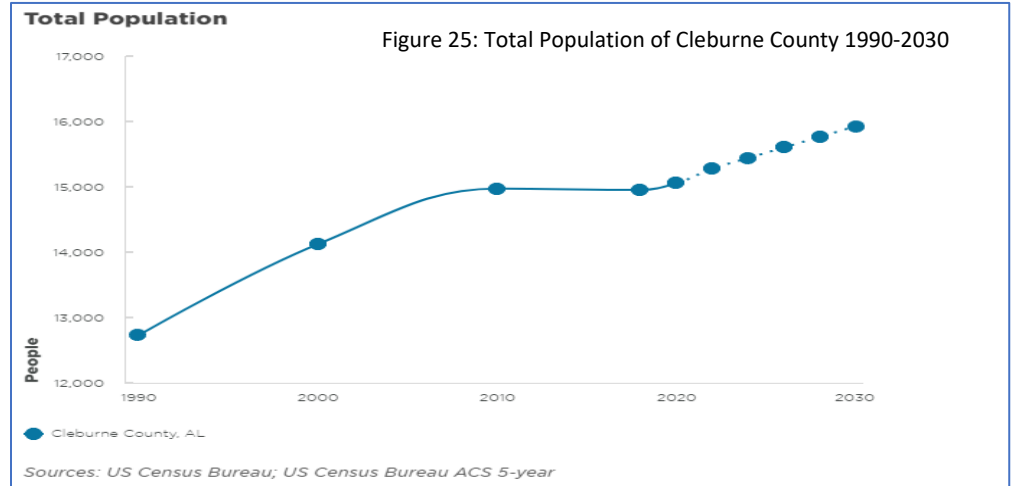
- Maintain current transit service (High)
- Implementation of a paratransit system (High)
- Education of current transportation services (Medium)
- Extend service area and hours of current transportation services (Medium)
- Low cost transportation services (Medium)

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.

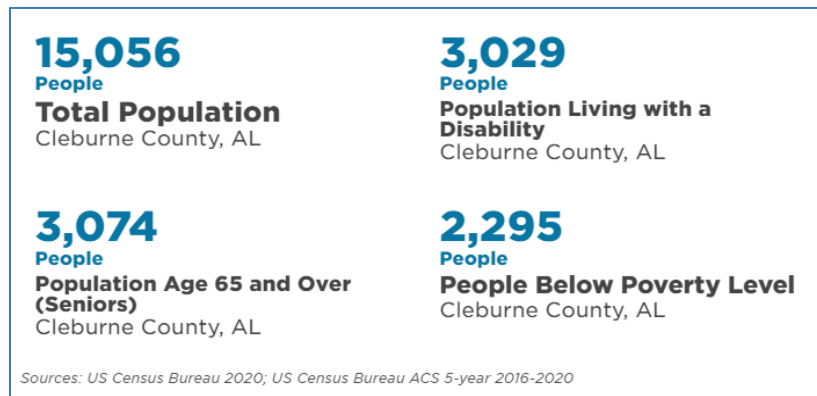
6.0 Cleburne County

6.1 Demographics and Geography

The 2020 US Census Bureau estimates 15,056 people live in Cleburne County. This is an increase of 84 (0.5%) from the number reported in the 2010 Census. The population density of the county is 26.89 people per square mile. According to the 2016-2020 US Census Bureau ACS 5-year estimates, 20% of



Cleburne County residents have a disability, 20% are elderly, and 15% 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 are two areas of concentrated population in Cleburne County. The most concentrated is in the southeast corner of the county and includes the City of Ranburne. The second most concentrated tract is in the center and west section of the county and includes the Cities of Heflin and Edwardsville. Figure 26 depicts these concentrations. Figure 27 depicts population concentrations of people in poverty with disabilities. Figure 28 depicts population concentrations of people who are in poverty and are over 65. Figure 29 depicts population concentrations of people who are disabled and over 65.

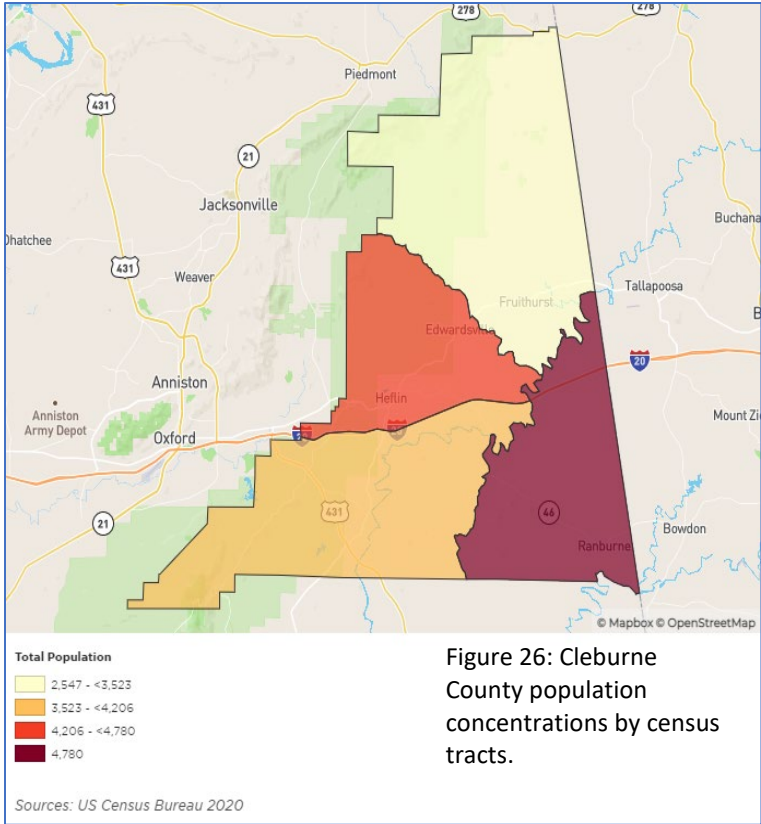


Figure 26: Cleburne County population concentrations by census tracts.

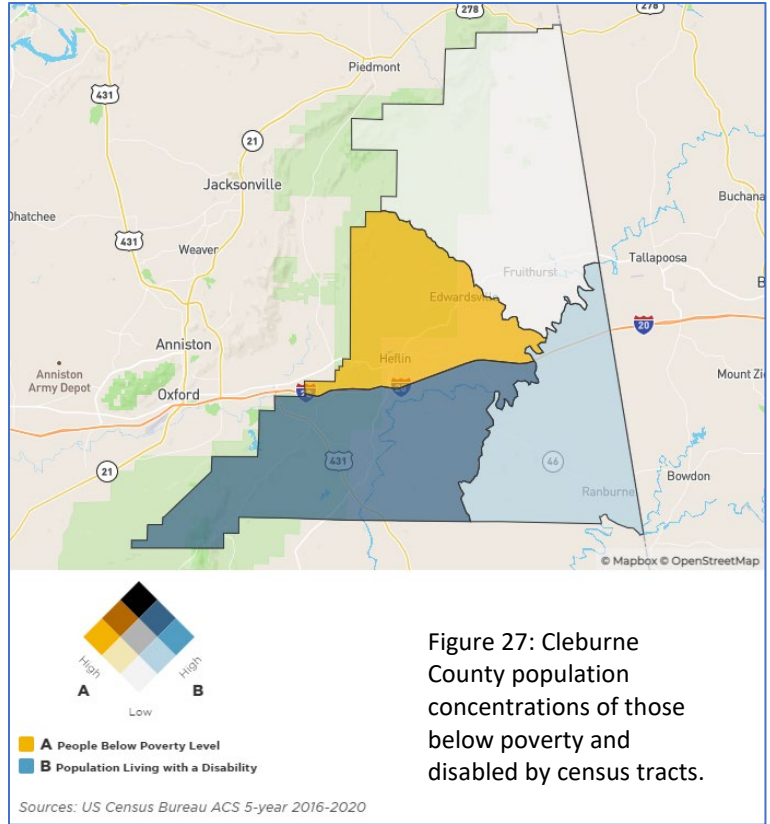


Figure 27: Cleburne County population concentrations of those below poverty and disabled by census tracts.

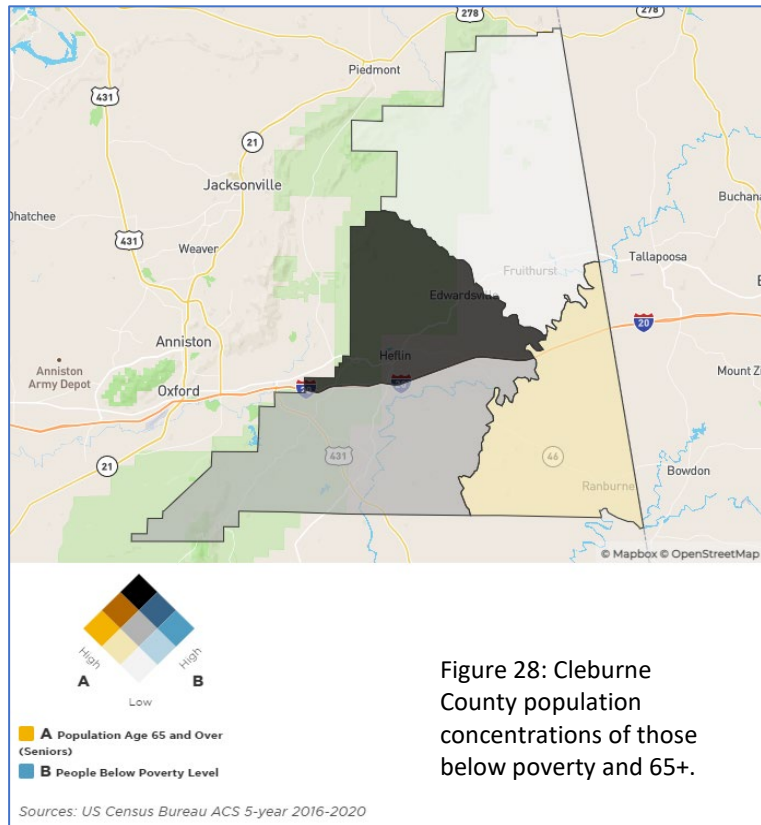


Figure 28: Cleburne County population concentrations of those below poverty and 65+.

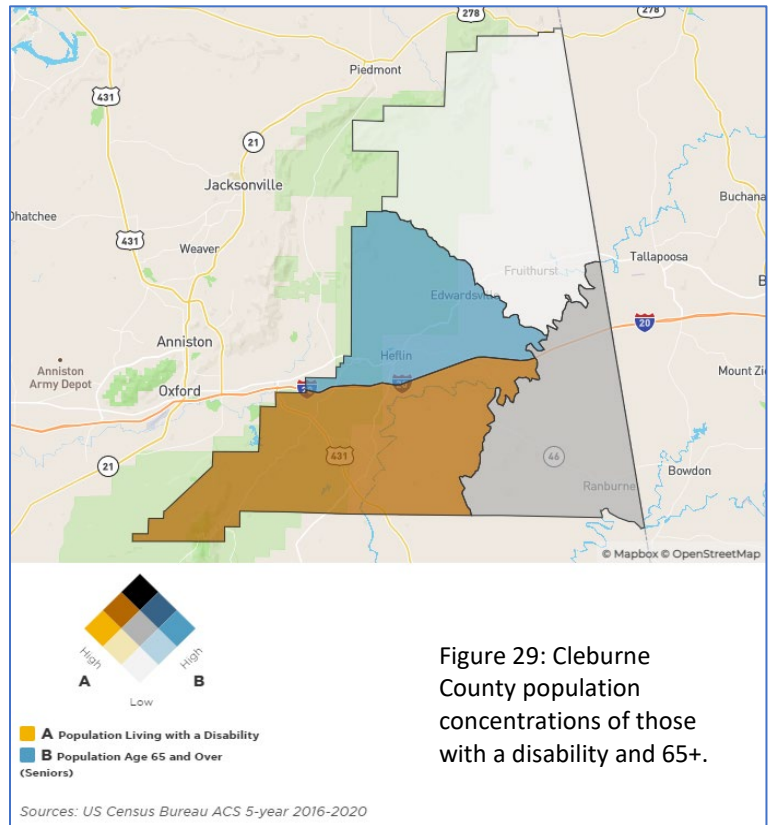


Figure 29: Cleburne County population concentrations of those with a disability and 65+.

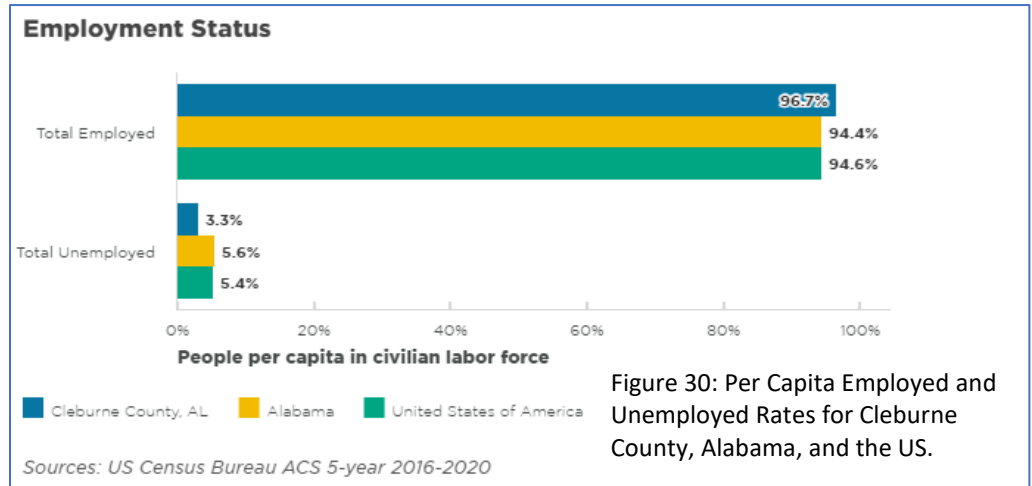
6.2 Employment

The US census Bureau ACS estimates 5,814 people were employed and 198 were unemployed in their 5-year 2016-2020 estimates. The per capita unemployment rate, 3.3%, was less than the state and national averages.

Major employers in the county include L. E. Bell Construction, Cleburne County Schools, Southwire, Webb Concrete, and Cleburne County Nursing Home.

Based on 2016 – 2020 US census Bureau ACS estimates 5-year estimates, 29% of the total employed

workforce in Cleburne County live and work in the county while 29% of the employed are employed in another county. The remaining 42% are employed in another state.



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

- **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.
- **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.

- **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 operates in Talladega, Clay, Randolph, Calhoun, and Cleburne counties

Private Systems

- None found

6.4 Transit Needs

Figures 26-29 display the census tracts 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 January 2023. The staff used the survey responses to develop a list of needs in the county. In April 2023, 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

Implementation

Barriers during the Covid-19 Pandemic

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

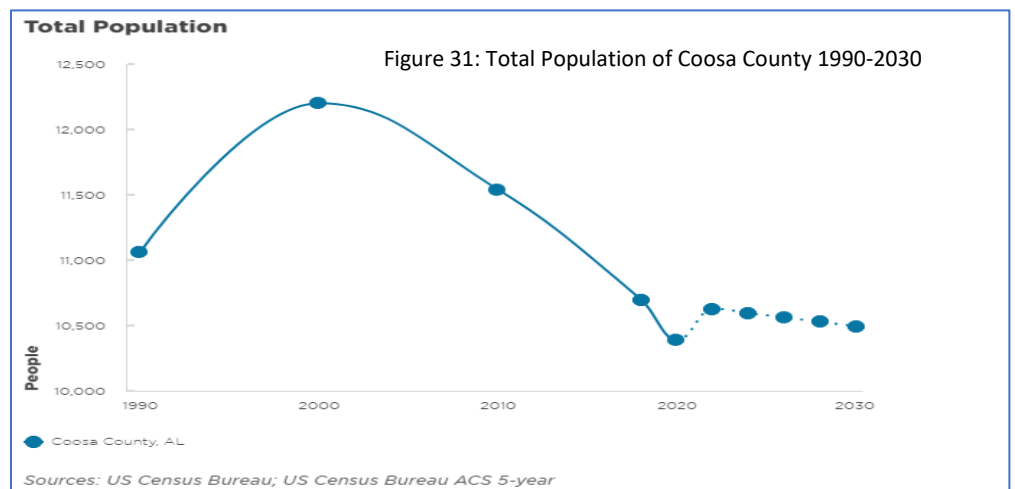
- Maintain current transit service (High)
- Compensate volunteer drivers for mileage (Medium)
- Subsidized Uber/Lyft services (Low)
- Creation of a network of drivers among faith groups (Medium)
- Extended service routes (Medium)
- Increased services for those leaving medical facilities (Medium)
- Low-cost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

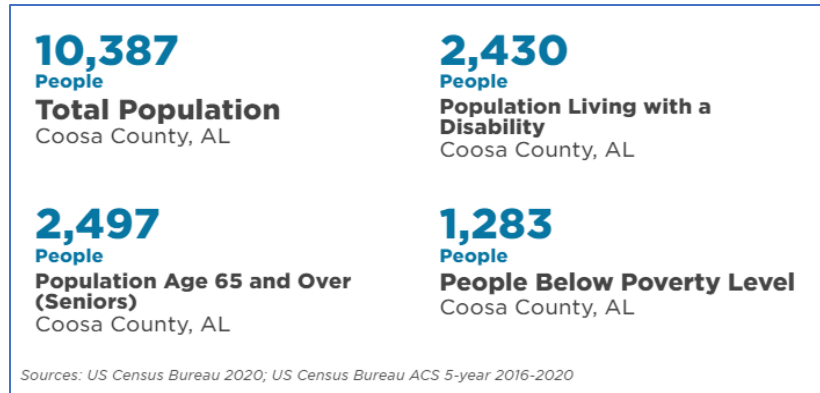
The list of strategies includes an implementation priority (High, Medium, Low) assigned by the transit services committee. The priority is based on available resources, time, and feasibility. The priority assigned does not have a direct correlation to the amount of support or the amount of need. It merely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

7.0 Coosa County

7.1 Demographics and Geography

The 2020 US Census Bureau estimates 10,387 people live in Coosa County. This is a decrease of 1,152 (10%) from the number reported in the 2010 Census. The population density of the county is 26.89 people per square mile. According to the 2016-2020 US Census Bureau ACS 5-year estimates, 23% of Coosa County residents have a disability, 24% are elderly, and 12% 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 in the northeast section of the county and includes the Town of Goodwater. The second concentration is south of the Sylacauga city limits located in the north central part of the county. Figure 32 depicts these concentrations. Figure 33 depicts population concentrations of people in poverty. Figure 34 depicts population concentrations of people who are over 65 years of age or over. Data was unavailable for population concentrations of people with disabilities via census blocks.

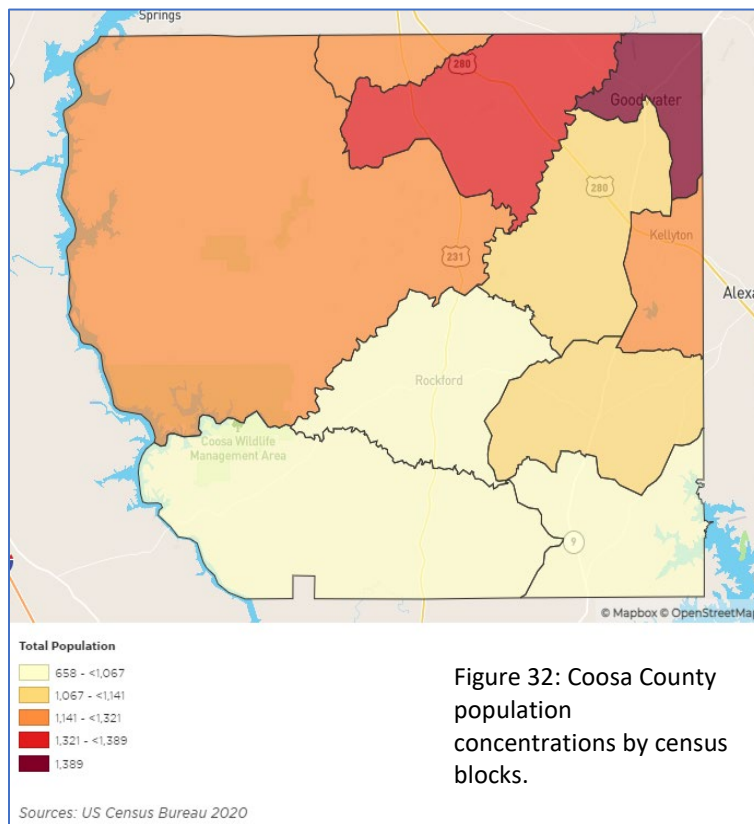


Figure 32: Coosa County population concentrations by census blocks.

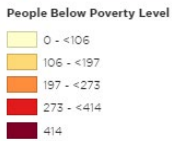
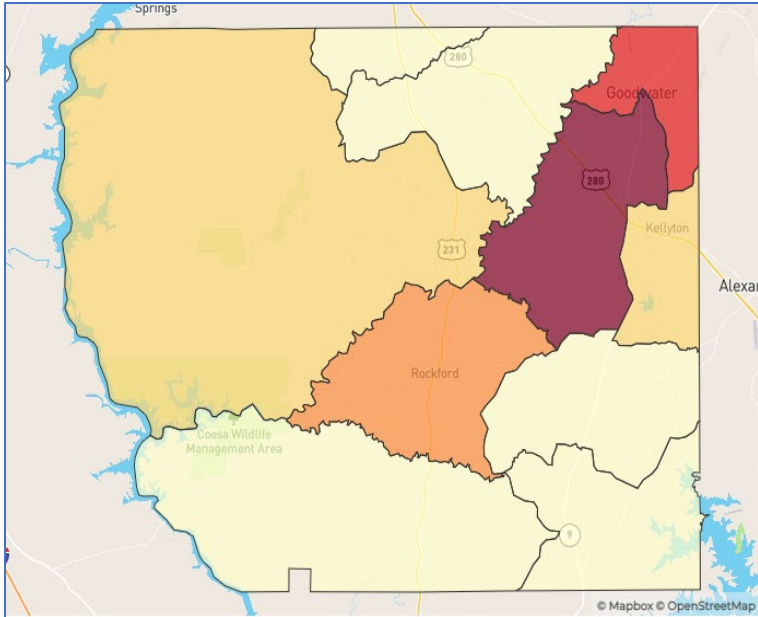


Figure 33: Coosa County population concentrations of those below poverty level.

Sources: US Census Bureau ACS 5-year 2016-2020

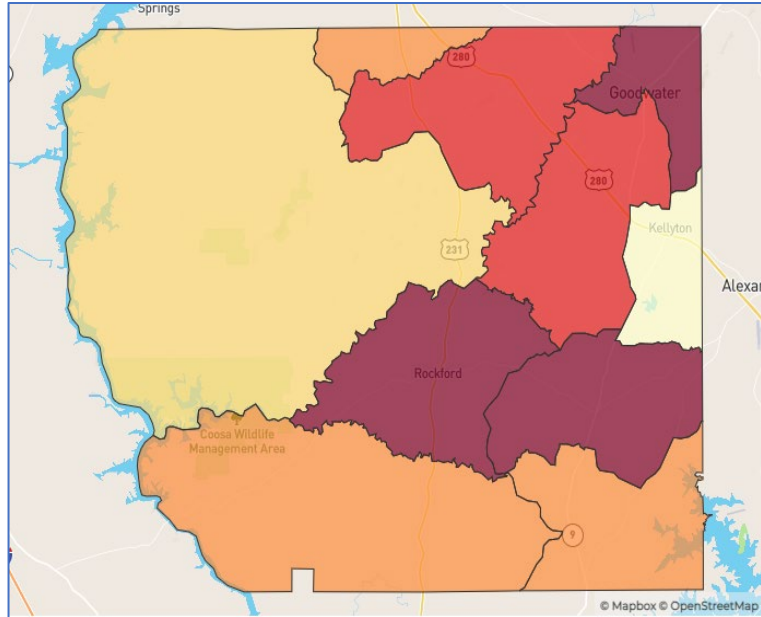


Figure 34: Coosa County population concentrations of those aged 65 and over.

Sources: US Census Bureau ACS 5-year 2016-2020

7.2 Employment

The US census Bureau ACS estimates 4,164 people were employed and 109 were unemployed in their 5-year 2016-2020 estimates. The per capita unemployment rate, 2.6%, was less than the state and national averages. Major employers in the county include Madix, Coosa County Board of Education, and AmTech.

Based on 2016 – 2020 US census Bureau ACS estimates 5-year estimates, 23% of the total employed workforce in Coosa County live and work in the county while 75% of the employed are employed in another county. The remaining 2% are employed in another state.

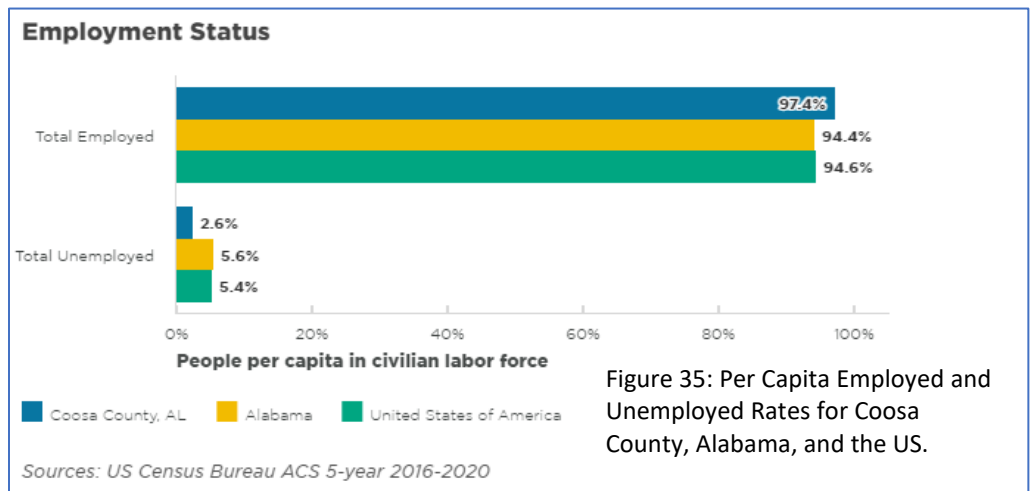


Figure 35: Per Capita Employed and Unemployed Rates for Coosa County, Alabama, and the US.

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

- **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.
- **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 4 vehicles which are equipped with wheelchair lifts or ramps. Coosa County's demand response operates weekdays between the hours of 8 am and 4 pm and transport an average of 19 people per day/95 weekly. With ample notice from passengers, this demand response can transport dialysis patients to Montgomery, Alexander City, Birmingham, or Tuskegee.

Private Systems

- None found

7.4 Transit Needs

Figures 32-34 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 January 2023. The staff used the survey responses to develop a list of needs in the county. In April 2023, 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

Needs during the Covid-19 Pandemic

- PPE and sanitization products

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

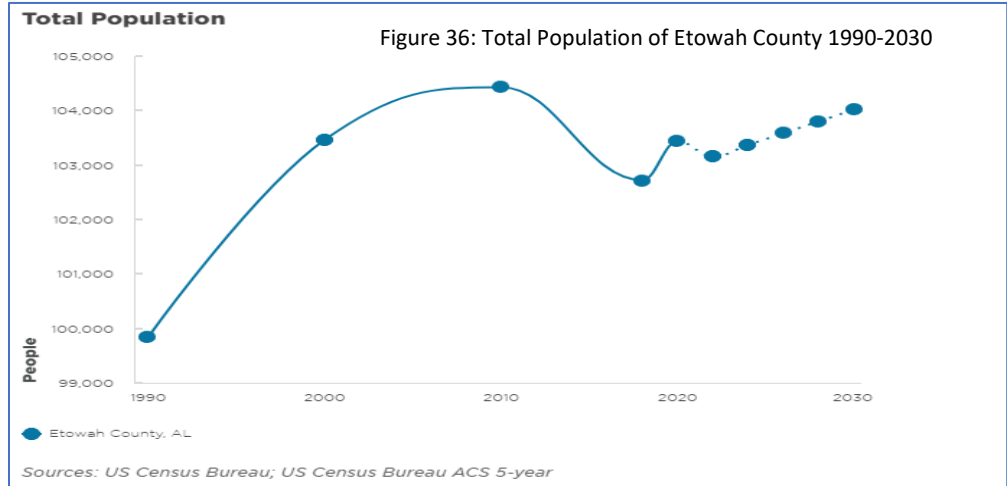
- Maintain current transit service (High)
- Apply for grants/federal funding (High)
- Increase number of fleet vehicles (Medium)

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

The 2020 US Census Bureau estimates 103,436 people live in Etowah County. This is a decrease of 994 (1%) from the number reported in the 2010 Census. The population density of the county is 193 people per square mile. According to the 2016-2020 US Census Bureau ACS 5-year estimates, 18% of Etowah County residents have a disability, 19% are elderly, and 16% are below the poverty line.



<p>103,436 People Total Population Etowah County, AL</p>	<p>18,253 People Population Living with a Disability Etowah County, AL</p>
<p>19,538 People Population Age 65 and Over (Seniors) Etowah County, AL</p>	<p>16,199 People People Below Poverty Level Etowah County, AL</p>

Sources: US Census Bureau 2020; US Census Bureau ACS 5-year 2016-2020

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 first is in the western portion and includes the Town of Walnut Grove. The second concentration is Rainbow City located in the south-central part of the county. The third concentration is in the east-central portion of the County that includes the town of Hokes Bluff and follows Highway 278. Figure 37 depicts these concentrations. Figure 38 depicts population concentrations of people in poverty with disabilities. Figure 39 depicts population concentrations of people who are in poverty and are over 65. Figure 40 depicts population concentrations of people who are disabled and over 65.

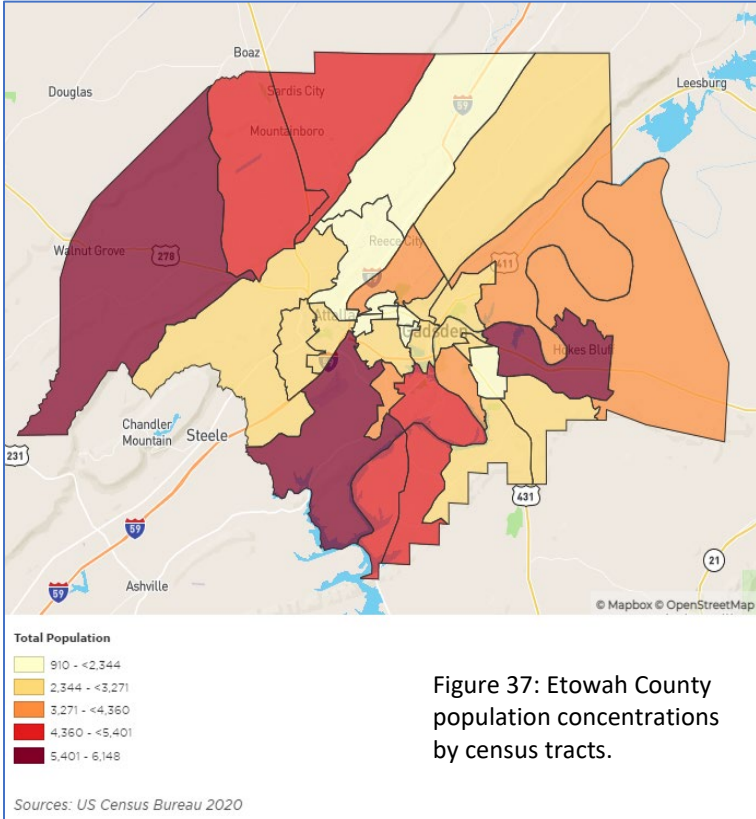


Figure 37: Etowah County population concentrations by census tracts.

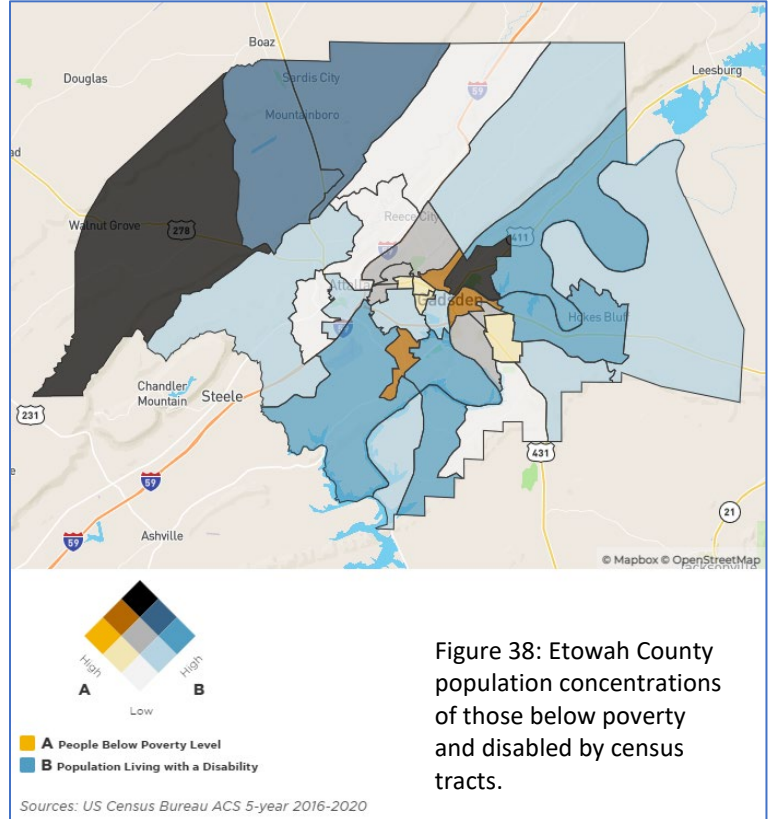


Figure 38: Etowah County population concentrations of those below poverty and disabled by census tracts.

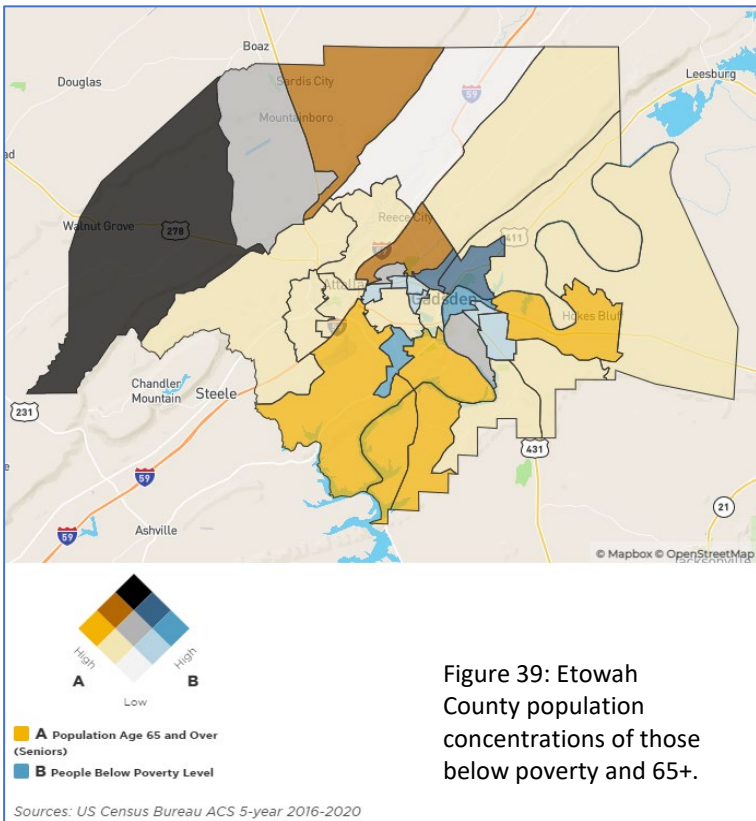


Figure 39: Etowah County population concentrations of those below poverty and 65+.

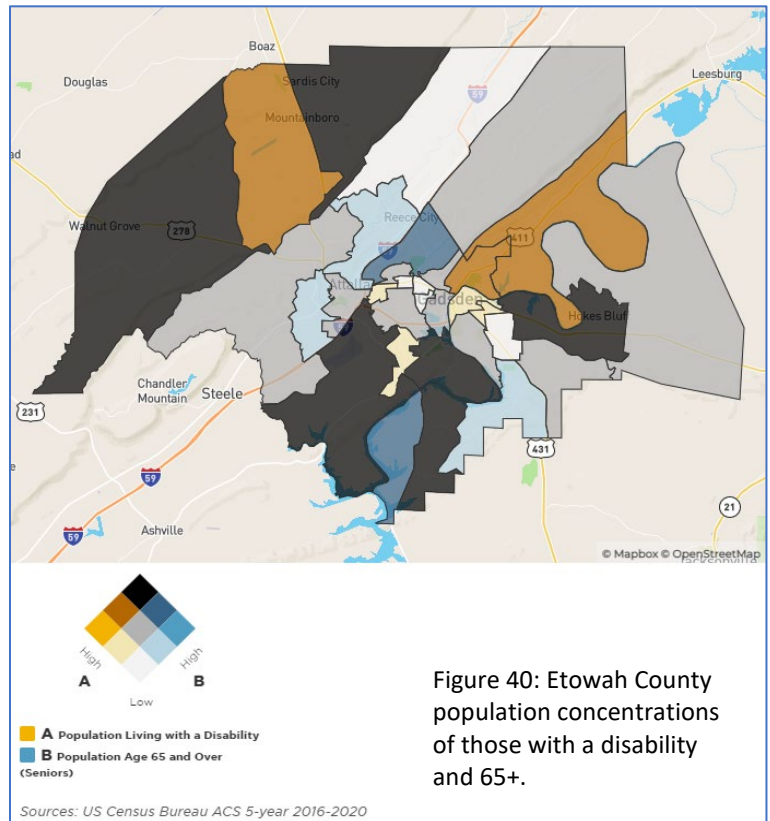
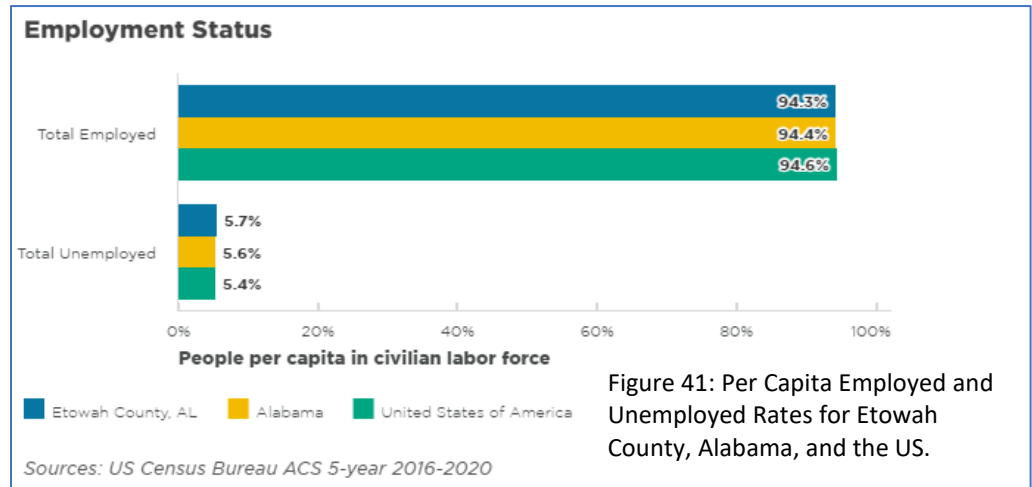


Figure 40: Etowah County population concentrations of those with a disability and 65+.

8.2 Employment

The US census Bureau ACS estimates 43,002 people were employed and 2,601 were unemployed in their 5-year 2016-2020 estimates. The per capita unemployment rate, 5.7%, was slightly higher than the state and national averages. Major employers in the county include Goodyear, Etowah County Board of Education, Gadsden Regional Medical Center, Koch Foods, and Wal-Mart.



Based on 2016 – 2020 US census Bureau ACS estimates 5-year estimates, 72% of the total employed workforce in Etowah County live and work in the county while 26% of the employed are employed in another county. The remaining 2% are employed in another state.

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.

- **Darden Rehabilitation Foundation** provides transportation to consumers for interviews and job searches in Cherokee, Dekalb, Etowah, Marshall, and St. Clair Counties. Operation hours are 7:30 am until 3:00 pm Monday through Thursday and until noon on Fridays. On average they transport 5 people daily and up to 20 people per week.
- **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. This is an advance reservation shared ride public transportation service facilitated through the Etowah County Commission. They currently operate 5 out of 8 total vehicles which are all equipped with wheelchair lifts or ramps. Etowah County's rural transportation operates weekdays between the hours of 8 am and 4:30 pm. The Etowah County rural transit transports an average of 37 people per day and 150 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.
- **Greater Etowah 310** offers a variety of services to individuals with intellectual disabilities including purchasing transportation for individuals that use their services and those receiving Community Experience.
- **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.
- **Sterling Companies, Inc.** manages programs and facilities on behalf of Summit Education and Training Centers. Transportation and meals are provided for the program, which operates five hours Monday through Friday.

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.
- **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.
- **Lyft** is a ridesharing service that matches those needing transportation to a nearby driver through an app. Rides are charged a cost per mile and per minute with extra charges accrued during prime-time service when there is a higher-than-normal demand.
- **Uber** is a ridesharing service that matches those needing transportation to a nearby driver through an app. Rides are charged a cost per mile and per minute with extra charges accrued during prime-time service when there is a higher-than-normal demand.

8.4 Transit Needs

Figures 38-40 displays the census tracts that have above average population of disabled, elderly, and poor. These tracts 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 tracts also include the eastern portion of US-431 in the Glencoe area, bisects the county through the center and includes the mid-southeastern 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 the census block groups.

Surveys were provided to transit providers, social service organizations, and local government agencies in January 2023. The staff used the survey responses to develop a list of needs in the county. In April 2023, 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
- Non-emergency medical transportation

Needs Met or Partially Met with Current Service

- Rural service through on-demand
- Public transit routes within Gadsden City Limits

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
- Lack of vehicles
- Personnel

Barriers during the Covid-19 Pandemic

- Limited staff

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

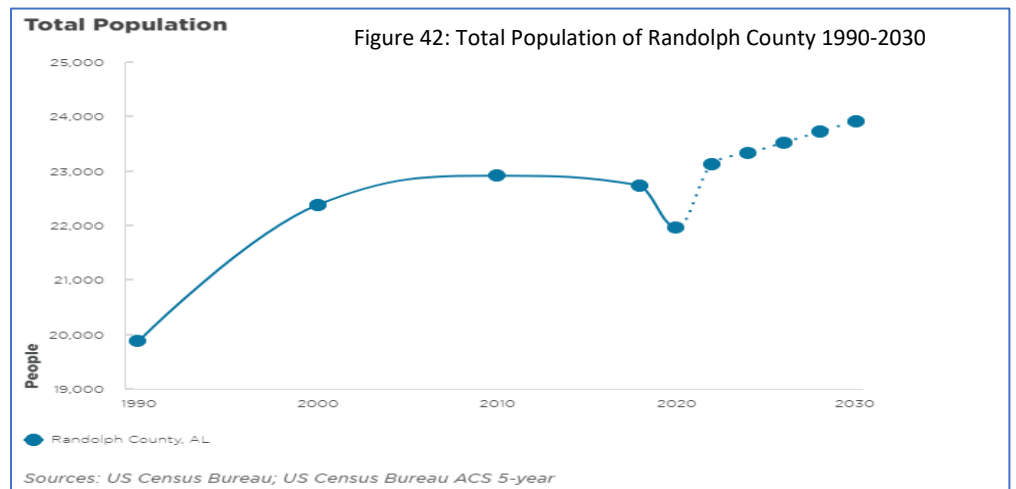
- Maintain existing transportation services (High)
- Subsidized Uber/Lyft services (Low)
- 24-hour services (Low)
- Extended hours (Medium)
- Extend service area to accommodate patients out of the county (Low)
- Creation of a voucher system for transportation for clients (Medium)
- Reduce current transportation fees (Medium)
- Increase number of fleet vehicles (High)
- Municipalities fund public transportation (High)
- County/Municipality cooperative (Medium)
- Low-cost 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.

9.0 Randolph County

9.1 Demographics and Geography

The 2020 US Census Bureau estimates 21,967 people live in Randolph County. This is a decrease of 946 (4%) from the number reported in the 2010 Census. The population density of the county is 38 people per square mile. According to the 2016-2020 US Census Bureau ACS 5-year estimates, 17% of Randolph County residents have a disability, 21% are elderly, and 19% are below the poverty line.



21,967
People
Total Population
Randolph County, AL

3,805
People
Population Living with a Disability
Randolph County, AL

4,692
People
Population Age 65 and Over (Seniors)
Randolph County, AL

4,165
People
People Below Poverty Level
Randolph County, AL

Sources: US Census Bureau 2020; US Census Bureau ACS 5-year 2016-2020

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 in the southeastern part of the county and includes the Town of Roanoke. The second concentration is in the center and central-western portion of the county and includes the Town of Wedowee. The third is northwestern part of the county and includes the Town of Folsom. Figure 43 depicts these concentrations. Figure 44 depicts population concentrations of people in poverty with disabilities. Figure 45 depicts population concentrations of people who are in poverty and are over 65. Figure 46 depicts population concentrations of people who are disabled and over 65.

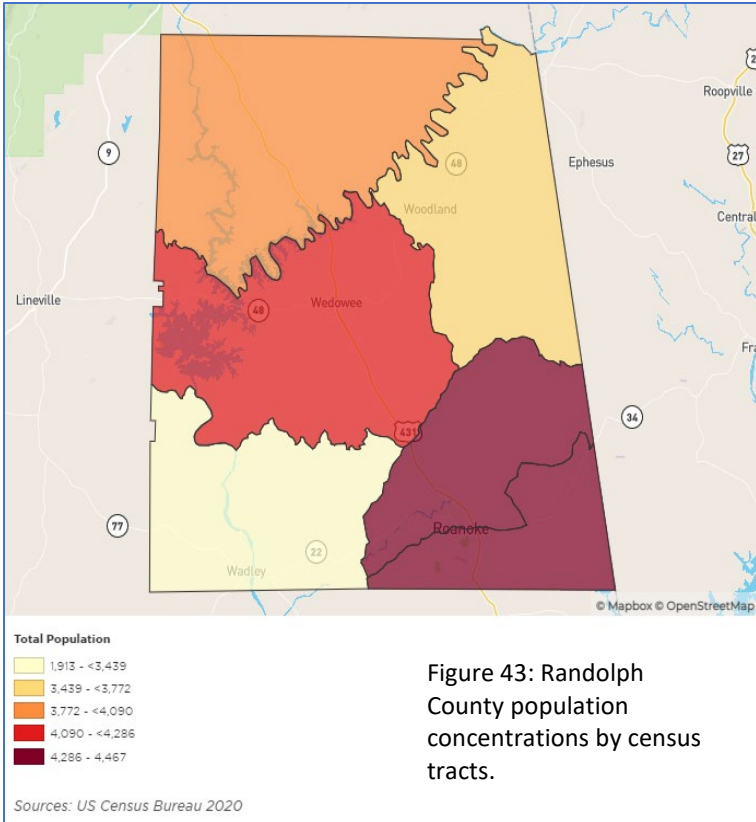


Figure 43: Randolph County population concentrations by census tracts.

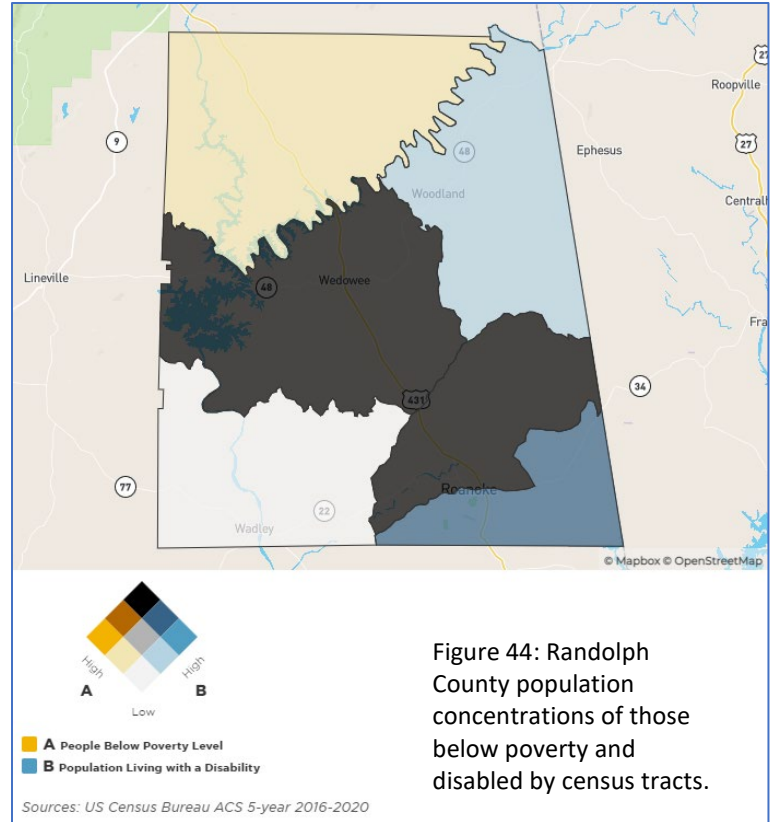


Figure 44: Randolph County population concentrations of those below poverty and disabled by census tracts.

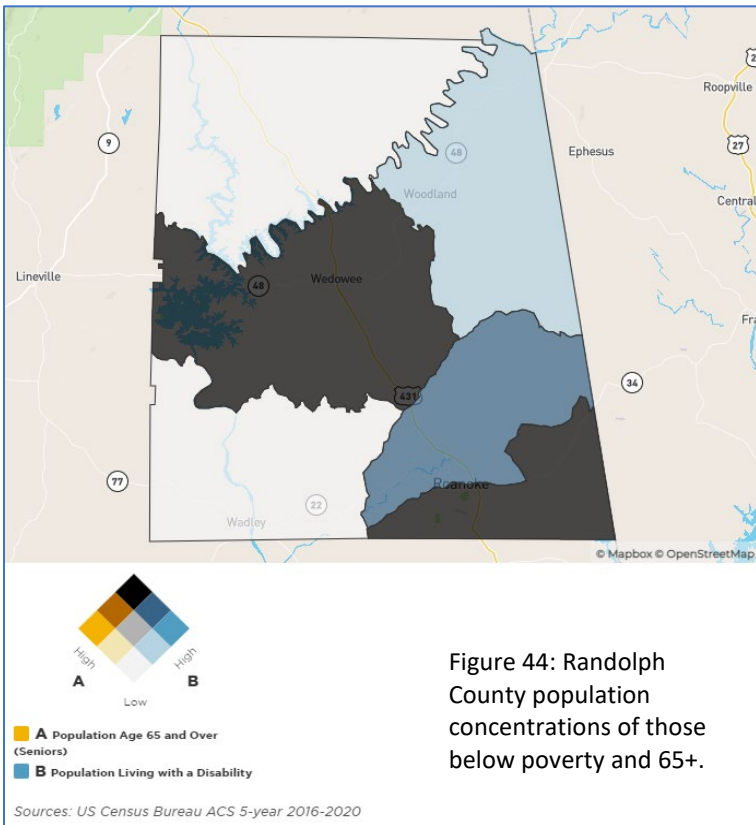


Figure 44: Randolph County population concentrations of those below poverty and 65+.

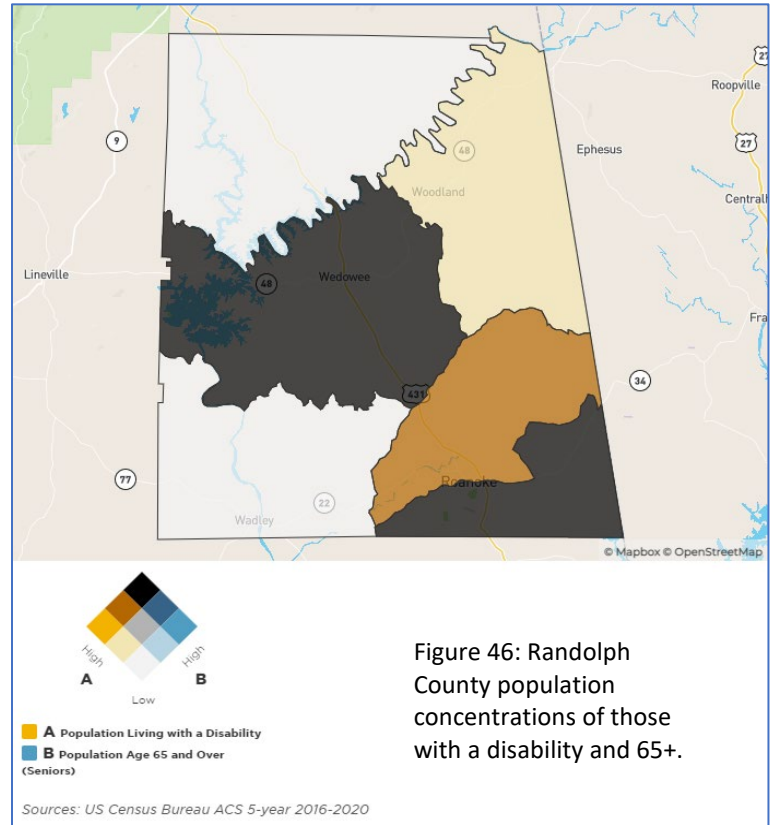
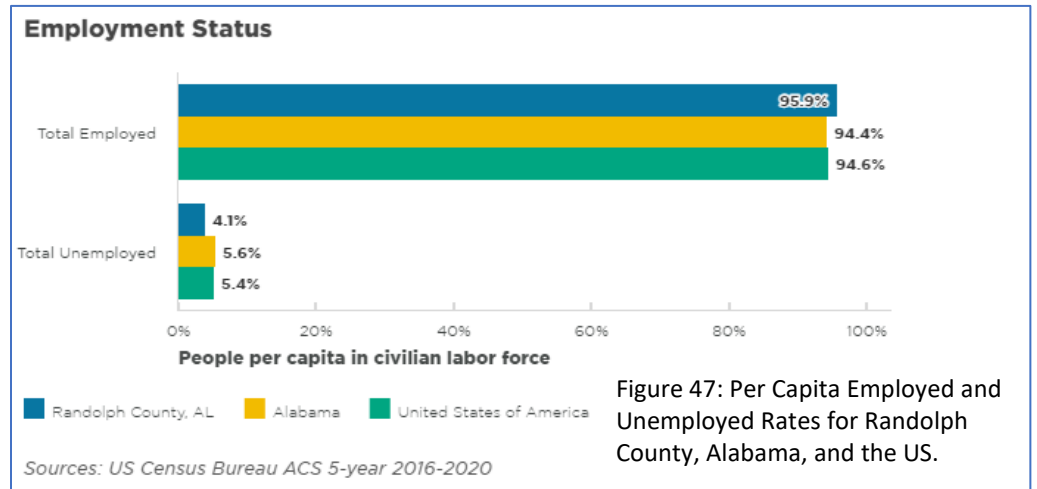


Figure 46: Randolph County population concentrations of those with a disability and 65+.

9.2 Employment

The US census Bureau ACS estimates 8,795 people were employed and 375 were unemployed in their 5-year 2016-2020 estimates. The per capita unemployment rate, 4.1%, was lower than the state and national averages. Major employers in the county include Mohawk Industries, Randolph County Schools, Wadley Holdings, Candlewick Yarns (Dixie Company), and Traylor Retirement Community.



Based on 2016 – 2020 US census Bureau ACS estimates 5-year estimates, 57% of the total employed workforce in Randolph County live and work in the county while 18% of the employed are employed in another county. The remaining 25% are employed in another state.

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

- **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.
- **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.

- **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 operates in Talladega, Clay, Randolph, Calhoun, and Cleburne counties
- **Randolph County Learning Center** provides community-based educational and adaptive daily living skills training, as well as instruction in academics, socialization, communication, personal care, and hygiene for adults with intellectual and developmental disabilities. They serve 17 individuals from the Randolph County Area including Woodland, Newell, Wedowee and Roanoke. They provide demand response transportation between 7:20 am and 3:00 pm during the week and operate 5 vehicles with wheelchair lifts. They transport an average of 15 people daily and 60 per week.

Private Systems

- None found

9.4 Transit Needs

Figures 44-46 display the census tracts 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 January 2023. The staff used the survey responses to develop a list of needs in the county. In April 2023, the RPO, MPO, and transit services committee verified these needs.

Needs Not Currently Addressed

- Public transportation in rural areas
- Limitations of current transit routes
- Non-emergent transportation for medical appointments

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
- Implementation

Barriers during the Covid-19 Pandemic

- none

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

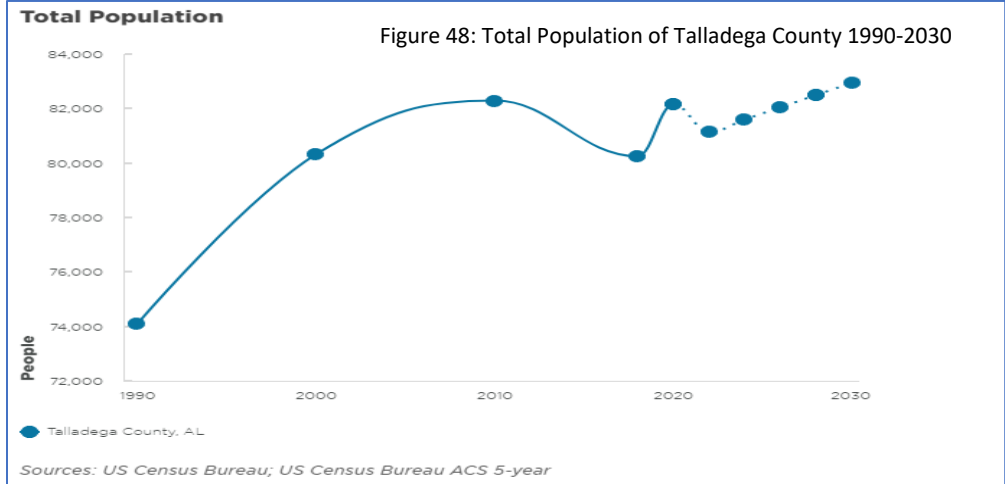
- Compensate volunteer drivers for mileage (Medium)
- Subsidized Uber/Lyft services (Low)
- Creation of a network of drivers among faith groups (Medium)
- Municipalities fund public transportation (Medium)
- Creation of new non-profit organization to spearhead transportation needs (Medium)
- Creation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

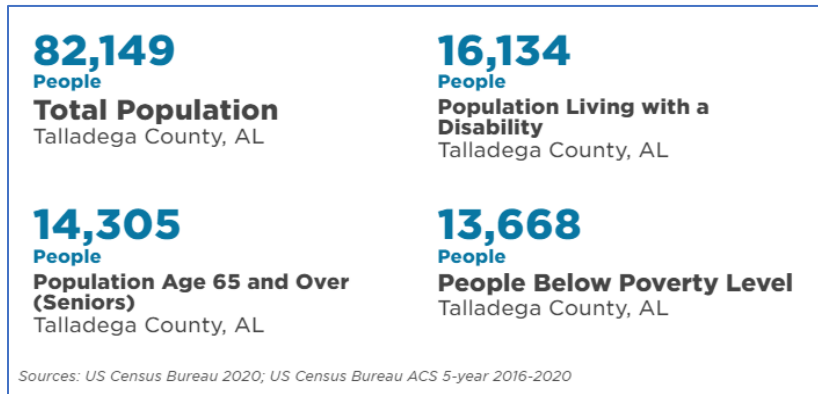
10.0 Talladega County

10.1 Demographics and Geography

The 2020 US Census Bureau estimates 82,149 people live in Talladega County. This is a decrease of 142 (0.2%) from the number reported in the 2010 Census. The population density of the county is 111.5 people per square



mile. According to the 2016-2020 US Census Bureau ACS 5-year estimates, 20% of Talladega County residents have a disability, 17% are elderly, and 17% 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 south of the City of Oxford in the northeast portion of the county and includes the Town of Munford. The second concentration is east of the City of Sylacauga located in the southeastern part of the county. The third concentration is northwest of the City of Talladega bordering the Coosa River. Figure 49 depicts these concentrations along with concentrations. Figure 50 depicts population concentrations of people in poverty with disabilities. Figure 51 depicts population concentrations of people who are in poverty and are over 65. Figure 52 depicts population concentrations of people who are disabled and over 65.

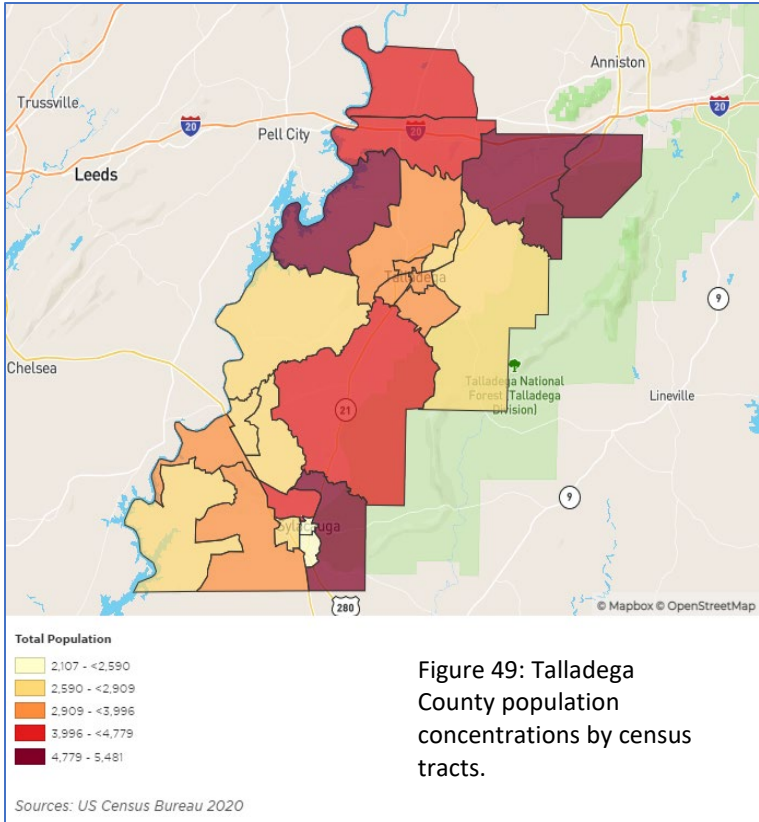


Figure 49: Talladega County population concentrations by census tracts.

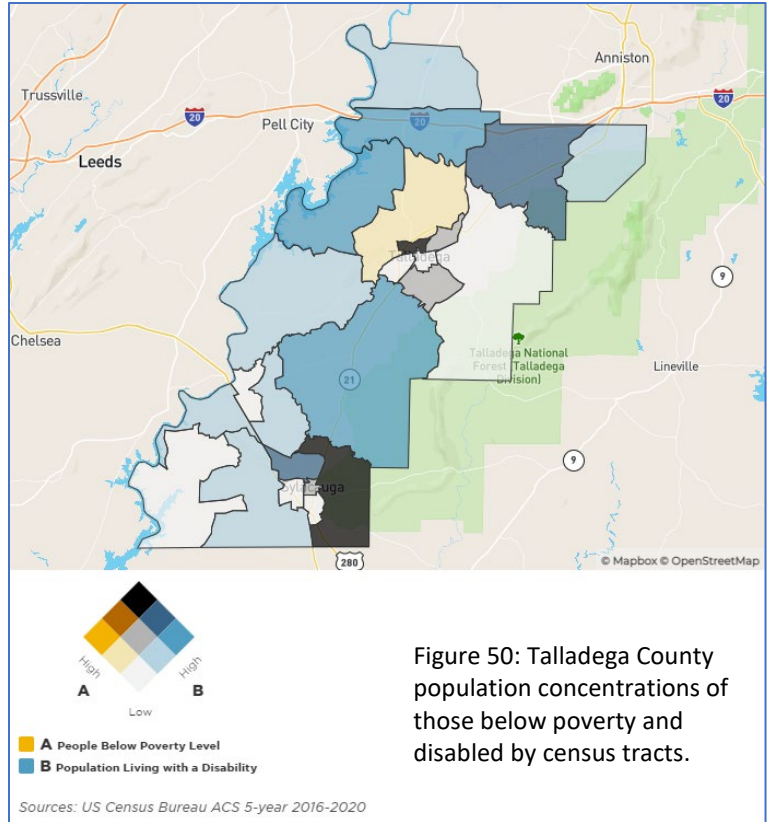


Figure 50: Talladega County population concentrations of those below poverty and disabled by census tracts.

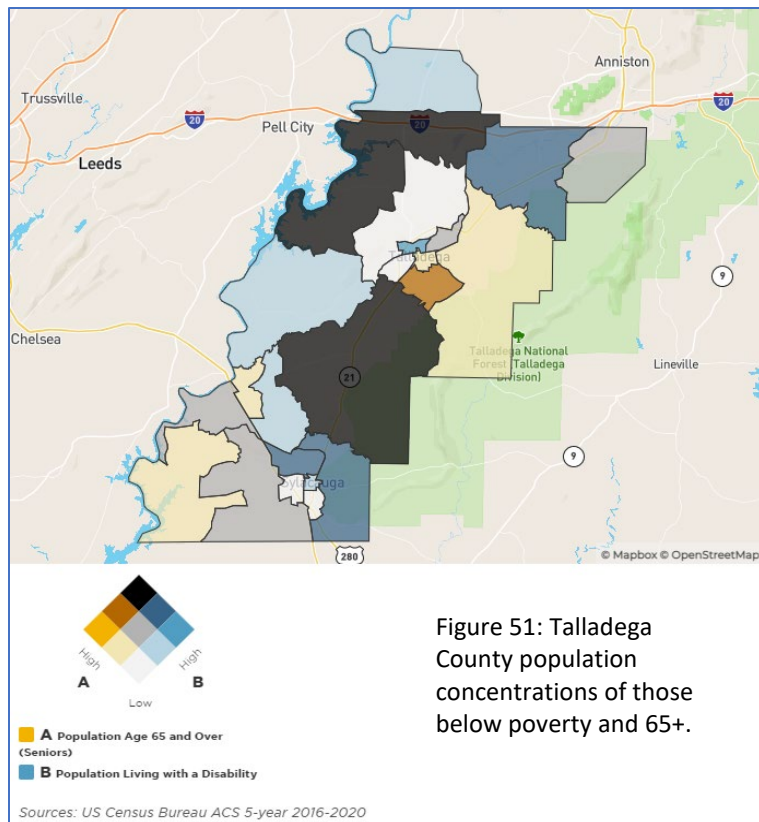


Figure 51: Talladega County population concentrations of those below poverty and 65+.

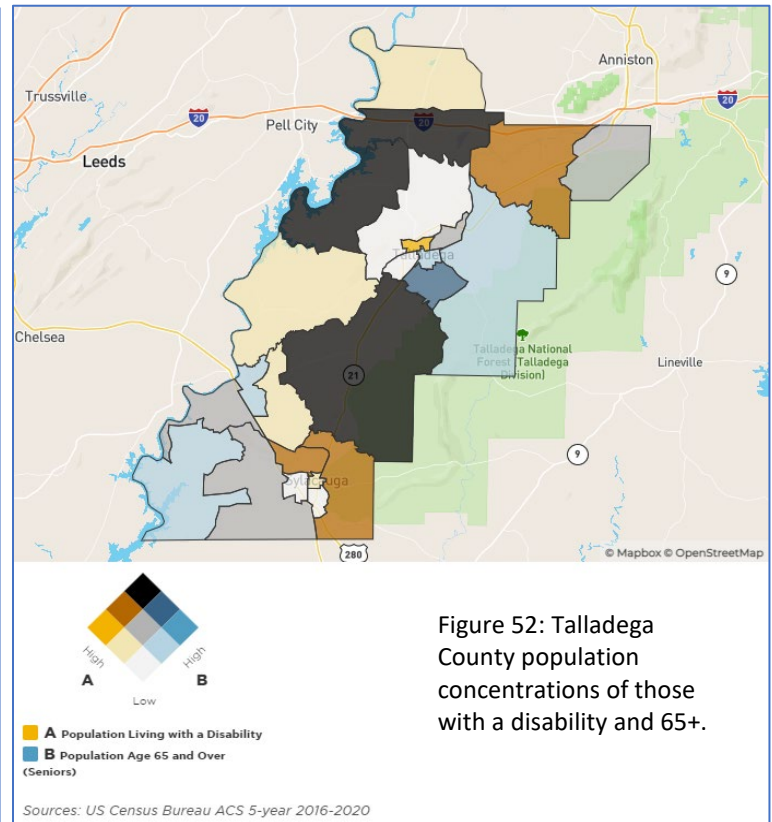
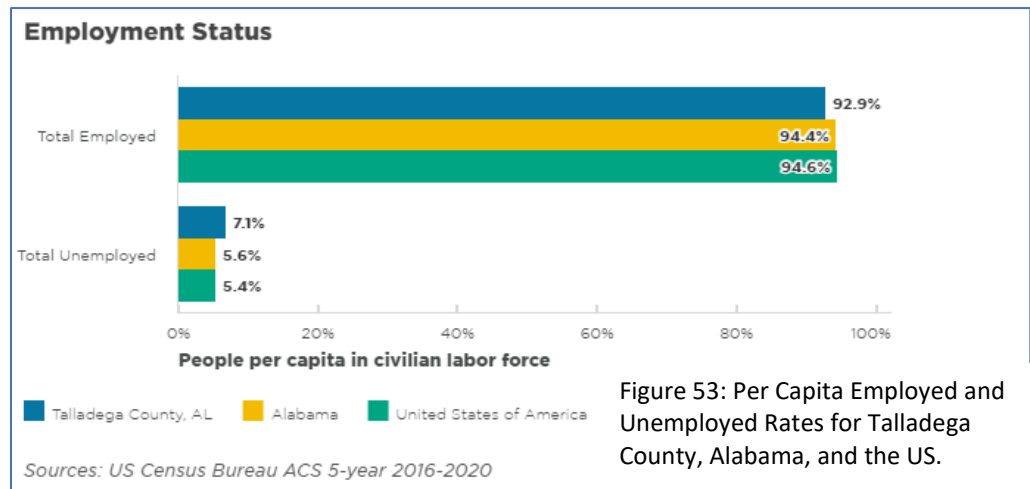


Figure 52: Talladega County population concentrations of those with a disability and 65+.

10.2 Employment

The US census Bureau ACS estimates 32,068 people were employed and 2,433 were unemployed in their 5-year 2016-2020 estimates. The per capita unemployment rate, 7.1%, was greater than the state and national 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 2016 – 2020 US census Bureau ACS estimates 5-year estimates, 63% of the total employed workforce in Talladega County live and work in the county while 35% of the employed are employed in another county. The remaining 2% are employed in another state.

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

- **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 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 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.
- **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 operates in Talladega, Clay, Randolph, Calhoun, and Cleburne counties
- **Town 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.

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

Figures 49-52 displays the census tracts that have above average population of disabled, elderly, and poor. These tracts roughly cover the northwestern and central portions of the county. Some cities and towns 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 January 2023. The staff used the survey responses to develop a list of needs in the county. In April 2023, 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
- Extended hours of services

Needs Met or Partially Met with Current Service

- Public transportation in the larger cities of the county
- Wheelchair usage/accessibility

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
- Implementation

Barriers during the Covid-19 Pandemic

- None identified

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)

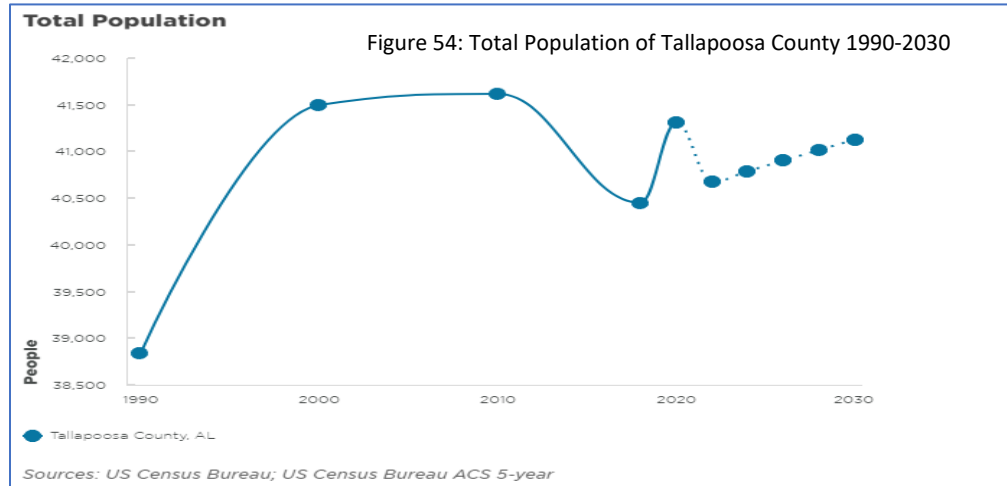
- Creation of a network of drivers among faith groups (Medium)
- Add more buses to current transportation fleet (High)
- Increased options for rural citizens (High)
- Expansion of service into the northern end of the county (High)
- Partnership between communities for rural route system (Medium)

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.

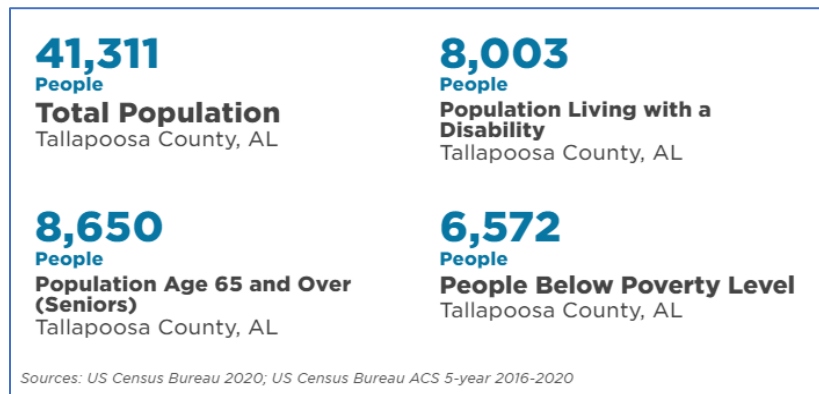
11.0 Tallapoosa County

11.1 Demographics and Geography

The 2020 US Census Bureau estimates 41,311 people live in Tallapoosa County. This is a decrease of 305 (0.7%) from the number reported in the 2010 Census. The population density of the county is 57.66 people per square mile. According to the 2016-2020 US



Census Bureau ACS 5-year estimates, 19% of Tallapoosa County residents have a disability, 21% are elderly, and 16% 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 two areas of concentrated population in Tallapoosa County. The largest of the three is east of Alexander City proper and borders the western side of Lake Martin in the west-central part of the county. The second concentration is in the central to center-eastern portions of the county and includes the Town of Dadeville. Figure 55 depicts these concentrations. Figure 56 depicts population concentrations of people in poverty with disabilities. Figure 57 depicts population concentrations of people who are in poverty and are over 65. Figure 58 depicts population concentrations of people who are disabled and over 65.

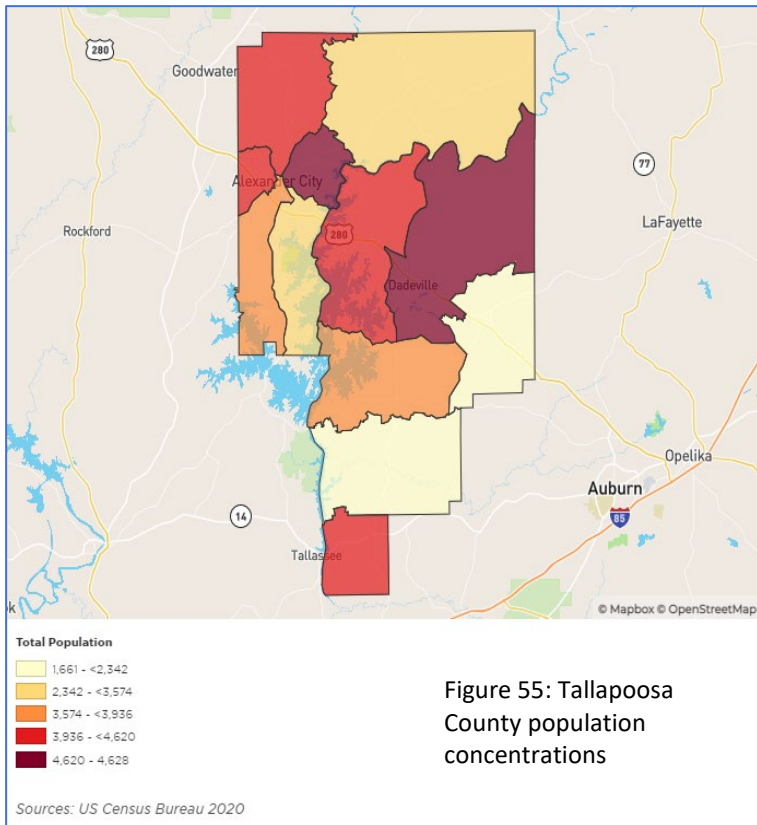


Figure 55: Tallapoosa County population concentrations

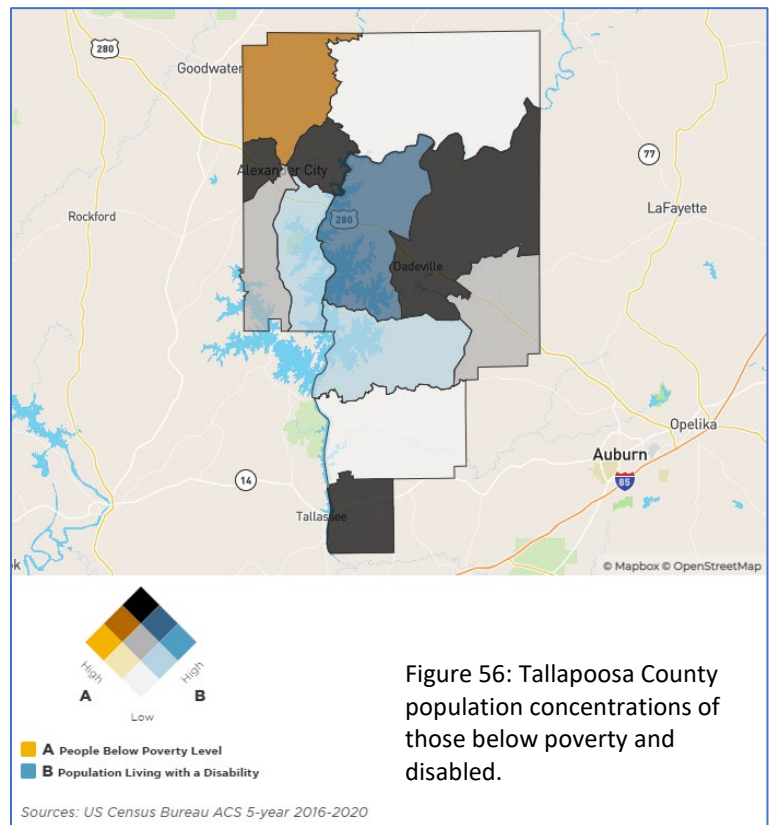
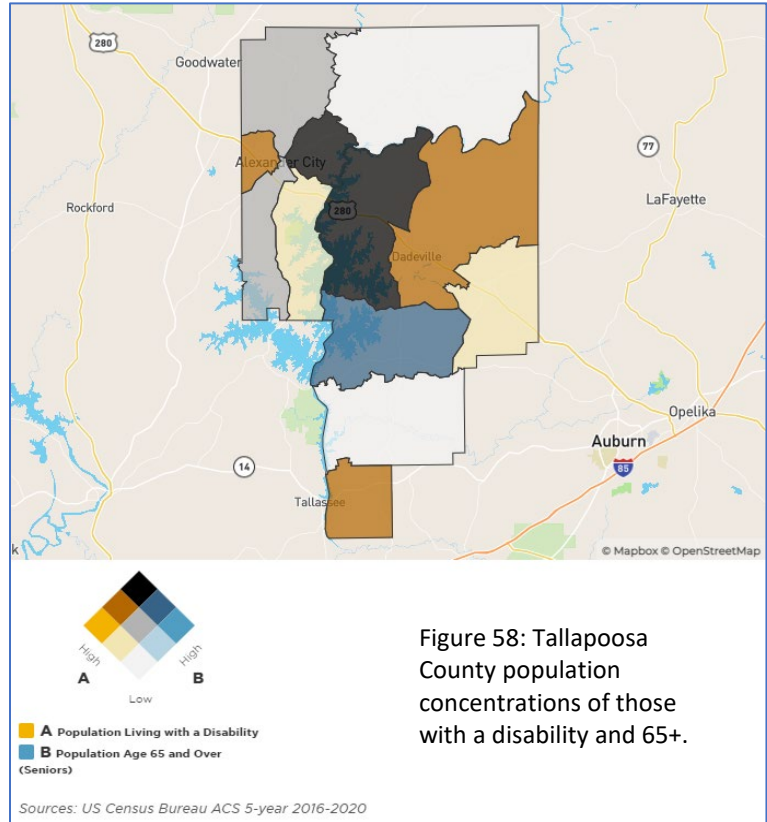
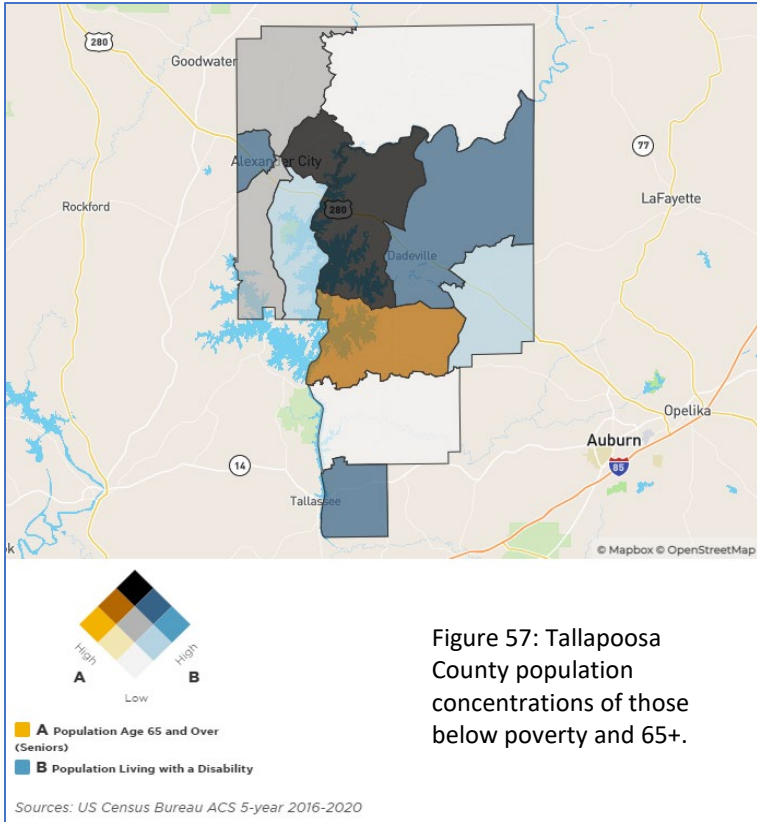
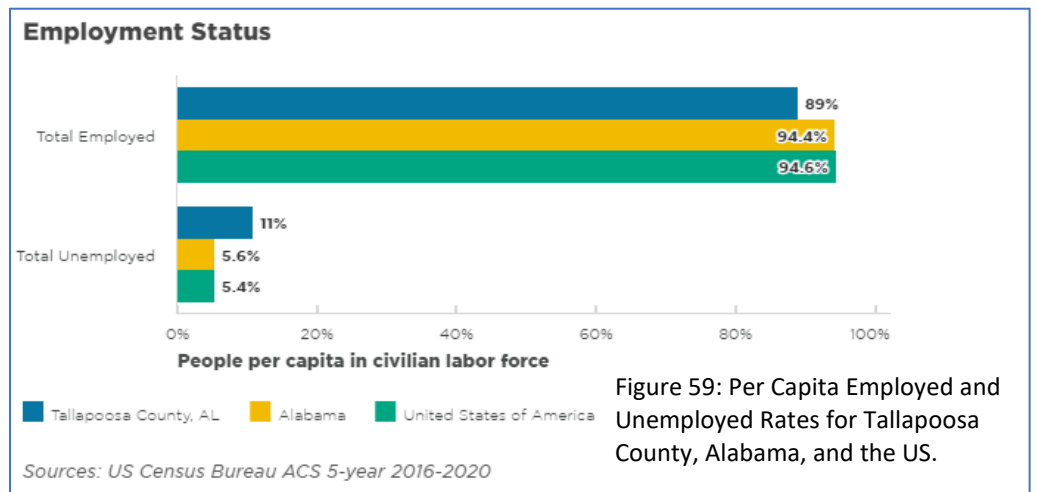


Figure 56: Tallapoosa County population concentrations of those below poverty and disabled.



11.2 Employment

The US census Bureau ACS estimates 15,465 people were employed and 1,903 were unemployed in their 5-year 2016-2020 estimates. The per capita unemployment rate, 11%, was greater than the state and national 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 2016 – 2020 US census Bureau ACS estimates 5-year estimates, 59% of the total employed workforce in Tallapoosa County live and work in the county while 38% of the employed are employed in another county. The remaining 3% are employed in another state.

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.
- **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.

11.4 Transit Needs

Figures 55-58 display the census tracts that have above average population of disabled, elderly, and poor. These tracts roughly bisect the county from the northwest corner near Alexander City to southeast corner of the county near Camp Hill. 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 January 2023. The staff used the survey responses to develop a list of needs in the county. In April 2023, 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

Barriers during the Covid-19 Pandemic

- Increased limitations on transportation needs of elderly/disabled

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

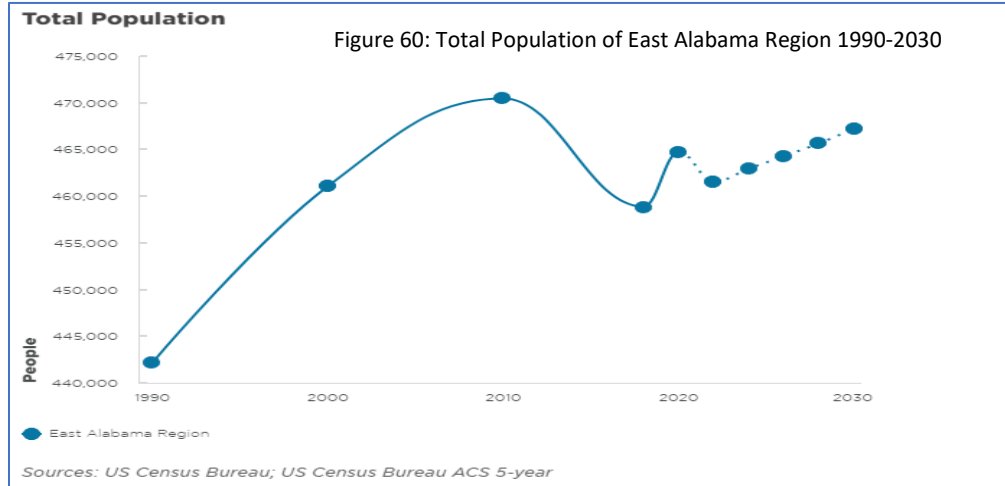
- Maintain current transit service (High)
- Extend service area further into the county (High)
- Non-profit service to meet needs of rural citizens (Medium)

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.

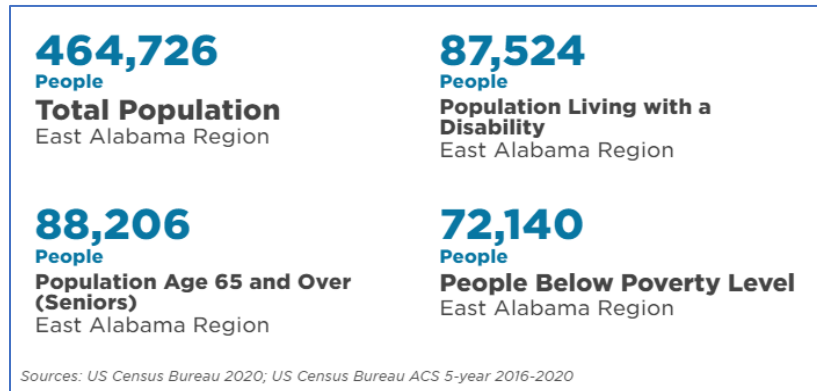
12.0 East Alabama Region

12.1 Demographics and Geography

The 2020 US Census Bureau estimates 464,726 people live in East Alabama Region. This is a decrease of 5,743 (1.2%) from the number reported in the 2010 Census. The population density of the county is 98.78 people per square

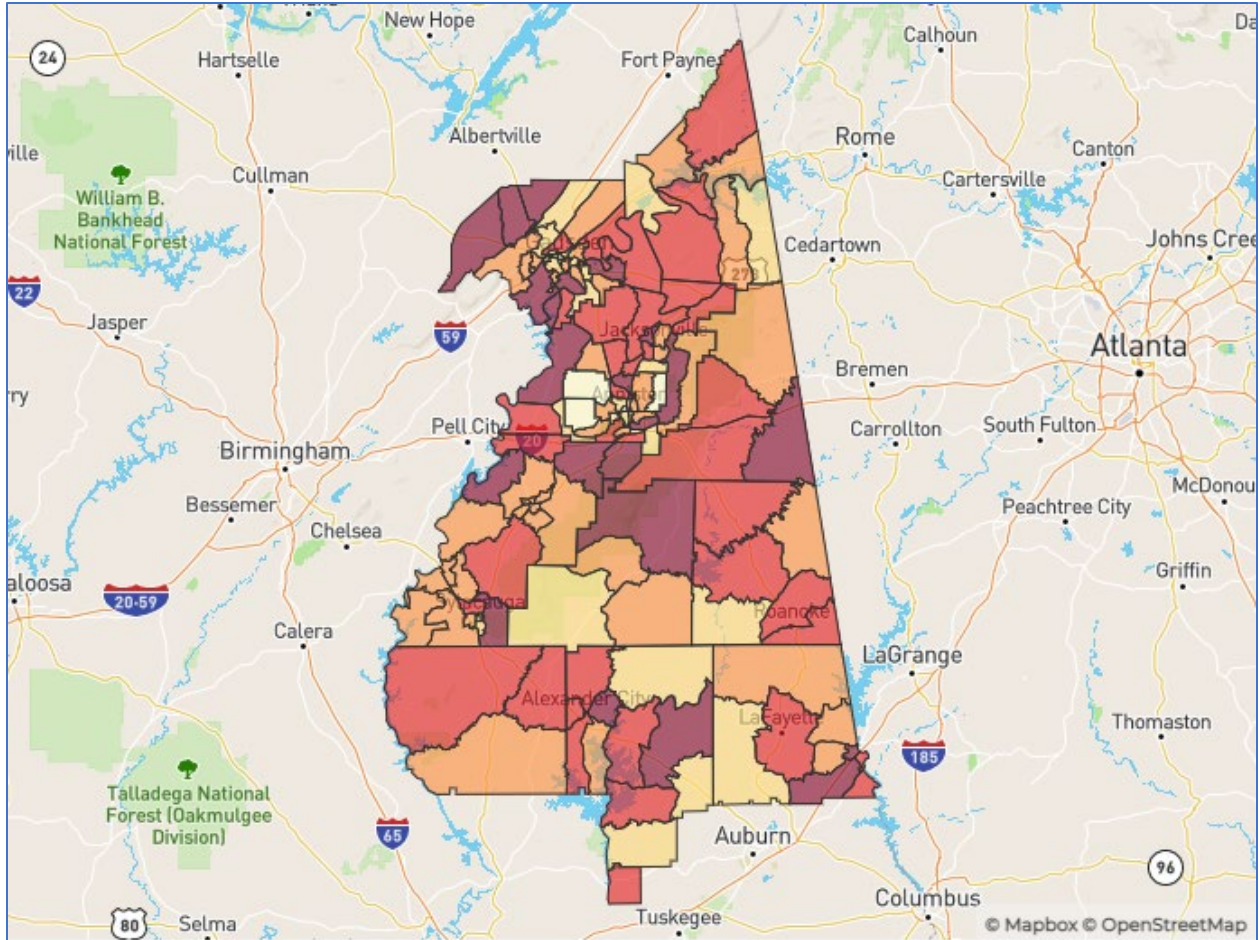


mile. According to the 2016-2020 US Census Bureau ACS 5-year estimates, 19% of East Alabama residents have a disability, 19% are elderly, and 16% are below the poverty line.

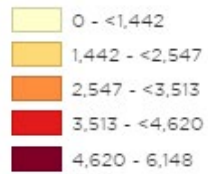


The East Alabama Region has a land area of 470,469 square miles. At its widest section, the region is 116 miles north-to-south and 71 miles east-to-west. The main north-south routes are I-59, US-231, US-411, US-431, AL-9, AL-21, AL-77, I-59. The main east west routes are I-20, US-278, US-280, AL-22,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

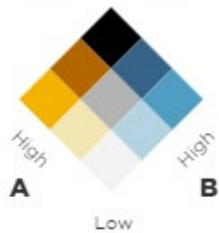
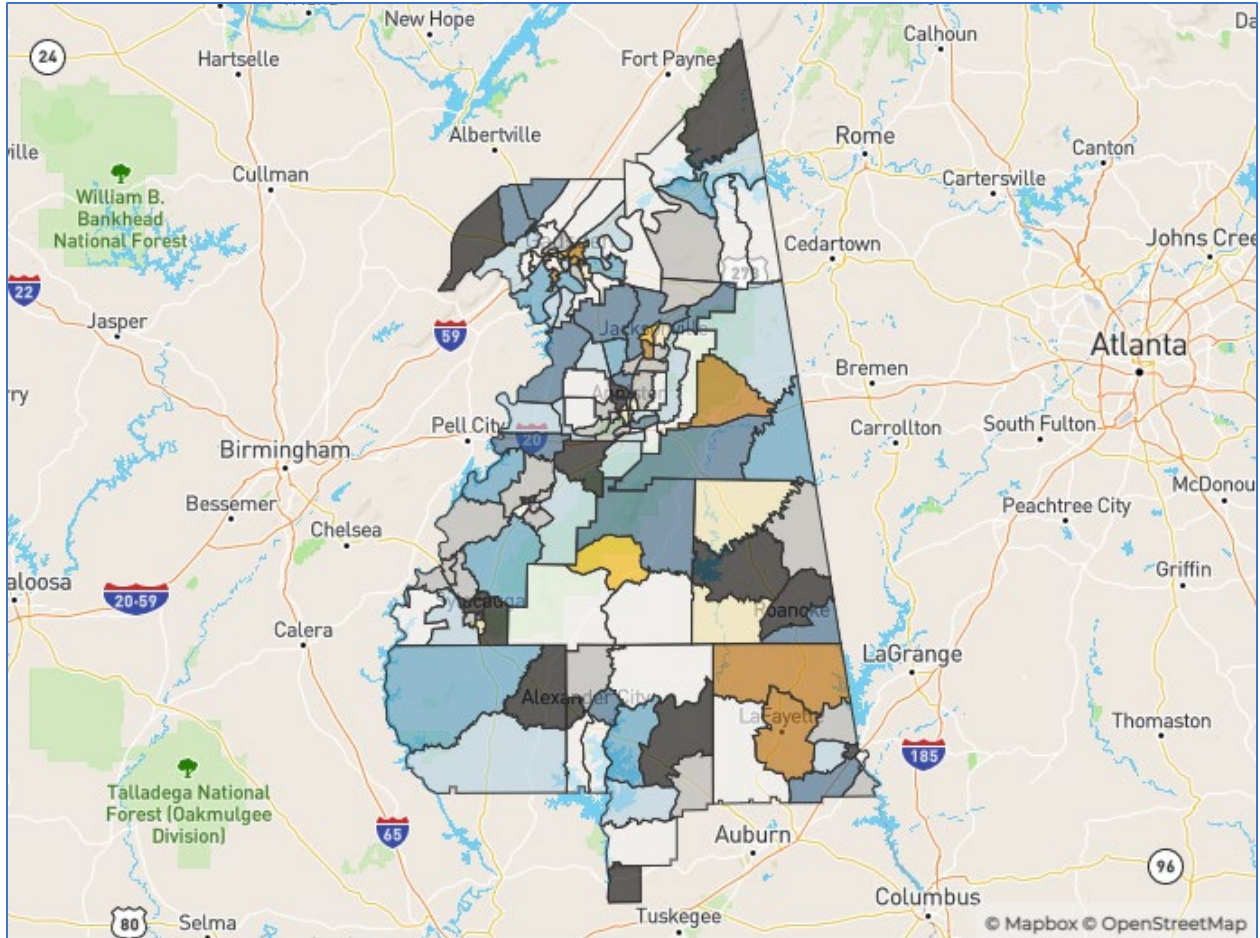
There are four cities with a population greater than 15,000 in the East Alabama Region (2020 Census data). The largest of the four is Gadsden in the northwestern part of the region in Etowah County with a population of 33,945. The second is Oxford located in the north-central part of the county in Calhoun County with a population of 22,069. The third is Anniston located just north of Oxford also in Calhoun County with a population of 21,567. Figure 61 depicts these concentrations. Figure 62 depicts population concentrations of people in poverty with disabilities. Figure 63 depicts population concentrations of people who are in poverty and are over 65. Figure 64 depicts population concentrations of people who are disabled and over 65.



Total Population



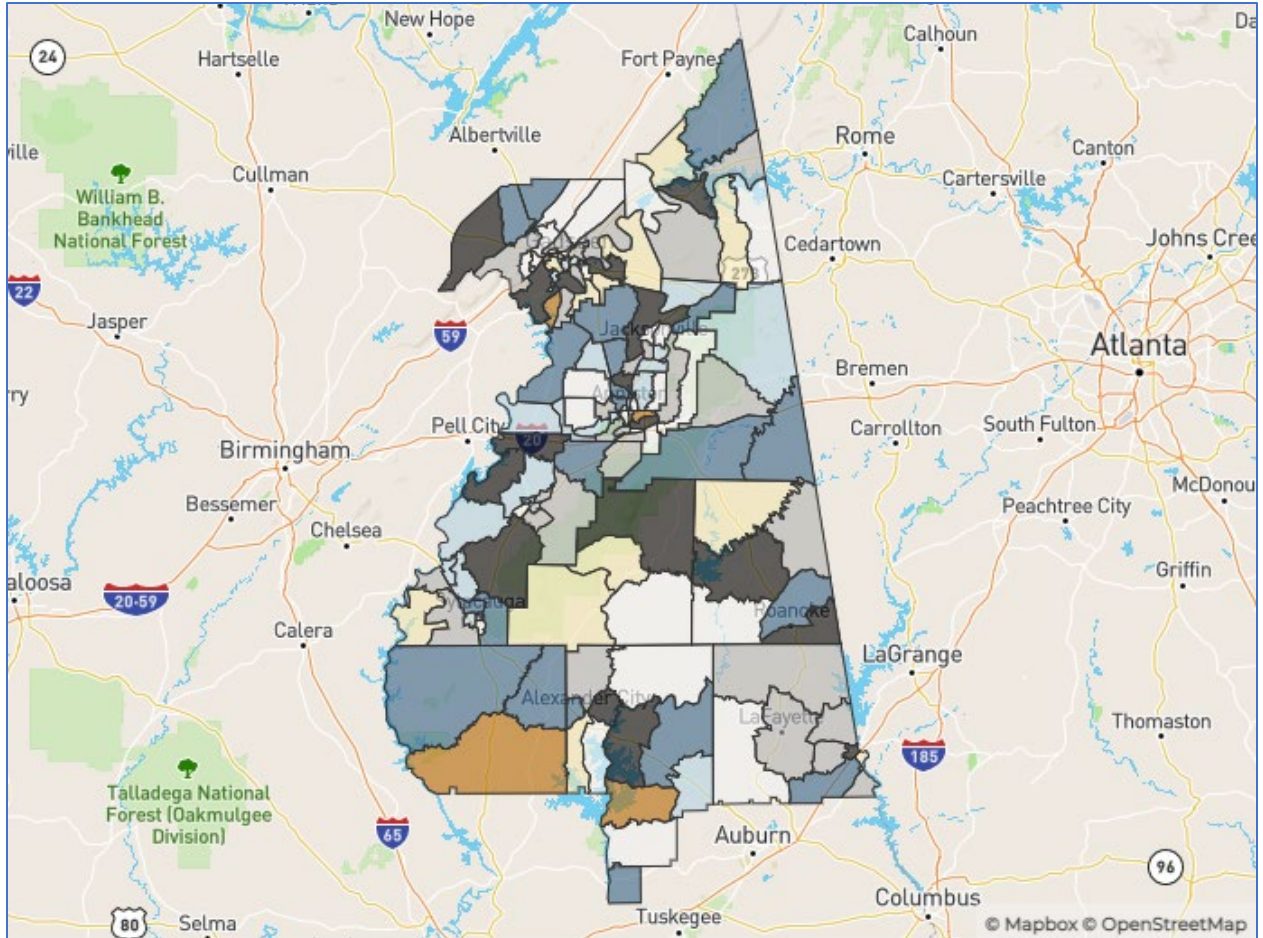
Sources: US Census Bureau 2020



- **A** People Below Poverty Level
- **B** Population Living with a Disability

Figure 62: East Alabama Regional population concentrations of those below poverty and disabled by census tracts.

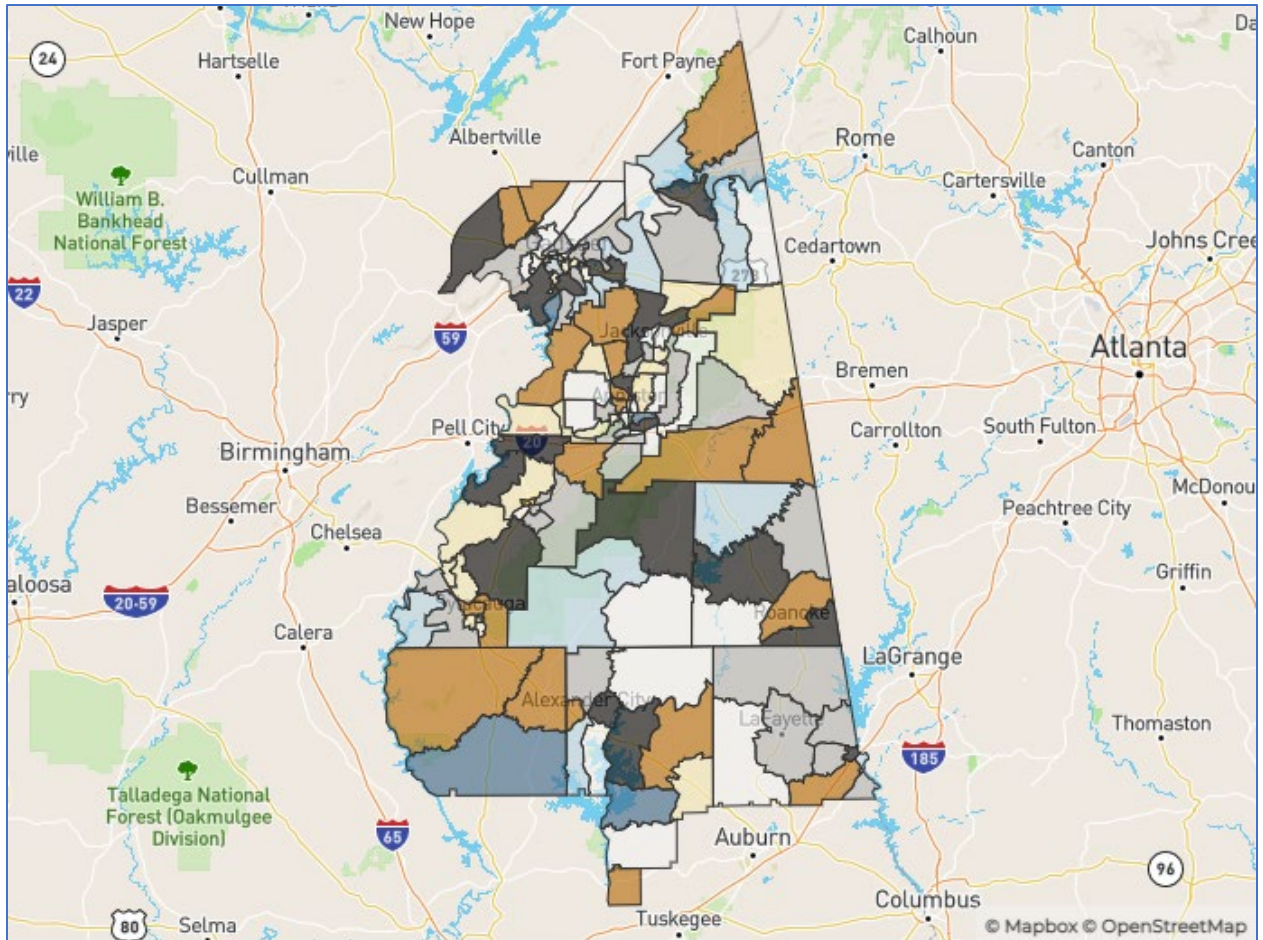
Sources: US Census Bureau ACS 5-year 2016-2020



- **A** Population Age 65 and Over (Seniors)
- **B** Population Living with a Disability

Sources: US Census Bureau ACS 5-year 2016-2020

Figure 63: East Alabama Regional population concentrations of those below poverty and 65+.



- **A** Population Living with a Disability
- **B** Population Age 65 and Over (Seniors)

Sources: US Census Bureau ACS 5-year 2016-2020

Figure 64: East Alabama Regional population concentrations of those with a disability and 65+.

12.2 Employment

The US census Bureau ACS estimates 187,636 people were employed and 12,685 were unemployed in their 5-year 2016-2020 estimates. The per capita unemployment rate, 6.3%, was greater than the state and national averages. Major employers in the Region include the Anniston Army Depot, Honda Manufacturing, Regional Medical Center, Good Year, and New South Express.

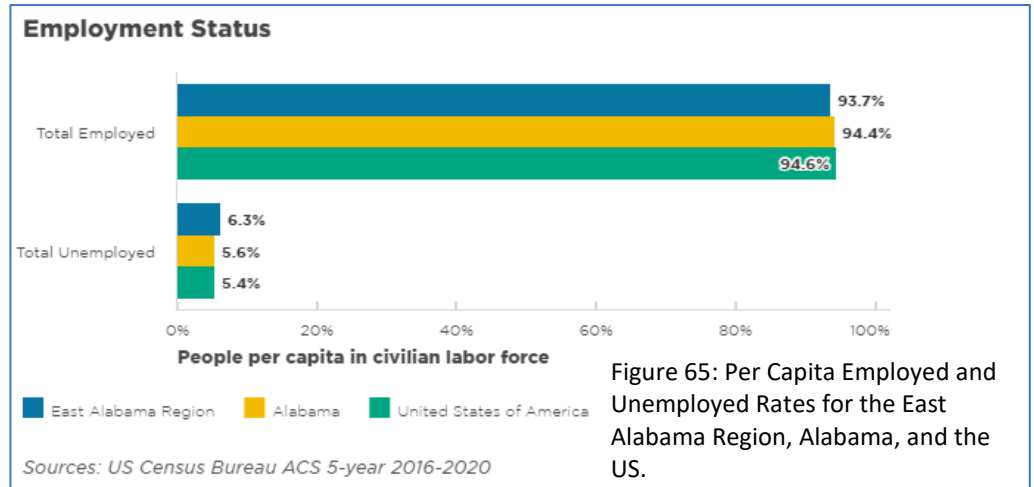


Figure 65: Per Capita Employed and Unemployed Rates for the East Alabama Region, Alabama, and the US.

Based on 2016 – 2020 US census Bureau ACS estimates 5-year estimates, 62% of the total employed workforce in the East Alabama Region live and work in the same county while 28% of the employed are employed in another county. The remaining 10% are employed in another state

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
2nd Chance, Inc.	Purchaser/ Provider	Fixed route /on-demand	Calhoun*/Calhoun, Cherokee, Cleburne, Etowah, Randolph, Talladega
AFB Diversified, LLC/dba/New Beginnings	Provider	On-demand	Cherokee, Etowah
Alabama Department of Human Resources (DHR)	Purchaser	On-demand	Talladega
Alabama Department of Public Health	Purchaser	Fixed route	Calhoun*

Agency Name	Agency Type	System	East Alabama Counties Served
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 Christian Women's Job Corps	Purchaser	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*
Chambers County Senior Transportation	Provider	On-demand	Chambers
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**

Agency Name	Agency Type	System	East Alabama Counties Served
City of Oak Grove	Provider	On-demand	Talladega**
City of Oxford/Oxford Senior Center	Provider	On-demand	Calhoun*
City of Piedmont	Provider	On-demand	Calhoun**
City of Sylacauga	Provider	On-demand	Talladega**
City of Talladega	Provider	On-demand	Talladega**
Clay County Rural Transit	Provider	On-demand	Clay
Cleburne County Rural Transit	Provider	On-demand	Cleburne
Community Action Agency	Purchaser	Fixed route	Calhoun*, Clay, Cleburne, Randolph, Talladega
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
Etowah/Dekalb/Cherokee (CED) Mental Health Board	Purchaser	Fixed route	Etowah
Family Links	Purchaser	Fixed route	Calhoun*
Family Services Center of Calhoun County, Inc.	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*

Agency Name	Agency Type	System	East Alabama Counties Served
Greater Etowah 310	Purchaser	Fixed route	Etowah
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
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*
The North East 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
Piedmont Benevolence Center	Provider	On-demand	Calhoun**
RSVP	Provider	On-demand	Etowah
Regional Medical Center (RMC)	Purchaser	Fixed route	Calhoun*
The Right Place	Purchaser	Fixed route	Calhoun*

Agency Name	Agency Type	System	East Alabama Counties Served
Sav-a-life Crisis Pregnancy Center	Purchaser	Fixed route	Calhoun*
Seniors Transit Authority Service	Provider	On-demand	Chambers**
Smith Metropolitan AME Zion Church	Purchaser	Fixed route	Calhoun*
St. Michael's Medical Clinic	Purchaser	Fixed route	Calhoun*
Sterling Companies, Inc.	Provider	On-demand	Cherokee
Stringfellow Memorial Hospital	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**
Amtrak Passenger Train	Provider	Fixed route	Calhoun*
Andy's City Taxi Service	Provider	On-demand	Calhoun*
Anniston EMS, Inc.	Provider	On-demand	Calhoun
B & L Taxi	Provider	On-demand	Etowah*
Bc Taxi	Provider	On-demand	Talladega*

Agency Name	Agency Type	System	East Alabama Counties Served
Greyhound Bus Lines	Provider	Fixed route	Calhoun, Tallapoosa, Talladega, Etowah
Groome Transportation Shuttle Service	Provider	Fixed route	Chambers**
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**
Valley Medical Transport	Provider	On-demand	Chambers**

*=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 closest 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

Barriers during the Covid-19 Pandemic

- None identified

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 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, and subsequent Fixing America's Surface Transportation Act (FAST Act) and Infrastructure Investment and Jobs Act (IIJA). 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 programs. 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 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, and subsequent Fixing America's Surface Transportation Act (FAST Act) and Infrastructure Investment and Jobs Act (IIJA). The local matching requirements are generally 20 percent for capital and administrative expenses and 50 percent for operating expenses. Eligible recipients include government agencies, transit operators, and non-profit agencies.

- **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.
- **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 2024 and 2025. If the federal planning requirements continue past 2025 and funds are available, the plan will likely be revised in 2026.

Appendix A

Transportation Services Committee/Survey Group

2nd Chance, Inc.
A Day of New Beginnings
A Way Out Day Program
ADRS - Anniston District Office
AFB Diversified New Beginnings
Agency for Substance Abuse Prevention
Alabama Department of Rehabilitation Services, Gadsden
Alabama Department of Rehabilitation Services, Talladega
Alabama Institute for Deaf and Blind
Alabama Physical Rehabilitation Service, Inc.
Alexander City Housing Authority Board
Alexander City Parks and Recreation
Altoona Health & Rehab Inc
Altoona Housing Authority
American Red Cross
American Red Cross
Anniston Fellowship House
Anniston Housing Authority
Anniston Parks and Recreation
Anniston Quality Health Care
ARISE
Ashland Housing Authority
Attalla Health and Rehab
Attalla Housing Authority
Attalla Nursing Home
Attalla Nursing Home
Attalla Senior Center
Attalla Senior Center
Autumn Cove Assisted Living
Ava Hills Assisted Living
Baptist Health Center - Lincoln
Baptist Health Center - Munford
Baptist Health Center - Talladega
Beckwood Manor Nursing & Rehab
BHC - Talladega Pediatrics
Brown Nursing & Rehabilitation
Calhoun Christian Women's Job Corps
Calhoun County
Calhoun County Board of Education
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
Cancer Care Center of Anniston / Coosa Valley Regional Cancer Care Center
Career Center of Gadsden
Career Center of Gadsden
Casey Estates
CED Mental Health
CED Mental Health
Centre Housing Authority
Centre Parks and Recreation
Chambers County
Chambers County Commission
Chambers County Commission
Chambers County Department of Human Resources
Chambers County Health Department
Chambers, Tallapoosa, Coosa Community Action Committee
Chambers/Lee County Veterans Service Office
Chapman Health Care - Assisted Living
Cherokee Clinic
Cherokee County
Cherokee County Board of Education
Cherokee County Commission
Cherokee County Department of Human Resources
Cherokee County Education & Training Center
Cherokee County Family Resource Center
Cherokee County Health and Rehabilitation Center
Cherokee County Health Department
Cherokee Medical Center
Cherokee Quality Health Care / Sardis City Medical Center
Cherokee Village
Cherokee/Etowah County Veterans Service Office
Cherokee-Etowah-Dekalb Fellowship House, Inc.
Cherokee-Etowah-Dekalb Mental Health Center
Circle of Care Center for Families
Citizens Baptist Medical Center
City of Anniston
City of Gadsden
City of Gadsden/GEMPO
City of Jacksonville
City of Oxford
City of Piedmont
City of Roanoke
City of Sylacauga

City of Talladega	Eagle Rock Boys Ranch
Clay County	East Alabama Medical Center - Lanier
Clay County Board of Education	East Alabama Mental Health (Chambers, Tallapoosa County facilities)
Clay County Commission	Encompass Health Rehabilitation Hospital of Gadsden
Clay County Department of Human Resources	Enrestoration
Clay County Health Department	Enrestoration
Clay County Hospital/Clay County Nursing Home	Etowah County
Clay Quality Health Care	Etowah County
Cleburne County	Etowah County Commission
Cleburne County	Etowah County Community Clinic
Cleburne County Board of Education	Etowah County Community Clinic
Cleburne County Board of Education	Etowah County Department of Human Resources
Cleburne County Department of Human Resources	Etowah County Health Department
Cleburne County Health Department	Etowah County RSVP
Cleburne County Nursing Home	Etowah County Rural Area Transportation
Cleburne County Veterans Service Office	Excel Institute
Community Action Agency of Northeast Alabama	Family First In-Home Care
Community Action Agency of Talladega, Clay, Randolph, Calhoun and Cleburne Counties	Family First In-Home Care (Cherokee, Etowah Counties)
Community Action of Etowah County	Family Services Center of Calhoun County, Inc.
Coosa Community Services, Inc.	Family Success Center
Coosa County	Fresenius Kidney Care Anniston North
Coosa County	Fresenius Kidney Care Dadeville
Coosa County Department of Human Resources	Fresenius Kidney Care Sylacauga
Coosa Valley Health & Rehab	Fresenius Medical Care Alexander City
Coosa Valley Medical Center	Gadsden Health & Rehab Center
Coosa/Tallapoosa County Veterans Service Office	Gadsden Healthcare and Rehabilitation
Council on Aging - Etowah County	Gadsden Healthcare and Rehabilitation
Council on Aging - Etowah County	Gadsden Housing Authority
Dadeville Housing Authority	Gadsden Regional Medical Center
Dadeville Parks and Recreation	Gadsden Surgery Center
Darden Rehabilitaion Center	Gadsden Transit Services
Darden Rehabilitaion Center	Gadsden Treatment Center
DaVita Anniston Dialysis	Gadsden-Etowah County Head Start-Early Head Start Program
DaVita Gadsden Dialysis	Gardens of Talladega
DaVita Hokes Bluff Dialysis	Glenn Addie Community Church
DaVita Rainbow City Dialysis	Goodwater Parks and Recreation Board
DaVita Sylacauga At Home	Greater Etowah Mental Retardation 310 Board
DaVita Talladega Dialysis	Greater Etowah Mental Retardation 310 Board
Daystar Church	Greater Etowah MR 310 Board, Inc.
Daystar Church	Health Services Center
Diversicare of Lanett	Heflin Housing Authority
Diversicare of Oxford	Heflin Parks and Recreation
Duggar Mountain Memory Care and Senior Living Apartments	Hobson City Housing Authority Board

Hokes Bluff Senior Nutrition Center	PCD Attalla
Hokes Bluff Senior Nutrition Center	PCD Gadsden
Hope Homes	Phenix City Court Referral Program (Alexander City, Roanoke programs)
Hosanna Home/ Hope's Inn/ Hope Clinic	Piedmont Benevolence Center
Independent Reading/Counseling Service, Inc./House is a Home Project	Piedmont Parks and Recreation
Interfaith Ministries	Presbyterian Home for Children
Jacksonville Health & Rehabilitation	Quality of Life Health Complex
Jacksonville Housing Authority	RAI Anniston
Jacksonville Parks and Recreation	RAI Jacksonville
Joseph B. Howell & Associates	RAI Oxford
Knollwood Baptist Retirement	Rainbow City Parks and Recreation
LaFayette Housing Authority	Randolph County
Lafayette Nursing Home	Randolph County Board of Education
Lakewood Senior Living/Specialty Care Assisted Living	Randolph County Commission
Landmark Dialysis Clinic	Randolph County Department of Human Resources
Lanett Housing Authority	Randolph County Health Department
Lanett Recreation	Randolph County Learning Center/ Randolph County ARC
Legacy Village of Jacksonville	Rapha Christian Ministries
Lighthouse of Tallapoosa County, Inc.	Recreation Center
Lineville Assisted Living	Reece City Parks and Recreation
Lineville Housing Authority	Regency Pointe
Lineville Parks and Recreation Board	Renaissance House, LLC
Love Center, Inc.	Riverview Regional Medical Center/ Gadsden Endoscopy / Riverview Physical
McClellan Senior Living	RMC Student Health Center at JSU
McGuffey Health & Rehabilitation Center	Roanoke Dialysis Clinic
Meadowood Retirement Village	Roanoke Health Care Center
MedMark Treatment Centers Oxford	Roanoke Housing Authority
Merit Healthcare, PC	Roanoke Parks and Recreation
Mountain Cove Assisted Living	Roanoke Rural Health Clinic
Mountain View Church	Roseland Development Home, LLC
Mountain View Hospital	Russell Hospital
Mountain View Lake Retirement	S.P.A.N. of Etowah County
New Centurions	Saint Michael's Community Services Center
New Horizons Rehabilitation Services, Inc.	Salvation Army
NHC Place	Save-a-life Crisis Pregnancy Center
Northeast Alabama MR/DD Authority	Seniors Transit Authority Service
Northeast Alabama Regional Medical Center	Smith Metropolitan AME Zion Church
Northside Health Care	Sneelgrove Civitan Center
Oak Landing Assisted Living	Sneelgrove Civitan Center
Oxford Parks and Recreation	Spring Terrace Assisted Living
Paden Ridge	Stringfellow Memorial Hospital
Parks and Recreation	Summit Health and Management
Pathways Professional Counseling	Summit Health and Management

Summitt, Etc.
Sunset Inn
Sylacauga Health & Rehab
Sylacauga Parks and Recreation
Sylacauga Pediatric Clinic
Sylvia Word Manor
Talladega County
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
Tallapoosa County
Tallapoosa County
Tallapoosa County Department of Human Resources
Tanner Medical Center - East Alabama
Tanner Primary Care of Wedowee, Inc.
The ARC of Calhoun and Cleburne Counties
The ARC of Chattahoochee Valley/ Valley Haven School
The ARC of North Talladega County
The ARC of South Talladega County
The Bridge, Inc. - Northwood
The Episcopal Kyle Homes
The Learning Tree
The Meadows of Jacksonville

The Meadows of Rainbow City
The Piedmont Health Care Center
The Right Place
The Salvation Army - Gadsden
The Surgery Center
The Veranda Suites Assisted Living
Town of Oak Grove
Traylor Retirement Community
Tri-Cities Senior Housing LLC
UCP of East Central Alabama
USA Healthcare - Adams Health & Rehab Center
Valley Housing Authority
Valley Manor Assisted Living and Memory Care
Valley Medical Transport LLC
Valley Parks and Recreation
Valley Senior Center
W.T. Scruggs Medical Center
Wesley Apartments
Wesley Park Retirement Community
White Hall Community Development Group
Williamsburg Manor
Woodland Family Healthcare
YMCA
YMCA

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 – Vice Chairman

CITY OF HOBSON CITY

Alberta McCrory, Mayor
Suzie Jones, Council

CITY OF JACKSONVILLE

Johnny L. Smith, Mayor
Terry Wilson, Council

CITY OF OXFORD

Alton Craft, Mayor
Phil Gardner, Council

CITY OF WEAVER

Jeff Clendenning, Mayor – Chairman
Nick Bowles, Council

EARPDC

Lori Sokol, 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)

Rhonda King, Program Analyst

ALABAMA DEPARTMENT OF TRANSPORTATION (ALDOT)

Bradley B. Lindsey, PE, State Local
Transportation Engineer

STAFF TO THE MPO

Elizabeth (Libby) Messick, Senior Planner

Technical Advisory Committee (TAC)

CALHOUN COUNTY

Rodney McCain, PE, County Engineer
Chris Gann, PE, Assistant Engineer

CITY OF ANNISTON

Toby Bennington, AICP, Director of Planning
& Economic Development
David Arnett, Public Works

CITY OF HOBSON CITY

Anita Jackson, Council

CITY OF JACKSONVILLE

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

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)

Shane Brown, PE, Anniston District
Steve Haynes, PE, East Central Region
Steven Corley, PE, East Central Region
Robert Barrett Dees, PE Assistant State
Local Transportation Engineer, Planning

JACKSONVILLE STATE UNIVERSITY

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

ANNISTON ARMY DEPOT

Dustin Gillihan

ANNISTON WATER WORKS

Phillip Burgette

AREAWIDE COMMUNITY TRANSIT SYSTEM (ACTS)

Shane Christian, EARPDC Transit
Coordinator

Citizens Advisory Committee (CAC)

CALHOUN COUNTY

Rodney Cox
George Salmon
Theodore Smart
Edward Sturkie, Sr.
Tim Huddleston – Vice Chair
Reuben Johnson
Dr. David West
Julie Borelli
Anne Key
Bill Williams

ANNISTON

Ed Kimbrough
Miller Parnell –Chairman
Phillip Keith
James Robert Jenkins
Tony Ball
8 Vacancies

JACKSONVILLE

Jarrold Simmons
David Thompson
Richard Lindblom
TL Thompson
Jamie “Red” Etheredge
Matthew Boone
1 Vacancy

HOBSON CITY

Regina Jones
Johnnie C. Phillips, Jr.
Melissa Malone

OXFORD

Darryl League
Buford Parker
Bruce Britton
Lem Burrell
Lavoy Jordan
Terry Parker
7 Vacancies

WEAVER

Frank Thomas
2 Vacancies

ANNISTON ARMY DEPOT

Mike Matthews
Dustin Gillihan
Kevin Ashley, PE

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 Carolyn Henderson, Calhoun County Commission, Chair
Commissioner Samuel Bradford, Chambers County Commission, Chair
Commissioner Harry Johnston, Cherokee County Commission, Chair
Commissioner Shane Davidson, Clay County Commission, Chair
Commissioner Ryan Robertson, Cleburne County Commission, Chair
Commissioner Randal Dunham, Coosa County Commission, Chair
Commissioner Jamie Grant, Etowah County Commission, Chair
Commissioner Mark Scott, Randolph County Commission, Chair
Commissioner Kelvin Cunningham, Talladega County Commission, Chair
Commissioner Emma Jean Thweatt, Tallapoosa County Commission, Chair

Calhoun County (Outside the Urbanized Area)

Mayor Steve Baswell, Ohatchee
Mayor Bill Baker, Piedmont

Chambers County

Mayor George Fannings, Fredonia
Mayor Kenneth Vines, LaFayette
Mayor Kyle McCoy, Lanett
Mayor Leonard Riley, Valley
Mayor Taylor Melzer, Waverly

Cherokee County

Mayor Tammy Crane, Cedar Bluff
Mayor Mark Powell Mansfield, Centre
Mayor Elizabeth Stafford, Gaylesville
Mayor Brandy Pierce, Leesburg
Mayor James 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 Robby Brown, Heflin
Mayor Rodney Brown, Ranburne

Coosa County

Mayor Lonnie Caldwell, Goodwater
Mayor Johnny Sharpe, Kellyton
Mayor Scott White, Rockford

Etowah County (Outside the Urbanized Area)

Mayor Richard Nash, Altoona
Mayor Willie James Whiteside, Ridgeville
Mayor Russell Amos, Sardis City
Mayor Autry Works, Walnut Grove

Randolph County

Mayor Jill Patterson Hicks, 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 Timothy Ragland, Talladega
Mayor Bruce Livingston, Talladega Springs
Mayor Susan Crim, Waldo

Tallapoosa County

Mayor Woody Baird, Alexander City
Mayor Messiah Williams-Cole, Camp Hill

Mayor Jimmy “Frank” Goodman,
Dadeville
Mayor Frank Lucas, 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 Sokol, Executive Director, East Alabama Regional Planning and Development Commission

Non-voting Members

Aaron Dawson, FHWA, Division Administrator
Steve Partridge, Gadsden/Etowah MPO Representative
Jeff Clendenning, 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

Rodney McCain, 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

Aaron Dawson, FHWA, Division Administrator
Bryan Fair, Bureau of Transportation Planning,
ALDOT
Craig Phillips, District 41 Engineer, East Central
Region, ALDOT
Shane Brown, District 42 Engineer, East Central
Region, ALDOT
Jamie Davis, District 43 Engineer, East Central
Region, ALDOT
William Whaley, District 44 Engineer, East
Central Region, ALDOT
Stephen Blair, District 45 Engineer, North
Region, ALDOT
Steve Partridge, GEMPO Representative
Chuck Holloway, Trucking Representative
Ken Cush, Local Transportation Engineer,
ALDOT
Shannon Jones, 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 _____

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 2024, 2025, or 2026?

- 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 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 can 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 solutions you would suggest for meeting these unmet needs?

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

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), or 5317 (New Freedom) funds in 2024, 2025, or 2026, fill in the program number and what you intend to purchase below.

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

Appendix E

Meeting Items

AGENDA

RPO Northern District Meeting
of the
East Alabama Rural Planning Organization
April 6, 2023
11:00am

1. Call to Order
 - a. Introductions

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

3. New Business
 - a. Hearing from Persons Having Business with and/or Reports for Committee
 - b. Human Services Coordinated Transportation Plan
 - c. FY 24-27 State Transportation Improvement Plan (STIP)
 - d. Motions and Resolutions
 - e. Appointment Forms
 - f. RPO Transportation Needs Forms
 - g. Other New Business
 - h. Open Discussion and Announcements
 - a. Public Participation
 - b. Safety Concerns

4. Adjourn



DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

FISCAL YEARS 2024-2027

PUBLIC INVOLVEMENT MEETING

RPO meeting - Northern

DATE & TIME: *April 6, 2023 11am*

Name	Organization	Email Address	How did you hear about this meeting? Newspaper, letter, word of mouth, radio, other?
<i>Sundae Fagard</i>	<i>ALDOT</i>		
<i>Lattisha Royal</i>	<i>EAC (RPO)</i>		
<i>Barbara Hendricks</i>	<i>ALDOT</i>		
<i>Sonya Baker</i>	<i>ALDOT</i>		
<i>Daniel Holland</i>	<i>Alexander City ALDOT</i>		
<i>Elizabeth messick</i>	<i>EAC (MPO)</i>		

AGENDA

RPO Central District Meeting
of the
East Alabama Rural Planning Organization
April 13, 2023
11:00am

5. Call to Order
 - a. Introductions

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

7. New Business
 - i. Hearing from Persons Having Business with and/or Reports for Committee
 - j. Human Services Coordinated Transportation Plan
 - k. FY 24-27 State Transportation Improvement Plan (STIP)
 - l. Motions and Resolutions
 - m. Appointment Forms
 - n. RPO Transportation Needs Forms
 - o. Other New Business
 - p. Open Discussion and Announcements
 - a. Public Participation
 - b. Safety Concerns

8. Adjourn



DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

FISCAL YEARS 2024-2027

PUBLIC INVOLVEMENT MEETING

Central RPD meeting

DATE & TIME: 11:00 A.M. - 4/13/23

Name	Organization	Email Address	How did you hear about this meeting? Newspaper, letter, word of mouth, radio, other?
Holland Daniel	ALDOT ECR Alex City	powersh@dot.state.al.us	
Sundae Rogland	ALDOT	raglands@dot.state.al.us	
Libby Messick	EAC		
Nissa Corbett	EAC		
Sonya Baker	ALDOT		
Tobyn Bennington	City of Anniston		
Shawn			
Leslie			

AGENDA

RPO Southern District Meeting
of the
East Alabama Rural Planning Organization
April 20, 2023
11:00 am

9. Call to Order
 - a. Introductions

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

11. New Business
 - q. Hearing from Persons Having Business with and/or Reports for Committee
 - r. Human Services Coordinated Transportation Plan
 - s. FY 24-27 State Transportation Improvement Plan (STIP)
 - t. Motions and Resolutions
 - u. Appointment Forms
 - v. RPO Transportation Needs Forms
 - w. Other New Business
 - x. Open Discussion and Announcements
 - a. Public Participation
 - b. Safety Concerns

12. Adjourn



Alabama Department of Transportation

DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

FISCAL YEARS 2024-2027

PUBLIC INVOLVEMENT MEETING *RPO meeting - Southern*

DATE & TIME: *April 20, 2023*

Name	Organization	Email Address	How did you hear about this meeting? Newspaper, letter, word of mouth, radio, other?
<i>Kathisha Royal</i>	<i>EARPPDC</i>		
<i>Elizabeth Messick</i>	<i>EARPPDC (MPO)</i>		
<i>Sundae Ragland</i>	<i>ALDOT</i>		
<i>Sonya Baker</i>	<i>ALDOT</i>		

AGENDA

Technical Advisory Committee
of the
Calhoun Area Metropolitan Planning Organization
April 12, 2023
10:00 a.m.

1. Call to Order
2. Review and approval of minutes from March 8, 2023
4. Old Business
 - y. TBA
5. New Business
 - A. Review FY 20-23 TIP Spreadsheet and Administrative Modifications
 - B. Resolution 847: Amending the 2020-2023 TIP to move 4 projects to different FYs
 - C. Resolution 848: Amend FY 2023 UPWP to include FY 2022 Rollover Funds
 - D. Status report of ALDOT Pre-Construction projects
 - E. Status report of ALDOT Construction projects
 - F. FY24-27 TIP Project Preparation
 - G. Safety Observations
 - H. TAB
 - I. TAP Applications
 - J. Safe Streets and Roads for All (SS4A) Applications
 - K. HSCTP Draft
6. Next TAC Meeting – May 10, 2023
7. Adjourn

AGENDA
for the
Calhoun Area Metropolitan Planning Organization (MPO)
April 20, 2023
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 January 19, 2023
 - B. TBA
- V. New Business
 - L. Review FY 20-23 TIP Spreadsheet and Administrative Modifications
 - M. Resolution 845: Amend 2045 LRTP to include FWS project
 - N. Resolution 846: Amend FY23 UPWP to add Task 6.3: Economic Development Supplemental Study
 - O. Resolution 847: Amending the 2020-2023 TIP to move 4 projects to different FYs
 - P. Resolution 848: Amend FY 2023 UPWP to include FY 2022 Rollover Funds
 - Q. CAC Appointments
 - R. Safety Observations
 - S. TAP Applications
 - T. Safe Streets and Roads for All (SS4A) Applications
 - U. HSCTP Draft
 - V. TBA
- VI. Other Business
 - A. Status Report of ALDOT Pre-Construction projects
 - B. Status Report on Other Local Projects from ALDOT
 - C. Report on Urban Fixed Route and ADA Handicapped Transit Systems
 - D. Transit Services Study Update
 - E. Comments or Issues from Member Jurisdictions or Attendees
 - F. TBA
- VII. Next MPO Meeting – Thursday, May 18, 2023
- VIII. Adjourn

AGENDA

CITIZENS ADVISORY COMMITTEE

of the

CALHOUN AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

May 17, 2023

10:00 am

1. Call to Order
2. Introductions
3. Old Business
 - a. Review and approval of CAC minutes from March 15, 2023 (pages 2-4)
 - b. April MPO Administrative Modifications and Resolutions (pages 5-10)
4. New Business
 - a. Review FY 20-23 TIP Update and March 2023 Administrative Modifications (pages 11-14)
 - b. Resolution 849: Metropolitan Transportation Planning Self Certification (page 15 and separate handout)
 - c. Resolution 850: Amending the 2045 LRTP (page 16)
 - d. Resolution 851: Support the City of Anniston's TAP Application (page 17)
 - e. Human Services Coordinated Transportation Plan review and comment (separate handout)
 - f. Status report of ALDOT Pre-Construction projects (pages 18-19)
 - g. Status report of ALDOT projects (page 20)
 - h. Safety Observations (pages 21-26)
 - i. TBA
5. Other Business
 - A. CAC Vacancies (pages 27-28)
 - B. Subcommittee Report
 - C. Anniston Express and ADA Para-Transit Ridership (pages 29-30)
 - D. Next CAC Meeting – July 19, 2023 (page 31)
 - E. 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

May 17, 2023 – 10:00 a.m.

Name	Phone Number
Libby Merrick EAC/MPO	
Miller Parnell	256-453-0388
James Jenkins	256-239-2411
Tim Huddleston	256-282-1566
Theo SMART	256-343-5995
Julie Borrell	256 624 8053
Bill Williams	256 453 - 2152
Bruce Britton	256-454-0676
Paul White	256 237 1621
Ann Key	256-839-0351
Tony Pull	256-609-0710

SIGN-IN SHEET

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

East Alabama Regional Planning and Development Commission Conference Room

May 17, 2023 – 10:00 a.m.

Name	Phone Number
Johnnie C. Phillips	205-422-9022

SIGN-IN SHEET

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

East Alabama Regional Planning and Development Commission Conference Room

May 17, 2023 – 10:00 a.m.

Virtual

Name	Phone Number
<i>Edward Sturkie</i>	
<i>Penban Johnson</i>	
<i>Jarrod Simmons</i>	