

**East Alabama Region 4  
Coordinated Public Transit and  
Human Services Transportation Plan  
2025 – 2027**



E A R P D C

Prepared by  
East Alabama Regional Planning  
and Development Commission

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

September 2025

# East Alabama Region 4 Coordinated Public Transit and Human Services Transportation Plan 2025 – 2027

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**Resolution 2025-6652**

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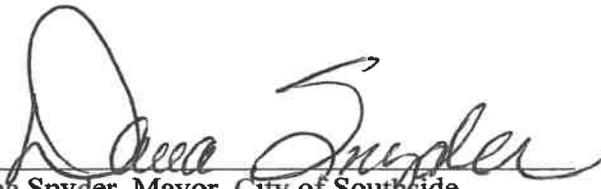
*The East Alabama Regional Planning and Development  
Commission (EARPDC) adopting and endorsing the East Alabama  
Coordinated Public Transit and Human Services Transportation  
Plan 2025 – 2027*

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 2025-2027, 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 24th day of September 2025 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 2025-2027.

  
Dana Snyder, Mayor, City of Southside  
Chairman

Attest:

  
Louis Davidson, City of LaFayette  
Secretary

## 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, including Regional Planner Elizabeth Wright and Planning and Development Director Eric Wright. EARPDC is the staff for the Calhoun Area MPO and East Alabama RPO.

The 2025 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, 2020, and 2023 Coordinated Plans and replaces all previous versions.

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# 1.0 Introduction and Background

## 1.1 Plan Purpose

The purpose of this plan is to determine transit gaps and coordination opportunities among publicly funded human services transportation programs in East Alabama and 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” 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 21<sup>st</sup> Century Act* (MAP-21) was signed into law in July 2012. The *Fixing America’s Surface Transportation Act* (FAST Act), signed into law in December 2015, and the Infrastructure Investment and Jobs Act, signed into law in 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 the Section 5307, 5310, and 5311 programs. Any remaining pre-MAP-21 Sections 5316 and 5317 funding must be allocated based on a coordinated human service transportation plan. 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 also encourages the inclusion of 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 Regional Councils (AARC) agreed to develop 12 regional transit coordination plans in 2020. The AARC represents the 12 regional commissions covering 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 in Alabama. 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 is a member of 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 related strategies. Based on these facts, this plan is a short-range document. Unfortunately, many of the strategies may not be implemented due to a lack of financial support.

The original version of this plan was adopted in 2007, and revisions were prepared in 2008, 2011, 2015, 2017, 2020, and 2023. The ALDOT has established this development cycle. The ALDOT contract requires the plan to be revised in 2025 and summary reports prepared in 2026 and 2027. Future federal regulations and ALDOT needs will determine the plan development schedule beyond 2027.

## 1.5 Development Process

The development process began in November 2024 with a review of the 2023 plan. In February 2025, the EARPDC submitted a survey to transit providers, agencies that purchase transit services for their clients, or transit users. An example of the survey can be found in Appendix D.

The EARPDC staff compiled the survey results in March 2025. The EARPDC staff used the survey results to update each county's transit needs, barriers, and strategies reports. The reports and draft plan were provided to the MPO and RPO committees in September 2025.

## 1.6 Public Involvement

The public was given several opportunities to participate in the development of the plan, review the plan inputs, and comment on the draft plan before its adoption. Three public meetings were held regarding the survey results. These meetings were held on April 17, 2025, at the MPO meeting at the EARPDC office; April 22, 2025, at the Alexander City Municipal Complex; and April 24, 2025, at the Gadsden-Etowah Area MPO meeting. No public comments were received.

The draft plan was reviewed by the Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC), and the MPO Policy Committee of the Calhoun Area MPO, ensuring input from multiple levels of stakeholders and committee representatives. A final public meeting was held on September 23, 2025, at the EARPDC office, giving residents one last opportunity to review the document and provide comments before adoption.

To broaden access, the draft plan was posted on the EARPDC website, and paper copies were made available at the EARPDC office upon request. These steps ensured that residents across the East Alabama Region could review the plan even if they could not attend a meeting in person.

The public involvement activities associated with this plan, including notices, outreach, and meeting documentation, are summarized in Appendix D.

## 1.7 Format

This plan is divided into 14 chapters and includes five appendices. Chapter 1 is the introduction and provides background information and the development framework. The chapter provides a basic understanding of why and how the plan was produced.

Chapters 2 through 11 are each 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 people 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 as 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.

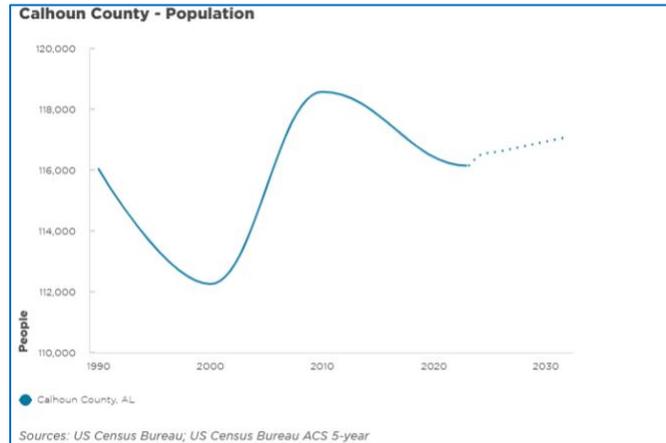
Chapter 12 summarizes the information from the county chapters to the regional level and adds needs, service barriers, and improvement strategies across counties. Chapter 13 describes possible funding sources for the identified strategies and reviews federal, state, and local options. Chapter 14 provides a summary of how the Calhoun Area MPO and East Alabama RPO will monitor, update, and amend the transit plan as conditions change, outlining the roles of committees, the schedule for review, and the process for incorporating future revisions.

The appendices provide additional background information related to plan development. Appendix A includes a list of those invited to participate in developing and revising 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 an example of the survey distributed. Appendix E includes meeting items such as memorandums, agendas, and sign-in sheets.

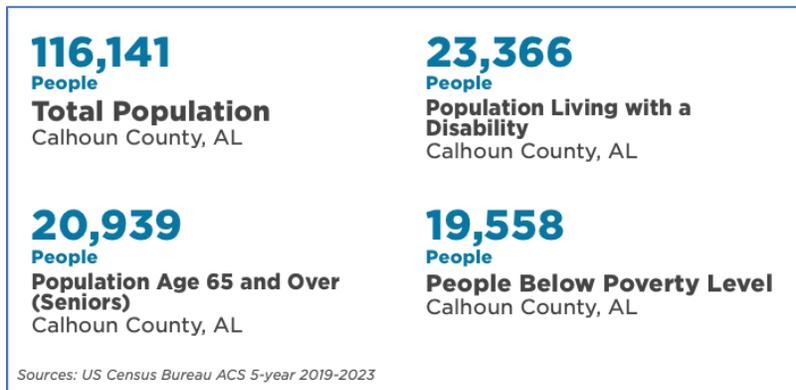
## 2.0 Calhoun County

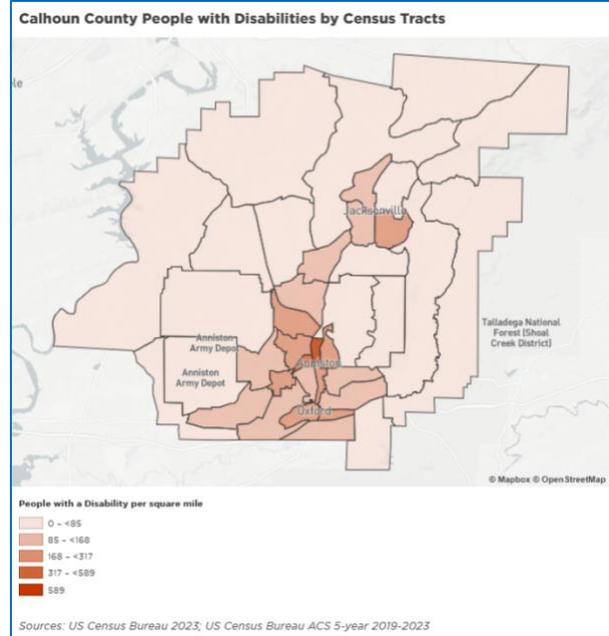
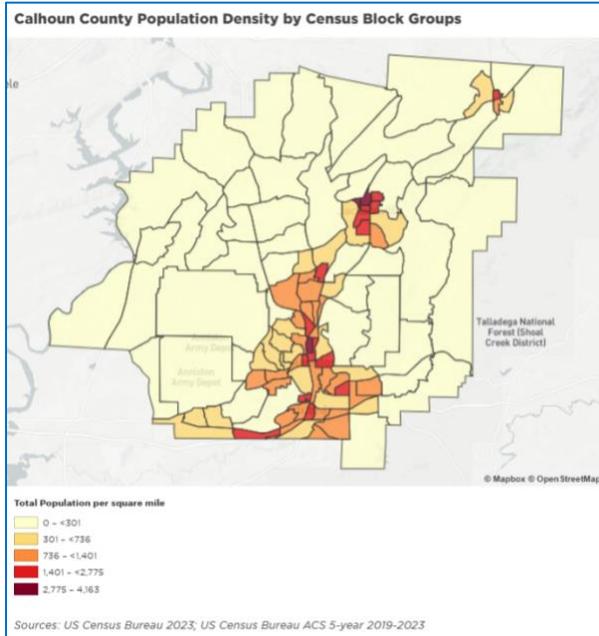
### 2.1 Demographics and Geography

The 2019–2023 U.S. Census Bureau American Community Survey (ACS) 5-Year Estimates report approximately 116,141 residents in Calhoun County, reflecting a decline of about 300 people (0.3%) since the 2020 Census count of 116,441. Spread across 605.9 square miles of land, this equates to a population density of roughly 192 people per square mile. An estimated 15.2% of residents under age 65 have a disability, 18.0% are age 65 or older, and about 20.1% live below the poverty line.

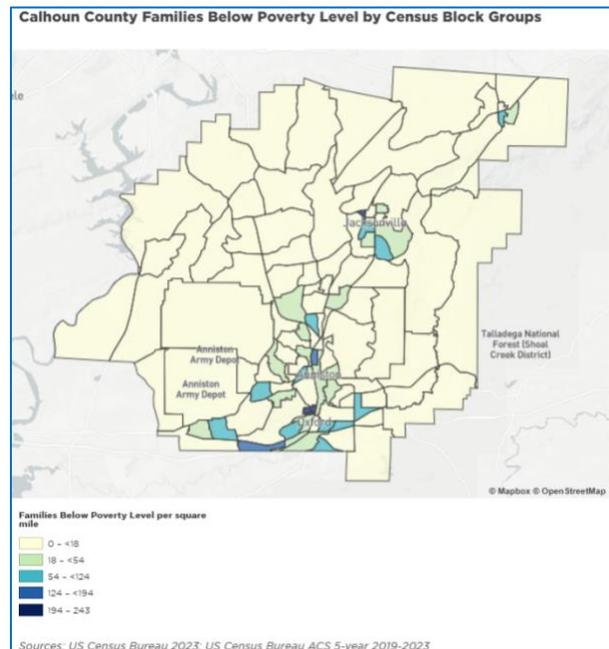
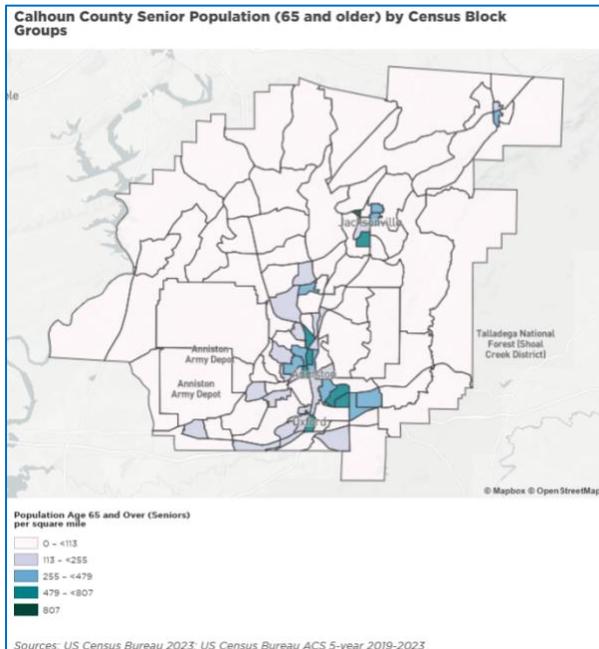


Calhoun County spans about 29 miles north–south and east–west at its widest point. Key transportation corridors include U.S. Highway 431, Alabama State Routes 21 and 9 (north–south), and Interstate 20 as the primary east–west artery.



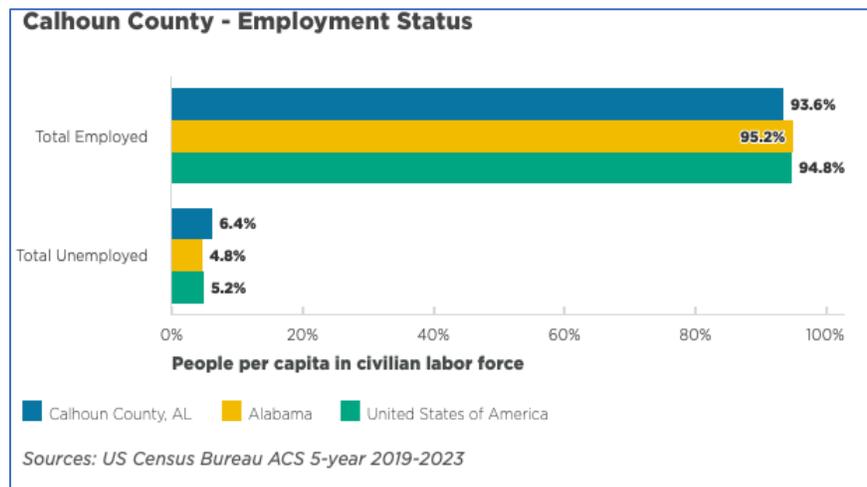


The largest population center in Calhoun County is the Anniston–Oxford metropolitan area, located in the southern portion of the county and serving as a regional hub for commerce, healthcare, and education. To the north, the City of Jacksonville is another significant population center, home to Jacksonville State University and a growing residential community. Saks, an unincorporated area northwest of Anniston, also has a substantial population and functions as a suburban community within the greater Anniston area. Other populated areas include Weaver and Piedmont, which, while smaller in size, contribute to the county’s overall residential landscape. Rural communities and outlying areas across the county are more sparsely populated but still play an important role in the county’s demographic and cultural makeup.



## 2.2 Employment

The U.S. Census Bureau’s 2019–2023 American Community Survey (ACS) 5-year estimates report that 48,859 Calhoun County residents were employed and 3,362 were unemployed, resulting in a per capita unemployment rate of 6.4%—higher 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.

According to the same ACS data, 77.0% of the county’s employed workforce live and work within Calhoun County, 20.1% commute to another county, and 2.9% are employed out of state.

## 2.3 Transit Resource Assessment

This section provides an overview of each agency or company that delivers or purchases transit services within Calhoun County. For organizational purposes, agencies are classified as public/non-profit or private. Public and non-profit agencies are presented together, as most non-profit providers receive substantial funding from public agencies or governmental entities. Detailed descriptions of the Federal Transit Administration (FTA) funding categories applicable to the public and non-profit agencies are included in Chapter 13.

The public and non-profit transit providers in Calhoun County are the most developed in the region, anchored by the Areawide Community Transportation System (ACTS), which operates fixed-route, paratransit, and rural demand-response services. In addition, multiple social service agencies, health providers, and community organizations purchase bus passes, operate small fleets, or provide limited transportation assistance. These programs collectively serve specific populations such as seniors, individuals with disabilities, and low-income residents, but coverage remains limited outside the urbanized Anniston–Oxford–Jacksonville core. Private transit providers are minimal, with taxi and rideshare services filling only a minor role. While ACTS provides broad mobility options, the general population in rural portions of the county remains underserved.

### Public and Non-Profit Systems

#### **2nd Chance, Inc.**

**Address:** 309 Noble Street, Anniston, AL 36201

**Phone:** (256) 236-2222

**Website:** [2ndchanceinc.org](http://2ndchanceinc.org)

**Services:** Advocacy and support for victims/survivors of domestic and sexual violence. Operates a regional center serving Calhoun, Cherokee, Cleburne, Etowah, Randolph, and Talladega counties. Purchases fixed-route bus passes and occasionally transports clients via agency vehicles.

**Alabama Department of Public Health / Calhoun County Health Department**

**Address:** 3400 McClellan Blvd, Anniston, AL 36201

**Phone:** (256) 237-7523

**Website:** [alabamapublichealth.gov/calhoun](http://alabamapublichealth.gov/calhoun)

**Services:** The agency provides clinical and environmental health services to the public and purchases fixed-route bus passes for Calhoun County urban area clients.

**Anniston Housing Authority**

**Address:** 500 Glen Addie Avenue, Anniston, AL 36201

**Phone:** (256) 236-1575

**Website:** [annistonhousing.org](http://annistonhousing.org)

**Services:** The agency provides adequate and affordable housing for low-income residents of the City of Anniston and purchases fixed-route bus passes for clients in the Calhoun County urban area.

**Anniston Parks and Recreation**

**Address:** 1341 Johnston Drive, Anniston, AL 36207

**Phone:** (256) 236-8221

**Website:** [anniston.al.gov/parks-recreation](http://anniston.al.gov/parks-recreation)

**Services:** Provides transportation for mentally and physically challenged adults 18+ to recreational programs and seniors to/from the Senior Center.

**Calhoun Christian Women's Job Corps**

**Address:** 3110 Noble Street, Anniston, AL 36201

**Phone:** (256) 237-6188

**Website:** [facebook.com/mlmonk2019](https://www.facebook.com/mlmonk2019)

**Services:** Provides Bible study, mentoring, life skills, and job readiness. Purchases fixed-route bus passes for clients in the Calhoun County urban area.

**Calhoun County Rural Transit (ACTS)**

**Address:** 1130 Quintard Avenue, Suite 300, Anniston, AL 36201

**Phone:** (256) 231-0010

**Website:** [earpdc.org/transportation-services](http://earpdc.org/transportation-services)

**Services:** Demand-response service for residents outside the city limits of Anniston, Oxford, Weaver, Hobson City, Jacksonville, and Piedmont. Operates four wheelchair-accessible vehicles, weekdays 6 a.m.–6 p.m.

**Calhoun County Urban/Fixed-Route Service (ACTS)**

**Address:** 1130 Quintard Avenue, Suite 300, Anniston, AL 36201

**Phone:** (256) 231-0010

**Website:** [earpdc.org/transportation-services](http://earpdc.org/transportation-services)

**Services:** Fixed-route service in Anniston, Oxford, Weaver, and Hobson City. Nine wheelchair-accessible vehicles operate weekdays from 6 a.m. to 6 p.m. and Saturdays from 10 a.m. to 5 p.m. Organizations may purchase bus passes for clients.

**Calhoun County Urban Paratransit Service (ACTS)**

**Address:** 1130 Quintard Avenue, Suite 300, Anniston, AL 36201

**Phone:** (256) 231-0010

**Website:** [earpdc.org/transportation-services](http://earpdc.org/transportation-services)

**Services:** Curb-to-curb demand-response service for disabled residents in Anniston, Oxford, Weaver, Jacksonville, and Hobson City. Operates six wheelchair-accessible vehicles, weekdays 8 a.m.–5 p.m.

**Center of Concern**

**Address:** 1513 Noble Street, Anniston, AL 36201

**Phone:** (256) 236-7793

**Website:** [centerofconcernanniston.com](http://centerofconcernanniston.com)

**Services:** Provides food, clothing, and household/utility assistance. Purchases fixed-route bus passes for clients in the Calhoun County urban area.

**Church of the Cross**

**Address:** 1600 Greenbrier Dear Road, Anniston, AL 36207

**Phone:** (256) 831-4228

**Website:** [churchofthecross.tv](http://churchofthecross.tv)

**Services:** Faith-based organization that purchases fixed-route bus passes for Calhoun County urban area clients.

**City of Oxford / Oxford Senior Center**

**Address:** 424 Main Street, Oxford, AL 36203

**Phone:** (256) 831-5900

**Website:** [oxfordalabama.org](http://oxfordalabama.org)

**Services:** Operates a wheelchair-equipped van and 14-passenger bus for Senior Center participants.

**City of Piedmont Demand Response Service**

**Address:** 315 N Main Street, Piedmont, AL 36272

**Phone:** (256) 447-3595

**Website:** [piedmontcityal.com](http://piedmontcityal.com)

**Services:** Provides curb-to-curb demand-response transport in an 8-mile radius of Piedmont (7:30 a.m.–3:30 p.m.).

**City of Piedmont Parks and Recreation Department**

**Address:** 315 N Main Street, Piedmont, AL 36272

**Phone:** (256) 447-3595

**Website:** [piedmontcityal.com](http://piedmontcityal.com)

**Services:** Operates a demand-response vehicle within 7 miles of the city center (6:00 a.m.–2:30 p.m.).

**Community Action Agency – East Alabama**

**Address:** 1050 Quintard Avenue, Suite 102, Anniston, AL 36201

**Phone:** (256) 237-7465

**Website:** caealabama.org

**Services:** Provides resource development, technical assistance, training, and coordination for impoverished families across Talladega, Clay, Randolph, Calhoun, and Cleburne counties. Purchases fixed-route bus passes for clients in the Calhoun County urban area.

#### **Constantine Head Start**

**Address:** 1119 Church Street, Anniston, AL 36201

**Phone:** (256) 236-8858

**Website:** constantineheadstart.org

**Services:** Childcare for ages 6 weeks–5 years. Purchases fixed-route bus passes for clients in the Calhoun County urban area.

#### **Family Links**

**Address:** 607 Noble Street, Anniston, AL 36201

**Phone:** (256) 237-2317

**Website:** familylinks.org

**Services:** Offers counseling, parenting programs, drug prevention/intervention, kindergarten readiness, and community education. Purchases fixed-route bus passes for clients in the Calhoun County urban area.

#### **Family Services Center of Calhoun County, Inc.**

**Address:** 1120 Gurnee Avenue, Anniston, AL 36207

**Phone:** (256) 236-5244

**Website:** familyservicescalhoun.org

**Services:** Provides transportation as needed for clients in case management—contracts with ACTS for urban transit services in Calhoun County.

#### **Glenn Addie Community Church**

**Address:** 301 Noble Street, Anniston, AL 36201

**Phone:** (256) 236-9955

**Services:** Offers nutrition assistance, substance abuse support, childcare, literacy programs, and medical education. Purchases fixed-route bus passes for clients in the Calhoun County urban area.

#### **Health Services Center**

**Address:** 608 Martin Luther King Dr, Anniston, AL 36201

**Phone:** (256) 832-0100

**Website:** hscal.org

**Services:** A community-based organization and medical clinic providing HIV/AIDS medical care, education, and support across a fourteen-county area in East Alabama. The agency purchases fixed-route bus passes for Calhoun County urban area clients.

#### **Highland Health Systems**

**Address:** 331 East 8th Street, Anniston, AL 36207

**Phone:** (256) 236-3403

**Website:** [highlandhealthsystems.org](http://highlandhealthsystems.org)

**Services:** Provides mental health services to residents of Calhoun and Cleburne Counties. The program operates multiple passenger vans daily, transporting adults to day treatment, partial hospital programs, extended care, and children's services. One vehicle is equipped with a wheelchair lift. Approximately 200 clients are transported daily for day treatment, and about 400 are served daily across Jacksonville, Duke School, Anniston, and Cleburne County locations. The agency also purchases fixed-route bus passes for Calhoun County urban area clients.

#### **Interfaith Ministries**

**Address:** 1115 Noble Street, Anniston, AL 36201

**Phone:** (256) 236-9333

**Services:** Advocates for individuals and families in crisis. Purchases fixed-route bus passes for clients in the Calhoun County urban area.

#### **Jacksonville Senior Center**

**Address:** 1111 Pelham Road, Jacksonville, AL 36265

**Phone:** (256) 435-6789

**Services:** Provides weekday transport (8:00 a.m.–4:00 p.m.) using a 12-passenger wheelchair lift van.

#### **Kid One Transport**

**Address:** 1045 Quintard Avenue, Anniston, AL 36201

**Phone:** (256) 237-0133

**Website:** [kidonetransport.org](http://kidonetransport.org)

**Services:** Non-profit providing transport for children under 19 to medical care, and expectant mothers to prenatal appointments. Services Calhoun County residents locally and to Jefferson County.

#### **Mountain View Church**

**Address:** 2000 Greenbrier Dear Road, Anniston, AL 36207

**Phone:** (256) 831-4200

**Services:** Purchases fixed-route bus passes for Calhoun County urban area clients.

#### **NHC HealthCare Anniston**

**Address:** 2300 Coleman Road, Anniston, AL 36207

**Phone:** (256) 831-5730

**Website:** [nhccare.com/locations/anniston](http://nhccare.com/locations/anniston)

**Services:** Operates a 16-passenger vehicle equipped with a wheelchair lift for assisted living facility residents.

#### **NHC Place / Healthcare**

**Address:** 2300 Coleman Road, Anniston, AL 36207

**Phone:** (256) 831-5730

**Website:** [nhccare.com](http://nhccare.com)

**Services:** Operates a 16-passenger wheelchair lift vehicle for assisted living clients' recreation and medical appointments.

**Piedmont Benevolence Center**

**Address:** 20222 AL Hwy 9, Piedmont, AL 36272

**Phone:** (256) 447-2220

**Website:** piedmontbenevolencecenter.weebly.com

**Services:** A non-profit charitable organization that provides transportation assistance to Piedmont area residents in need.

**Regional Medical Center (RMC)**

**Address:** 400 East 10th Street, Anniston, AL 36207

**Phone:** (256) 235-5121

**Website:** rmccares.org

**Services:** Acute inpatient care, emergency, surgical, outpatient, rehab, and diagnostic services. Purchases fixed-route bus passes for clients in the Calhoun County urban area.

**Sav-a-Life Crisis Pregnancy Center**

**Address:** 1610 W 18th Street, Anniston, AL 36201

**Phone:** (256) 236-2229

**Website:** savalife.org

**Services:** Provides pregnancy testing, ultrasounds, prenatal care, childbirth/parenting education, and fatherhood programming. Purchases fixed-route bus passes for clients in the Calhoun County urban area.

**Smith Metropolitan AME Zion Church**

**Address:** 405 N 10th Street, Anniston, AL 36201

**Phone:** (256) 236-8455

**Services:** Purchases fixed-route bus passes for Calhoun County urban area clients.

**St. Michael's Medical Clinic**

**Address:** 1513 Noble Street, Anniston, AL 36201

**Phone:** (256) 236-7717

**Services:** Faith-based clinic provides primary care to the medically uninsured. Purchases fixed-route bus passes for clients in the Calhoun County urban area.

**Stringfellow Memorial Hospital**

**Address:** 1101 Leighton Avenue, Anniston, AL 36207

**Phone:** (256) 237-7000

**Website:** stringfellowhospital.org

**Services:** Provides comprehensive acute care, 24-hour emergency, outpatient, surgical, and rehabilitation services. Purchases fixed-route bus passes for clients in the Calhoun County urban area.

**The ARC of Calhoun/Cleburne Counties**

**Address:** 401 Noble Street, PO Box 1848, Anniston, AL 36202

**Phone:** (256) 236-2857

**Website:** calhouncleburnearc.org

**Services:** This department supports individuals with Intellectual and Developmental Disabilities and their families. It partners with Anniston Parks and Recreation for recreational transport, operates school buses for summer activities, and coordinates

transportation for Special Olympics, day camps, and other events. It also purchases fixed-route bus passes for clients in the Calhoun County urban area.

#### **The Opportunity Center**

**Address:** 1101 Noble Street, Anniston, AL 36201

**Phone:** (256) 237-6661

**Website:** [easterseals.com/al](http://easterseals.com/al)

**Services:** Provides vocational development and extended employment for individuals with mental, emotional, or physical disabilities. The agency purchases fixed-route bus passes for clients in Calhoun County urban area.

#### **The Right Place**

**Address:** PO Box 1061, Anniston, AL 36202

**Phone:** (256) 238-6231

**Website:** [trpalabama.org](http://trpalabama.org)

**Services:** Offers programs designed to prevent homelessness and help low-income individuals secure affordable housing. The agency purchases fixed-route bus passes for clients in the Calhoun County urban area.

#### **United Way of East Central Alabama**

**Address:** 2221 Leighton Avenue, Anniston, AL 36201

**Phone:** (256) 236-6331

**Website:** [uweca.org](http://uweca.org)

**Services:** Provides a network of health and human service programs in Calhoun, Cleburne, and Randolph counties. Purchases fixed-route bus passes for clients in Calhoun County urban area.

### [Private Agencies](#)

#### **AAA City Taxi and Shuttle**

**Address:** 3030 Noble Street, Anniston, AL 36201

**Phone:** (256) 236-0687

**Services:** Taxi service located in Anniston that also serves Oxford, Jacksonville, Birmingham, and Atlanta airport

#### **Amtrak Passenger Train**

**Address:** 126 West 4<sup>th</sup> Street

**Services:** Amtrak has one stop in Anniston along the Crescent line. The Crescent line runs from New York City to New Orleans. The station also serves as a transfer point for the Calhoun County Urban/Fixed Route system and Greyhound bus lines.

#### **Andy's City Taxi Service**

**Address:** 3030 Noble Street, Anniston, AL 36201

**Phone:** (256) 236-0687

**Service:** Taxi service located in Anniston that also serves Oxford, Jacksonville, Birmingham, and Atlanta airport.

**Anniston EMS, Inc.**

**Address:** 58 Speedway Industrial Drive, Anniston, AL 36201

**Phone:** (256) 237-8572

**Services:** Offers non-emergency medical transportation, including stretcher-bound and wheelchair transport, 24/7. Also provides emergency ambulance services within Calhoun County.

**Greyhound Bus Lines**

**Address:** 126 West 4th Street, Anniston, AL 36201

**Phone:** (800) 231-2222

**Website:** <https://greyhound.com/bus/anniston-al/anniston-amtrak-train-station>

**Service:** Operates a bus stop at the Amtrak station in Anniston. Tickets must be purchased online; the station does not sell tickets in person.

## 2.4 Transit Needs

Population density, senior residents, people with disabilities, and families living below the poverty level in Calhoun County are concentrated primarily along the urban corridor that includes Anniston, Oxford, Hobson City, Weaver, and parts of Jacksonville and Piedmont. These communities align closely with the Calhoun County Urban Fixed-Route Transit System, which provides the highest level of service. Rural areas to the north, west, and south have much lower population densities but still contain pockets of seniors, individuals with disabilities, and low-income households. These populations often have limited transit options due to the absence of fixed routes. This pattern underscores the importance of maintaining robust urban fixed-route service while expanding or enhancing rural demand-response transit to better serve vulnerable residents outside the core service area.

In February 2025, surveys were distributed to transit providers, social service organizations, and local government agencies. Responses were used to develop a list of transportation needs across the county. In April 2025, regional transportation planning partners reviewed and validated the draft list of needs.

**Needs Not Currently Addressed**

- Expansion of rural service
- Limitations of public transit routes
  - More reliable scheduling systems
  - Extended routes and stops to serve additional residents
- Limitations of public transit service hours
- Increased transportation access for low-income residents
- Increased bag limits for grocery trips
- More stops at grocery store locations
- Expanded transportation options for patients discharged from Regional Medical Center, including both emergent and non-emergent care

**Needs Met or Partially Met with Current Service**

- Daytime service available Monday through Saturday
- Ability for agencies serving low-income, elderly, or disabled residents to purchase transit passes for their clients

## 2.5 Transit Service Barriers

The staff, informed by survey responses, identified several common barriers that prevent transit needs from being fully addressed. These challenges are consistent across the rural counties in the region. Local governments and service agencies often have limited control over these obstacles, as they are tied to broader economic realities, individual travel choices, and the dispersed settlement patterns typical of rural communities.

### Barriers

- Limited funding
- Scheduling challenges for on-demand service
- Difficulty implementing operational or service changes

Transit providers and local governments face the ongoing challenge of working around these barriers. Funding to cover every identified need will likely never be available, and the economics of serving a small number of geographically dispersed clients make it unattractive for private, for-profit providers. To ensure mobility for vulnerable populations, innovative solutions and creative partnerships will be necessary to develop effective and sustainable transit services.

## 2.6 Strategies to Address Needs and Barriers

The staff, informed by survey responses, developed the following strategies. Several proposals focus on maintaining the current level of service because existing services successfully address gaps that previously existed. Strategies are stated in general terms to avoid limiting future projects or innovations. Many strategies will require additional funding for implementation, though in some cases, the reallocation of existing funds or programs may be sufficient. New funding streams may not always be necessary.

### Strategies

- Maintain current transit service (High priority)
- Maintain current transit coordination efforts (High priority)
- Create a network of drivers among faith groups (Medium priority)
- Expand current transit service:
  - Extended service routes (Medium priority)
  - Additional route stops (High priority)
  - Extended service hours (Medium priority)
- Improve current transit service:
  - Enhanced scheduling (Medium priority)
  - Improved trip coordination (Medium priority)
- Increase availability of public transportation with more vehicles (High priority)
- Create a voucher system for client transportation (High priority)
- Establish a funding system to assist patients with fuel costs (Medium priority)

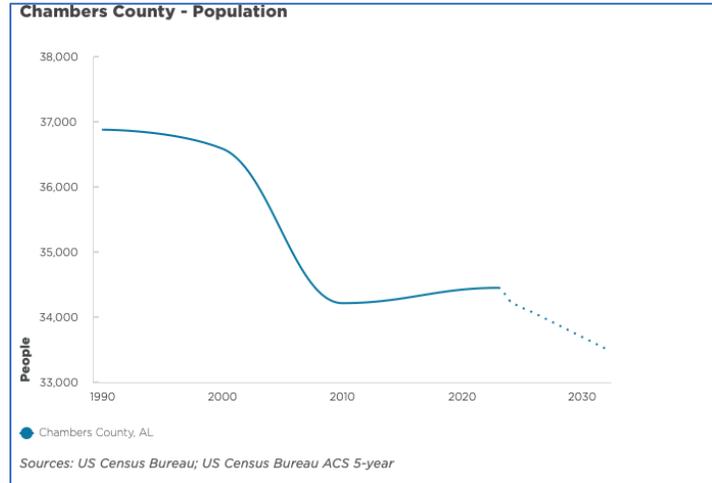
Each strategy is assigned a priority level of High, Medium, or Low, based on available resources, feasibility, and time considerations. These rankings do not directly correspond to the level of support or

need but rather reflect the current conditions under which the strategies might be implemented. If circumstances change, a medium- or low-priority strategy may advance ahead of those ranked as high priority.

## 3.0 Chambers County

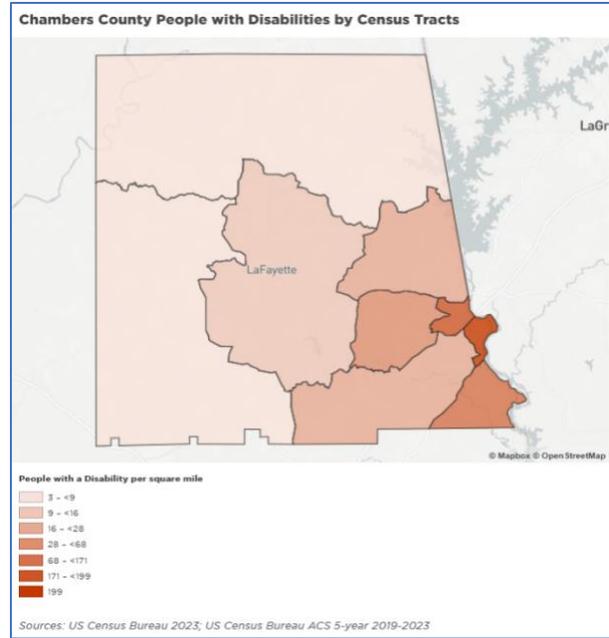
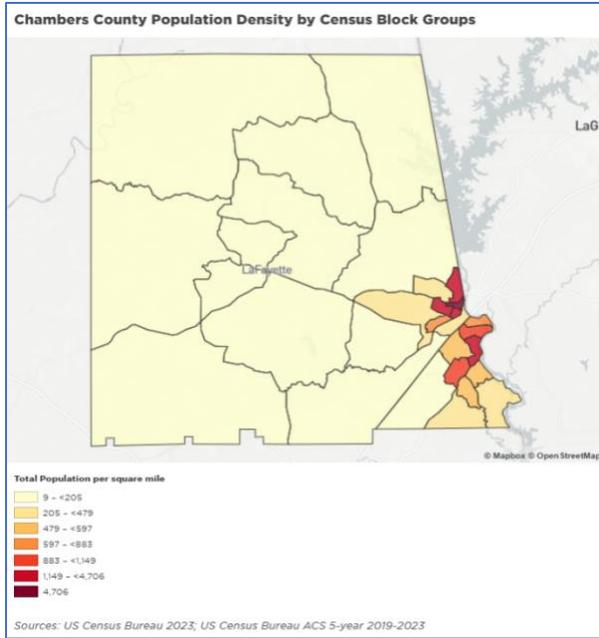
### 3.1 Demographics and Geography

The 2019–2023 U.S. Census Bureau American Community Survey (ACS) 5-Year Estimates report approximately 34,450 residents in Chambers County, reflecting a modest decline of about 322 people (0.9%) since the 2020 Census count of 34,772. Spread across 596.6 square miles of land, this equates to a population density of roughly 58 people per square mile. An estimated 13.0% of residents under age 65 have a disability, 18.9% are age 65 or older, and about 15.5% live below the poverty line.

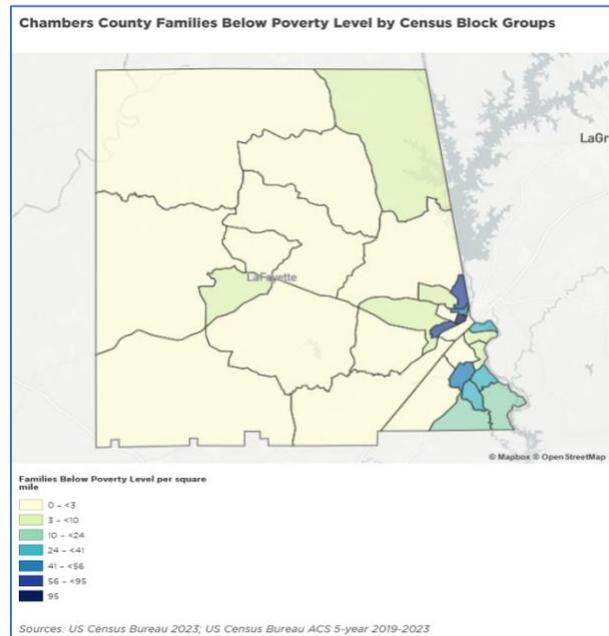
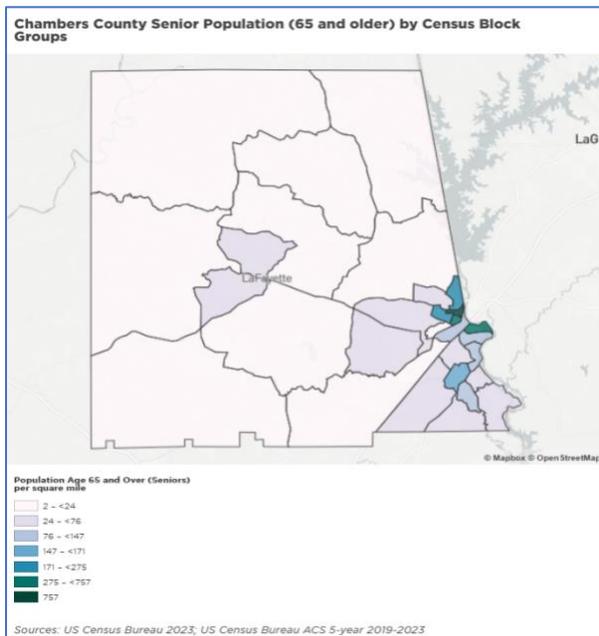


Chambers County extends approximately 26 miles north–south and east–west. Major transportation corridors supporting regional and inter-county connectivity include Interstate 85, U.S. Highways 29, 280, and 431, as well as State Routes 50, 77, and 147.



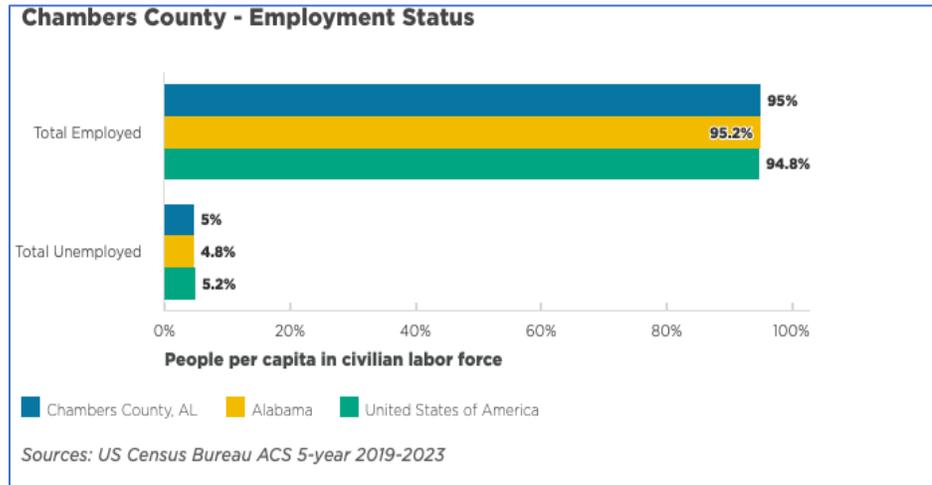


The largest population concentration in Chambers County is in the southeastern portion of the county along the Interstate 85 corridor, where the cities of Valley and Lanett form a continuous urbanized area near the Chattahoochee River. While smaller, the nearby town of Cusseta is also part of this corridor and contributes to the county’s overall urban population. Beyond this southeastern hub, most of the county is rural, with smaller towns and dispersed communities across the central and northern areas. These outlying areas are less densely populated but remain important to the county’s overall demographic, cultural, and economic character.



### 3.2 Employment

The 2019–2023 U.S. Census Bureau ACS 5-Year Estimates report that 14,538 people were employed and 759 were unemployed in Chambers County. This equates to an unemployment rate of approximately 5.0%, higher than the Alabama state average but slightly lower than the national average for the same period. Major employers in Chambers County include AJIN USA, Chambers County Schools, EAMC-Lanier Hospital, WestRock, and Wal-Mart, reflecting a mix of manufacturing, healthcare, education, and retail employment.



Commuting data from the same ACS dataset shows that 43.25% of the employed workforce lives and works in Chambers County. Another 29.98% work in a different Alabama county, while 26.77% commute to jobs in another state, reflecting the county’s location on the Alabama–Georgia border and strong ties to employment centers such as the Columbus, Georgia and LaGrange, Georgia areas.

### 3.3 Transit Resource Assessment

This section provides an overview of each agency or company that delivers or purchases transit services within Chambers County. For organizational purposes, agencies are classified as public/non-profit or private. Public and non-profit agencies are presented together, as most non-profit providers receive a substantial portion of their funding from public agencies or governmental entities. Detailed descriptions of the Federal Transit Administration (FTA) funding categories applicable to the public and non-profit agencies are included in Chapter 13.

The public and non-profit transit providers in Chambers County are limited in scope, focusing primarily on demand-response services and agency-specific programs. These providers serve specific populations, including low-income residents, seniors, and individuals with disabilities. Coverage is generally confined to major towns and service areas within the county, and hours of operation remain restricted. The general population has limited access to public transit options, and no formal private transit systems were identified within the county. As a result, many residents must rely on personal vehicles or informal networks for transportation needs.

## Public and Non-Profit Systems

### **The Arc of the Chattahoochee Valley / Valley Haven School**

**Address:** 6345 Fairfax Bypass, Valley, AL 36854

**Phone:** (334) 756-2868

**Website:** valleyhavenschool.org

**Services:** Promotes and protects the rights of individuals with intellectual and developmental disabilities while supporting their inclusion in the community. Operates five wheelchair-accessible vehicles Monday through Friday, 8 a.m. to 2 p.m.

### **Chambers County Senior Transportation (Chambers County Commission)**

**Address:** Chambers County Courthouse Annex, LaFayette, AL 36862

**Phone:** (334) 864-2491 (Contact: Mr. Finley)

**Website:** chamberscountyal.gov

**Services:** Provides limited transportation services for elderly residents and people with disabilities in LaFayette, Lanett, Valley, and surrounding areas. Operates three wheelchair-accessible buses Monday through Thursday, 8 a.m. to 4 p.m.

### **City of Lanett – Senior Transit (Recreation Department)**

**Address:** 401 North Lanier Avenue, Lanett, AL 36863

**Phone:** (334) 644-4316

**Website:** cityoflanett.com

**Services:** Provides demand-response service for seniors age 55+ and disabled residents of Lanett. Service operates weekdays, 8 a.m. to 5 p.m., on a first-come, first-served basis.

### **Valley Senior Center**

**Address:** 504 Combs Street, Valley, AL 36854

**Phone:** (334) 756-5265

**Website:** cityofvalley.com

**Services:** Offers transportation for seniors to and from the senior center and delivers homebound meals. Operates three buses for local service.

### **Circle of Care Center for Families**

**Address:** 14 Medical Park, Valley, AL 36854

**Phone:** (334) 768-4091

**Website:** thecirclecares.com

**Services:** Provides demand-response transportation for families, particularly children, to medical and essential services. Service extends into parts of Randolph and Lee counties. Operates three vehicles Monday through Thursday, 8 a.m. to 5 p.m. EST. Clients must reserve transportation one day in advance.

## Private Systems

### **Valley Medical Transport**

**Address:** 2929 48th Avenue SW, Lanett, AL 36863

**Phone:** (334) 476-3605

**Services:** Specializes in non-emergency medical transportation by van, serving patients who require reliable access to healthcare appointments.

#### **Lyft**

**Address:** App-based service

**Website:** lyft.com

**Services:** A smartphone-based rideshare service. Riders can request trips and pay electronically through the Lyft app.

#### **Uber**

**Website:** uber.com

**Services:** App-based ridesharing platform. Provides limited service in Etowah County depending on driver availability.

### 3.4 Transit Needs

Population groups with higher-than-average concentrations of elderly residents, individuals with disabilities, and households living below the poverty line are primarily located in the central portion of the county between White Plains and Moorefield, in northern areas stretching from Fredonia to the Tallapoosa County line, and within the Lanett area. These communities currently lack fixed-route transit services, leaving many vulnerable residents without reliable transportation options.

Surveys distributed in February 2025 to transit providers, social service organizations, and local government agencies identified unmet needs across the county. These findings were later confirmed during coordination meetings in April 2025.

#### **Needs Not Currently Addressed**

- Transportation services for low-income persons
- Transportation services for disabled persons
- Public transportation services beyond limited demand-response options
- Job Access and Reverse Commute (JARC) transportation needs

#### **Needs Met or Partially Met with Current Service**

- Limited transportation assistance available for medical care

### 3.5 Transit Service Barriers

Based on survey responses and staff review, several barriers continue to limit the ability of local agencies and governments to address identified transit needs. These barriers are consistent with challenges faced across many rural counties in the region. Most are outside the direct control of local providers, as they are tied to broader economic constraints, limited infrastructure, and the dispersed nature of rural populations.

#### **Barriers**

- Limited funding

- Insufficient infrastructure to support expanded transit services

Transit agencies and local governments face the ongoing challenge of working around these obstacles. Funding to address every need is unlikely to be available, and the economics of providing service to small, dispersed populations makes it unattractive for private, for-profit providers. Meeting these needs will require innovative solutions and creative partnerships to deliver effective and sustainable transportation options for Chambers County residents.

### 3.6 Strategies to Address Needs and Barriers

The following strategies were developed to address identified transportation needs. Several focus on sustaining existing services, since these programs continue to fill important mobility gaps. Strategies are intentionally broad to allow flexibility for future projects and innovations. Many will require additional funding for implementation, though in some cases reallocation of existing funds or programs may be sufficient. New funding streams may not always be necessary.

#### Strategies

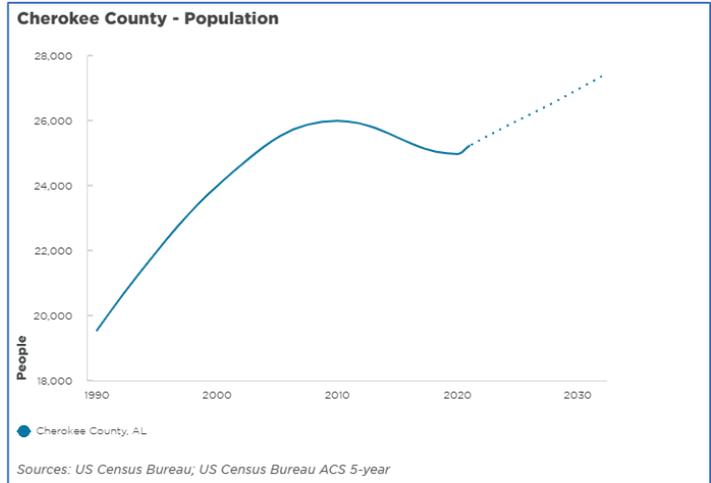
- Municipalities fund public transportation (High priority)
- Creation of a new non-profit organization to coordinate transportation needs (Medium priority)
- Creation of a new for-profit organization to address transportation needs (Low priority)
- Assistance from existing non-profit or for-profit organizations (Medium priority)
- More operation days (High priority)
- Increased service area (High priority)
- Increase the number of vehicles in service (Medium priority)
- Creation of a Job Access and Reverse Commute (JARC) program (High priority)

Each strategy has been assigned an implementation priority—High, Medium, or Low—based on available resources, feasibility, and timing. These rankings do not directly correspond to the level of need or community support but reflect current conditions and constraints. If circumstances change, strategies with lower initial priority may advance ahead of those ranked as high priority.

# 4.0 Cherokee County

## 4.1 Demographics and Geography

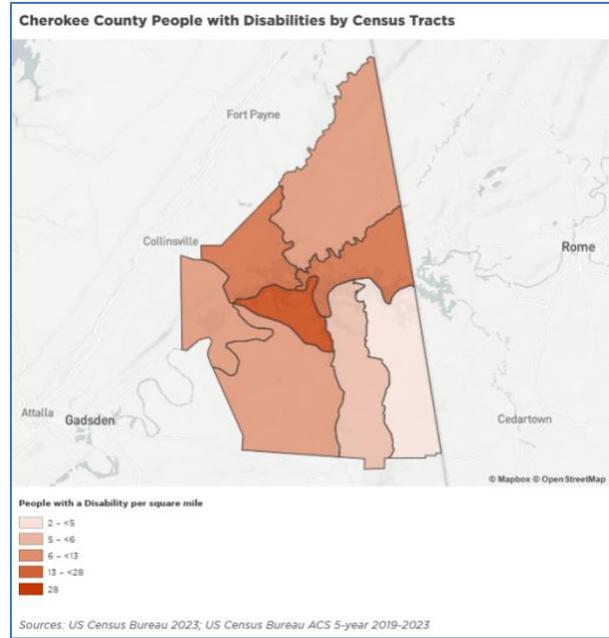
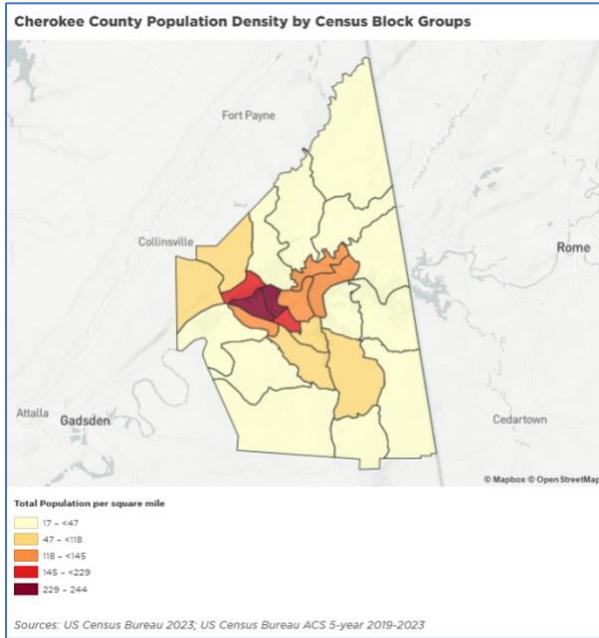
The 2019–2023 ACS 5-Year Estimates report approximately 24,299 residents in Cherokee County, reflecting growth of about 276 people (1.1%) since the 2020 Census count of 24,023. Spread across 553.2 square miles of land, this equates to a population density of roughly 44 people per square mile. An estimated 15.4% of residents under age 65 have a disability, 23.0% are age 65 or older, and about 13.9% live below the poverty line.



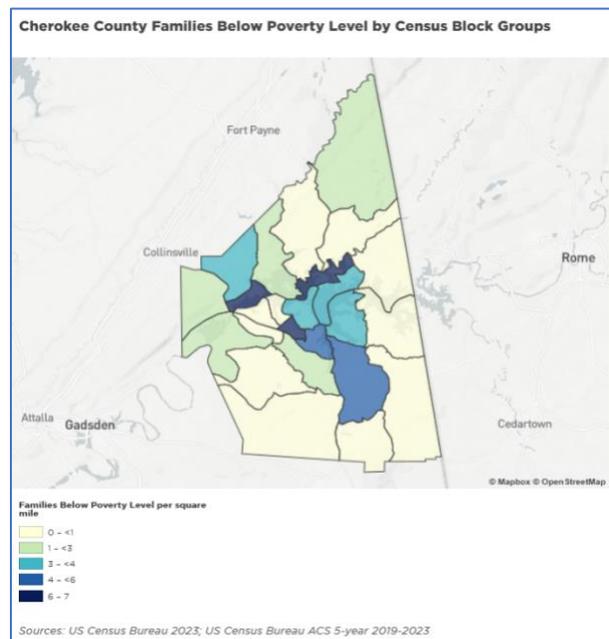
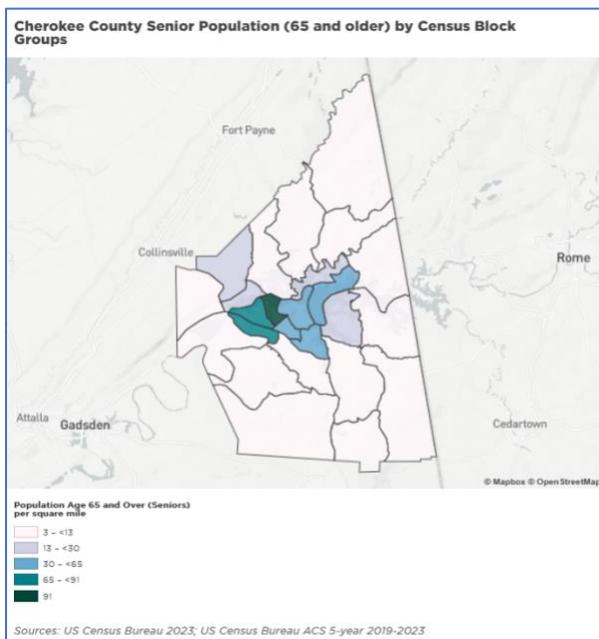
Cherokee County spans roughly 25 miles north–south and east–west, with key corridors including U.S. Highway 411 and State Routes 9 and 68, facilitating connections between small towns such as Centre, Cedar Bluff, Gaylesville, and Leesburg.

<b>25,224</b> People <b>Total Population</b> Cherokee County, AL	<b>4,887</b> People <b>Population Living with a Disability</b> Cherokee County, AL
<b>6,003</b> People <b>Population Age 65 and Over (Seniors)</b> Cherokee County, AL	<b>3,606</b> People <b>People Below Poverty Level</b> Cherokee County, AL

Sources: US Census Bureau ACS 5-year 2019-2023

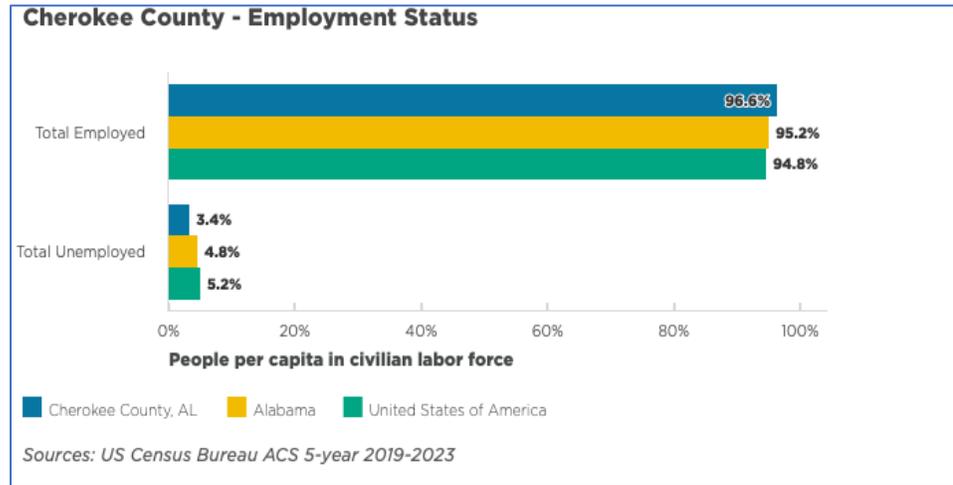


Cherokee County's primary population center is the City of Centre, the county seat and hub for governance, commerce, and education. Other notable towns such as Cedar Bluff, Leesburg, Gaylesville, and Sand Rock contribute to the county's rural population spread. The foothills of the Appalachian Mountains and Weiss Lake area form scenic, sparsely populated zones that shape the county's rural identity and cultural appeal.



## 4.2 Employment

The 2019–2023 U.S. Census Bureau ACS 5-Year Estimates report 10,388 people employed and 370 unemployed in Cherokee County. This equates to an unemployment rate of 3.4%, lower than the Alabama state average and the national average for the same period.



Major employers in the county include the Cherokee County Board of Education, KTH Leesburg Products, Cherokee County Health and Rehabilitation, Wal-Mart, and American Apparel, reflecting a mix of education, manufacturing, healthcare, and retail sectors.

Commuting data from the same ACS dataset shows that 46.6% of Cherokee County’s workforce lives and works within the county. Another 27.8% work in another Alabama county, while 25.6% commute out of state—a significant share reflecting the county’s proximity to the Georgia state line and employment centers in nearby metro areas.

## 4.3 Transit Resource Assessment

This section provides an overview of each agency or company that delivers or purchases transit services within Cherokee County. For organizational purposes, agencies are classified as public/non-profit or private. Public and non-profit agencies are presented together, as most non-profit providers receive a substantial portion of their funding from public agencies or governmental entities. Detailed descriptions of the Federal Transit Administration (FTA) funding categories applicable to the public and non-profit agencies are included in Chapter 13.

The public and non-profit transit providers in Cherokee County primarily operate small-scale, demand-response services. Most services are limited to specific client populations such as the elderly, individuals with disabilities, or those engaged in workforce and rehabilitation programs. Service hours, fleet size, and geographic coverage remain restricted, resulting in limited availability for the general public. There are no known private transportation providers formally serving Cherokee County at this time. As a result, many residents must rely on personal vehicles, family, or neighbors for their transportation needs.

### Public and Non-Profit Systems

**2nd Chance, Inc.**

**Address:** 621 Noble Street, Anniston, AL 36201

**Phone:** (256) 236-7381

**Website:** secondchanceinc.org

**Services:** Provides advocacy and support to victims and survivors of domestic and sexual violence. Operates a regional center in Anniston serving Calhoun, Cherokee, Cleburne, Etowah, Randolph, and Talladega Counties. Transports clients using agency-owned vehicles.

**AFB Diversified, LLC / New Beginnings**

**Address:** 720 N 8th Street, Gadsden, AL 35901

**Phone:** (256) 546-4001

**Website:** afbdiversified.com

**Services:** Residential facility for individuals with intellectual disabilities. Provides transportation for clients in agency-owned vehicles. The main office is in Gadsden, with services extending into the Birmingham area, DeKalb County, and Cherokee County.

**Cherokee County Rural Transit (ACTS)**

**Phone:** Mr. Michael Abernathy (256) 927-7472

**Services:** Offers one specific route to the CED Mental Health Center in Centre. Operates three vehicles (one in service, two backups), all wheelchair accessible. Service runs Monday through Friday, 7 a.m. to 3 p.m.

**Darden Rehabilitation Foundation**

**Address:** 620 Hollywood Boulevard, Gadsden, AL 35903

**Phone:** (256) 547-5751

**Website:** dardenrehab.org

**Services:** Provides transportation to assist clients with job searches and interviews in Cherokee, DeKalb, Etowah, Marshall, and St. Clair Counties. Operates Monday–Thursday, 7:30 a.m. to 3:00 p.m., and Fridays until noon.

**Private Systems**

None identified at this time.

## 4.4 Transit Needs

Populations with above-average concentrations of elderly residents, individuals with disabilities, and households living below the poverty line are found in several parts of Cherokee County. These include the northeastern communities of Ringgold, Broomtown, and Gaylesville, the central areas of Cedar Bluff and Centre, and the southwestern portion of the county. While some limited demand-response transit services exist in these areas, most community residents lack consistent access to public transportation.

Surveys distributed in February 2025 to transit providers, social service organizations, and local government agencies identified unmet needs across the county. These findings were confirmed in April 2025 through follow-up coordination.

### **Needs Not Currently Addressed**

- Public transportation service in rural areas
- Expanded transit routes
- Service availability after 5 p.m.
- Weekend service options
- Transportation services for non-seniors
- Adequate transportation for elderly residents
- Adequate transportation for households living below the poverty line

### **Needs Met or Partially Met with Current Service**

- Limited transportation options in the Centre area
- Limited transportation options are available elsewhere in the county

## **4.5 Transit Service Barriers**

Based on survey responses and staff review, several barriers limit the ability of local agencies and governments to address transit needs in Cherokee County fully. These challenges are consistent with those faced across many regional rural areas, where it is challenging to provide transportation cost-effectively. Many of these obstacles are outside the direct control of local agencies, as economic realities, workforce limitations, and the dispersed settlement patterns of rural communities shape them.

### **Barriers**

- Limited funding
- Lack of qualified drivers
- Scheduling challenges for on-demand service
- Rural and dispersed nature of the county
- Insufficient number of vehicles
- Difficulty implementing system or service changes

Transit agencies and local governments face the ongoing challenge of working around these barriers. Funding to address every identified need will likely never be available, and the economics of serving small, widely dispersed populations make it unattractive for private, for-profit providers. Meeting these needs will require innovative ideas and creative partnerships to develop effective, sustainable transit solutions for Cherokee County residents.

## **4.6 Strategies to Address Needs and Barriers**

The following strategies were identified to address transportation needs in Cherokee County. Some focus on maintaining existing services, which continue to meet essential mobility gaps, while others aim to expand and diversify available options. Strategies are intentionally broad to allow flexibility for future programs and innovations. While many will require additional funding, in some cases, existing resources may be reallocated to support implementation.

### **Strategies**

- Maintain current transit service (High priority)
- Compensate volunteer drivers for mileage (Medium priority)
- Develop subsidized Uber/Lyft or similar rideshare partnerships (Low priority)

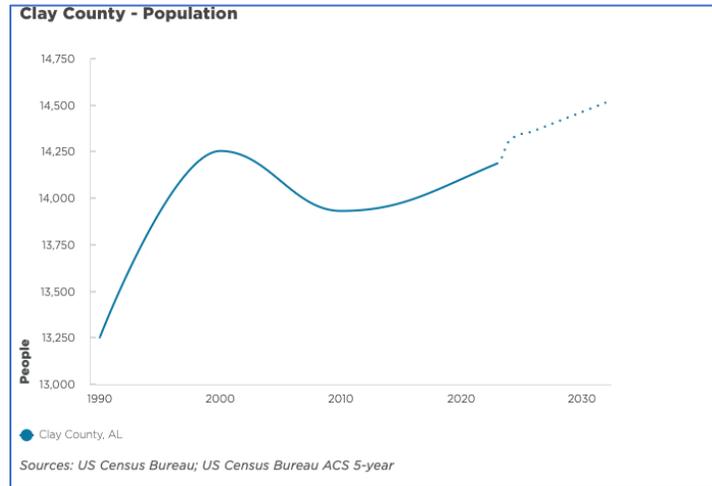
- Create a network of volunteer drivers through faith-based organizations (Medium priority)
- Establish extended or 24-hour service options (Medium priority)
- Create a voucher system to assist clients with transportation costs (High priority)
- Expand existing transit services to cover additional areas and populations (Medium priority)
- Provide affordable, low-cost transportation alternatives for residents (Medium priority)

Each strategy has been assigned a priority level—High, Medium, or Low—based on available resources, feasibility, and timing. These rankings do not directly correspond to the level of community need or support but reflect current realities of implementation. As conditions change, strategies ranked lower in priority may be advanced ahead of those initially considered high priority.

# 5.0 Clay County

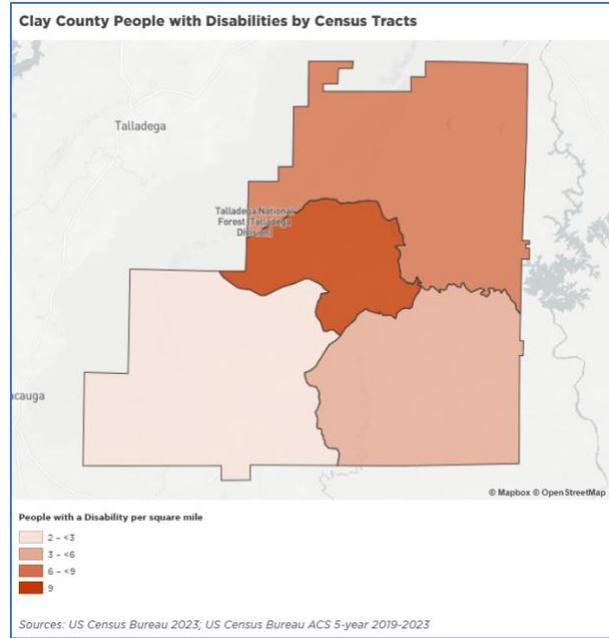
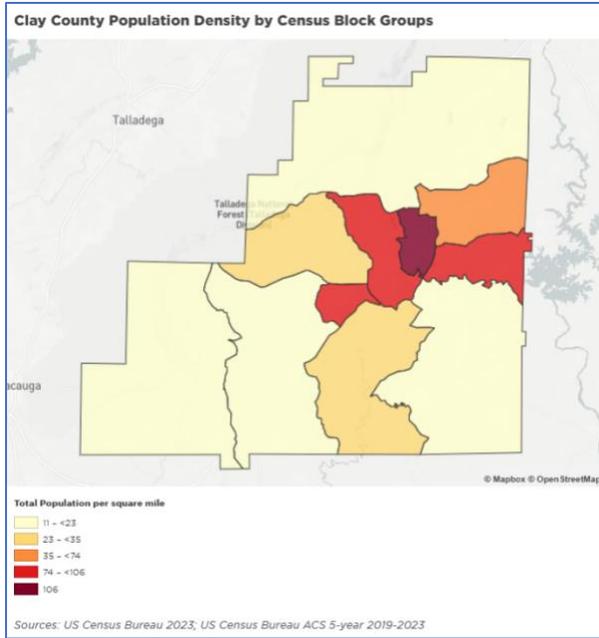
## 5.1 Demographics and Geography

The 2019–2023 ACS 5-Year Estimates report approximately 14,236 residents in Clay County, reflecting a decline of about 313 people (2.2%) since the 2020 Census count of 14,549. Spread across 605.9 square miles of land, this equates to a population density of roughly 23.5 people per square mile. An estimated 15.2% of residents under age 65 have a disability, 21.2% are age 65 or older, and about 15.5% live below the poverty line.

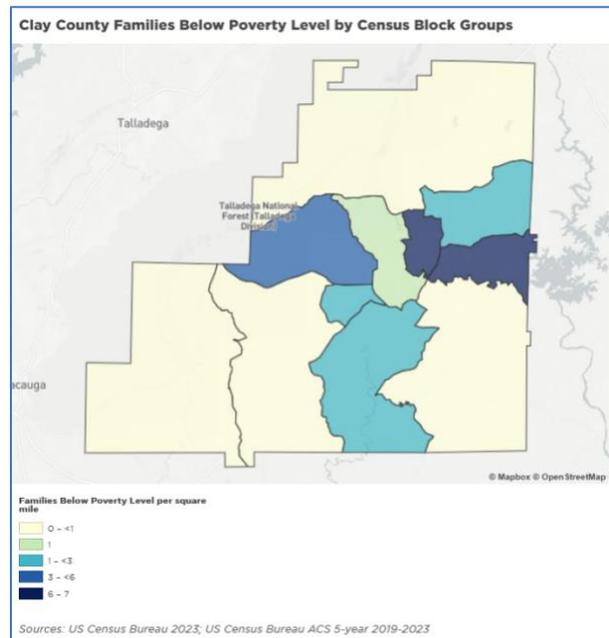
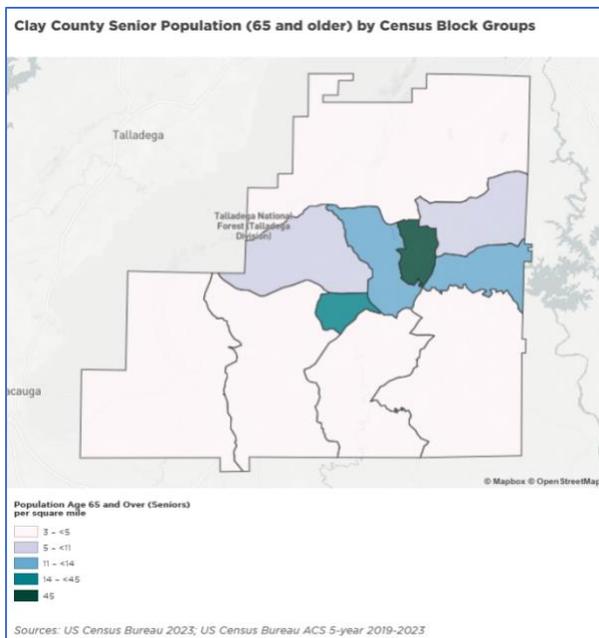


The county extends about 32 miles north–south and 27 miles east–west, and it is connected primarily by State Routes 9 and 48, which link communities such as Ashland and Lineville.



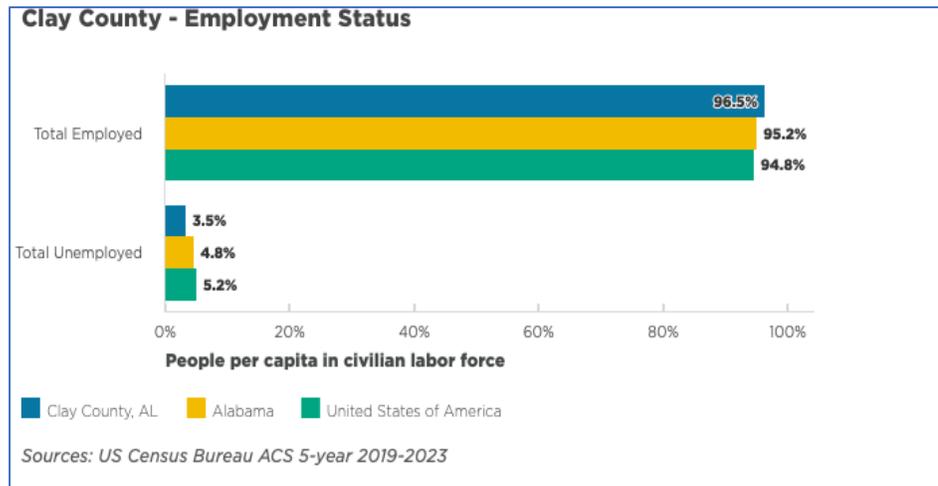


The largest towns in Clay County are Ashland (the county seat) and Lineville. These serve as the county's governmental and commercial cores. The remainder of the county is largely rural, characterized by forested landscapes and small, dispersed communities, reflecting the county's predominantly agricultural and residential character.



## 5.2 Employment

The 2019–2023 U.S. Census Bureau ACS 5-Year Estimates report 5,460 people employed and 197 unemployed in Clay County. This equates to an unemployment rate of 3.5%, lower than the Alabama state average and the national average during the same period. Major employers in the county include Wellborn Cabinets, Inc., Koch Foods, Tru-Wood Cabinets, John-Co Truss Company, and Integrity Cabinets, reflecting the county’s strong base in manufacturing and wood products.



Commuting data from the same ACS dataset shows that 64.1% of Clay County’s workforce lives and works within the county. Another 33.3% work in another Alabama county, while 2.6% commute out of state, underscoring the county’s locally anchored workforce with moderate levels of out-commuting.

## 5.3 Transit Resource Assessment

This section provides an overview of each agency or company that delivers or purchases transit services within Clay County. For organizational purposes, agencies are classified as public/non-profit or private. Public and non-profit agencies are presented together, as most non-profit providers receive a substantial portion of their funding from public agencies or governmental entities. Detailed descriptions of the Federal Transit Administration (FTA) funding categories applicable to the public and non-profit agencies are included in Chapter 13.

The public and non-profit transit providers in Clay County are very limited in size and scope. Services operate primarily on a demand-response basis, with most providers focusing on seniors, low-income residents, or individuals connected to a specific program. Small fleets, restricted service hours, and narrow geographic coverage mean that many residents in rural parts of the county do not have reliable public transportation access. At present, no private transportation providers have been identified in Clay County. As a result, the general population largely depends on personal vehicles or informal arrangements for transportation needs.

### Public and Non-Profit Systems

#### City of Lineville – Transit Service

**Address:** 60155 Highway 49, Lineville, AL 36266

**Phone:** (256) 396-2581

**Website:** [cityoflineville.org](http://cityoflineville.org)

**Services:** Contracts with another agency to provide fixed-route transportation for city residents. Service operates Monday through Friday from 8 a.m. to 1 p.m. The city maintains one vehicle, which is wheelchair accessible.

#### **Clay County Rural Transit (ACTS)**

**Phone:** Ms. Beverly Wood 256-396-5886

**Website:** [earpdc.org/transportation-services](http://earpdc.org/transportation-services)

**Services:** This is a demand response system. The service area includes all of Clay County.

#### **Community Action Agency**

**Address:** 1506 South Quintard Avenue, Anniston, AL 36201

**Phone:** (256) 237-6741

**Website:** [caaeca.org](http://caaeca.org)

**Services:** Provides resource development, coordination, technical assistance, and training for low-income residents. The agency operates in Talladega, Clay, Randolph, Calhoun, and Cleburne Counties.

#### **Private Systems**

None identified at this time.

## **5.4 Transit Needs**

Populations with higher-than-average concentrations of elderly residents, individuals with disabilities, and households living below the poverty line are found primarily in the central areas around Ashland and Cragford, as well as in the midwestern through southeastern portions of the county. These areas are currently served only by limited on-demand transit systems, leaving many residents without reliable access to transportation.

Surveys distributed in February 2025 to transit providers, social service organizations, and local government agencies identified several unmet transportation needs. These findings were confirmed in April 2025 through follow-up coordination.

#### **Needs Not Currently Addressed**

- Transportation services for low-income persons
- Transportation services for elderly persons
- Transportation services for disabled persons
- Transportation services available countywide
- Non-emergent medical transportation

#### **Needs Met or Partially Met with Current Service**

- Low-cost transportation services operated by the county
- Other low-cost transportation services are available on a limited basis

## 5.5 Transit Service Barriers

Survey responses and staff analysis identified several barriers to fully addressing transit needs in Clay County. These challenges are consistent with those faced in other rural counties. Many of the barriers fall outside the direct control of local agencies and governments, as they stem from broader economic limitations, service demands, and the dispersed nature of rural populations.

### Barriers

- Limited funding
- Low ridership levels
- Restricted hours of operation for existing transportation services
- Limited assistance or support from existing non-profit organizations
- Difficulty implementing new or expanded services

Transit agencies and local governments face the ongoing challenge of working around these obstacles. Funding to address every identified need will likely never be sufficient, and the economics of serving a small number of geographically dispersed clients make it unattractive for private, for-profit providers. Meeting these needs will require innovative approaches and creative partnerships to ensure effective and sustainable transit services for Clay County residents.

## 5.6 Strategies to Address Needs and Barriers

The following strategies were identified to address transportation needs in Clay County. Several focus on maintaining existing services, which are already helping close critical mobility gaps. Others aim at expanding service capacity, improving accessibility, and ensuring affordability for residents. Strategies are intentionally broad to allow flexibility for future programs and innovations. While many will require additional funding, in some cases, existing resources could be reallocated to support implementation.

### Strategies

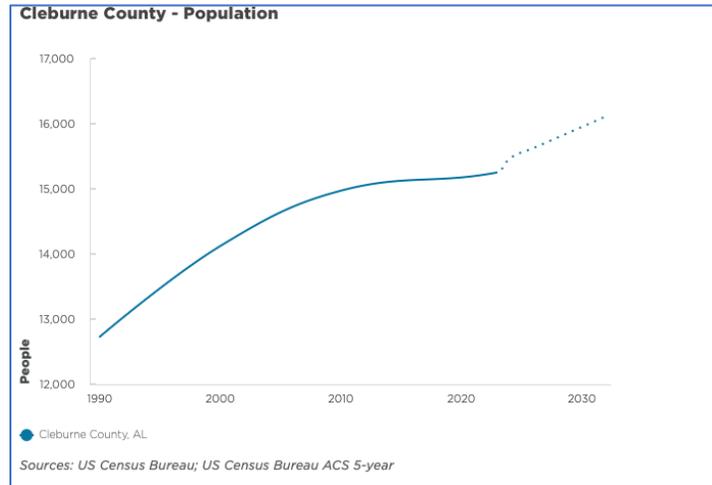
- Maintain current transit service (High priority)
- Implement a paratransit system to improve accessibility for residents with disabilities (High priority)
- Increase education and outreach to improve awareness of existing transportation services (Medium priority)
- Extend the service area and hours of existing transportation programs (Medium priority)
- Provide additional low-cost transportation services to improve affordability for riders (Medium priority)

Each strategy has been assigned a priority level—High, Medium, or Low—based on available resources, feasibility, and timing. These rankings do not necessarily reflect the level of demand or community support but rather the current constraints of implementation. As conditions change, strategies ranked lower in priority may advance ahead of those initially considered high priority.

# 6.0 Cleburne County

## 6.1 Demographics and Geography

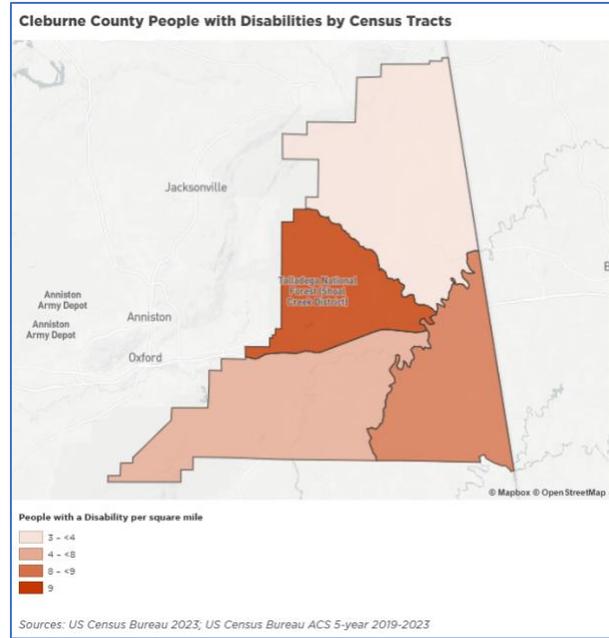
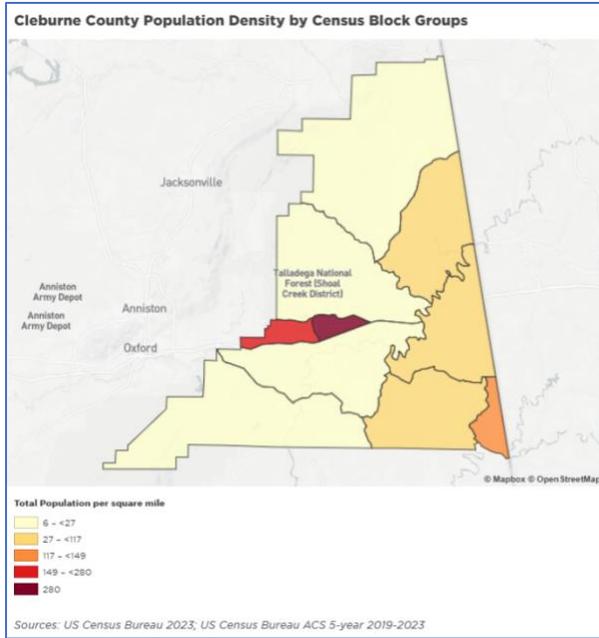
The 2019–2023 ACS 5-Year Estimates report approximately 15,350 residents in Cleburne County, reflecting a decline of about 21 people (0.1%) since the 2020 Census count of 15,371. Spread across 560.0 square miles of land, this equates to a population density of roughly 27 people per square mile. An estimated 16.3% of residents under age 65 have a disability, 20.6% are age 65 or older, and about 13.1% live below the poverty line.



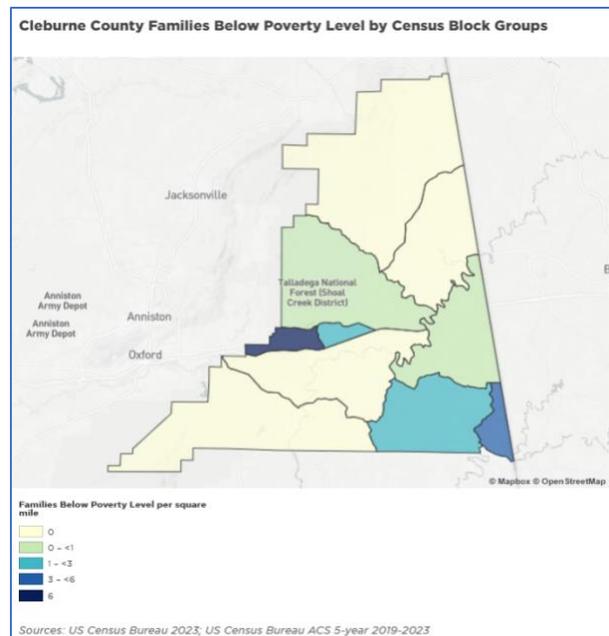
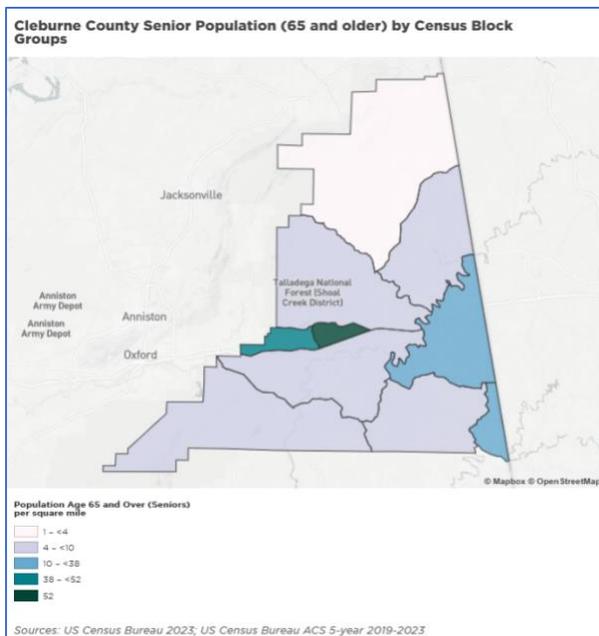
Cleburne County stretches approximately 30 miles north–south and 20 miles east–west. Interstate 20 is the county’s main east–west corridor, with its communities connected by U.S. Highways 78 and 431, along with State Routes 9, 46, and 281, which provide additional access.

<b>15,254</b> People <b>Total Population</b> Cleburne County, AL	<b>3,091</b> People <b>Population Living with a Disability</b> Cleburne County, AL
<b>3,117</b> People <b>Population Age 65 and Over (Seniors)</b> Cleburne County, AL	<b>1,984</b> People <b>People Below Poverty Level</b> Cleburne County, AL

Sources: US Census Bureau ACS 5-year 2019-2023

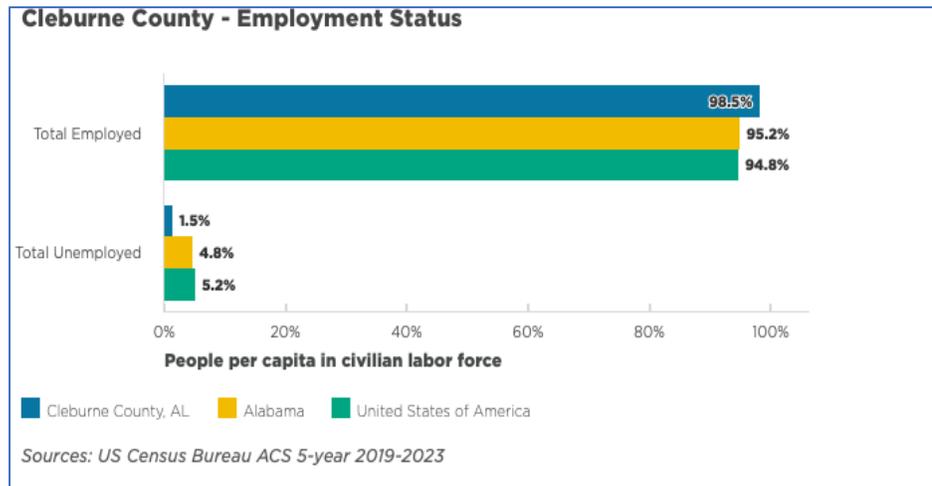


The largest population center in Cleburne County is the City of Heflin, located along Interstate 20 and serving as the county seat and the primary hub for government, commerce, and community services. Much of the county is rural outside of Heflin, with smaller towns such as Ranburne and Fruithurst contributing to the local population landscape. Muscadine, on the Georgia border, is another small community with regional connections. The county's northern and eastern areas, including portions of the Talladega National Forest and the foothills of the Appalachian Mountains, are sparsely populated but add significantly to Cleburne's character and natural environment. Together, these urban and rural communities shape the county's demographic and cultural identity.



## 6.2 Employment

The 2019–2023 U.S. Census Bureau ACS 5-Year Estimates report 5,925 people employed and 93 unemployed in Cleburne County. This equates to an unemployment rate of 1.5%, lower than the Alabama state average and the national average for the same period. Major employers in the county include L. E. Bell



Construction, Cleburne County Schools, Southwire, Webb Concrete, and Cleburne County Nursing Home represent construction, education, manufacturing, and healthcare employment.

Commuting data from the same ACS dataset shows that only 24.2% of Cleburne County's workforce lives and works within the county. Another 38.0% commute to jobs in other Alabama counties, while 37.8% work in another state—a reflection of the county's location along the Georgia border and its integration into the Atlanta regional labor market.

## 6.3 Transit Resource Assessment

This section provides an overview of each agency or company that delivers or purchases transit services within Cleburne County. For organizational purposes, agencies are classified as public/non-profit or private. Public and non-profit agencies are presented together, as most non-profit providers receive a substantial portion of their funding from public agencies or governmental entities. Detailed descriptions of the Federal Transit Administration (FTA) funding categories applicable to the public and non-profit agencies are included in Chapter 13.

The public and non-profit transit providers in Cleburne County are limited in capacity, operating primarily through demand-response systems and small service fleets. These providers focus on essential trips, such as medical appointments, employment, and access to basic services. Coverage is especially constrained in rural areas, where geographic distance and low population density make consistent service difficult to sustain. As a result, much of the county's general population does not have access to a reliable public transportation option. At present, no private transportation companies have been identified within Cleburne County, leaving demand-response services as the primary means of transit for residents without personal vehicles.

## Public and Non-Profit Systems

### **2nd Chance, Inc.**

**Address:** 621 Noble Street, Anniston, AL 36201

**Phone:** (256) 236-7381

**Website:** [secondchanceinc.org](http://secondchanceinc.org)

**Services:** Provides advocacy and support for victims and survivors of domestic and sexual violence. Operates a regional center in Anniston serving Calhoun, Cherokee, Cleburne, Etowah, Randolph, and Talladega Counties. Transports clients using agency-owned vehicles.

### **Alabama Department of Rehabilitation Services (ARDS)**

**Address:** 150 Executive Drive, Suite G, Gadsden, AL 35901

**Phone:** (256) 547-8653

**Website:** [rehab.alabama.gov](http://rehab.alabama.gov)

**Services:** State agency providing services to children and adults with disabilities. May occasionally provide reimbursement for transportation expenses. The Gadsden office serves Etowah, Marshall, DeKalb, Cherokee, and St. Clair Counties, with coverage extending to Cleburne County.

### **Cleburne County Rural Transit (ACTS)**

**Address:** 1130 Quintard Avenue, Anniston, AL 36201 (EARPDC/ACTS Headquarters)

**Phone:** 256-852-7299 or 256-463-5434 ext. 2

**Website:** [earpdc.org/transportation-services](http://earpdc.org/transportation-services)

**Services:** Demand-response service provided through the Areawide Community Transportation System (ACTS). Service area includes all of Cleburne County, with trips available to doctor appointments or places of employment in Anniston (Calhoun County). Operates two vehicles (one in service, one backup), both wheelchair accessible. Service runs weekdays from 8 a.m. to 4 p.m.

### **Community Action Agency**

**Address:** 1506 South Quintard Avenue, Anniston, AL 36201

**Phone:** (256) 237-6741

**Website:** [caaeca.org](http://caaeca.org)

**Services:** Provides resource development, coordination efforts, technical assistance, and training for low-income residents. The agency operates in Talladega, Clay, Randolph, Calhoun, and Cleburne Counties.

## Private Systems

None identified at this time.

## 6.4 Transit Needs

Populations with above-average concentrations of elderly residents, individuals with disabilities, and households living below the poverty line are primarily located in the northern and west-central portions of Cleburne County. These areas currently rely on minimal on-demand transit options, leaving many residents without consistent or reliable access to transportation.

Surveys conducted in February 2025 with transit providers, social service organizations, and local government agencies identified several unmet transportation needs. These findings were confirmed in April 2025 through follow-up coordination.

#### **Needs Not Currently Addressed**

- Public transit service in rural areas
- Expanded and more reliable public transit routes
- Consistent transportation options for employment
- Transportation access for medical services

#### **Needs Met or Partially Met with Current Service**

- Limited transportation availability within the county
- Transportation for medical appointments and employment trips into Anniston (Calhoun County)

## **6.5 Transit Service Barriers**

Survey responses and staff analysis identified several barriers that limit the ability of local agencies and governments to meet transportation needs in Cleburne County. These challenges are consistent with those faced across other regional rural counties. Many of these barriers fall outside the direct control of local providers, as they are tied to economic realities, limited funding, and the challenges of serving a small, dispersed population.

#### **Barriers**

- Limited funding
- Difficulty implementing new or expanded services

Transit agencies and local governments face the ongoing challenge of working around these barriers. Funding to address every identified need will likely never be sufficient, and the economics of providing transit service to a small number of widely dispersed residents make it unattractive for private, for-profit providers. Innovative approaches and partnerships will be essential to create sustainable and effective transit solutions for Cleburne County residents.

## **6.6 Strategies to Address Needs and Barriers**

Based on survey responses and staff analysis, the following strategies were identified to address current and future transportation needs in Cleburne County. Several proposals focus on maintaining the existing level of service, as current programs are already filling critical gaps. The strategies are generally stated to allow flexibility for future projects and innovations. While many strategies require additional funding, some could be implemented by reallocating existing funds or resources.

#### **Strategies**

- Maintain current transit service (High priority)
- Compensate volunteer drivers for mileage (Medium priority)
- Subsidized Uber/Lyft services (Low priority)
- Create a network of drivers among faith-based organizations (Medium priority)

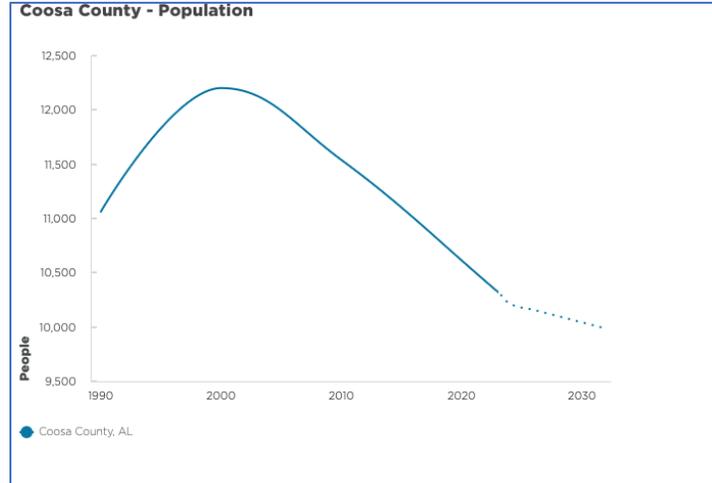
- Extend service routes (Medium priority)
- Increase services for individuals discharged from medical facilities (Medium priority)
- Provide additional low-cost transportation options (Medium priority)

Each strategy has been assigned an implementation priority—High, Medium, or Low—based on feasibility, available resources, and time considerations. These rankings do not necessarily reflect the level of community support or overall need. If conditions change, a lower-priority strategy may be implemented ahead of one ranked higher.

# 7.0 Coosa County

## 7.1 Demographics and Geography

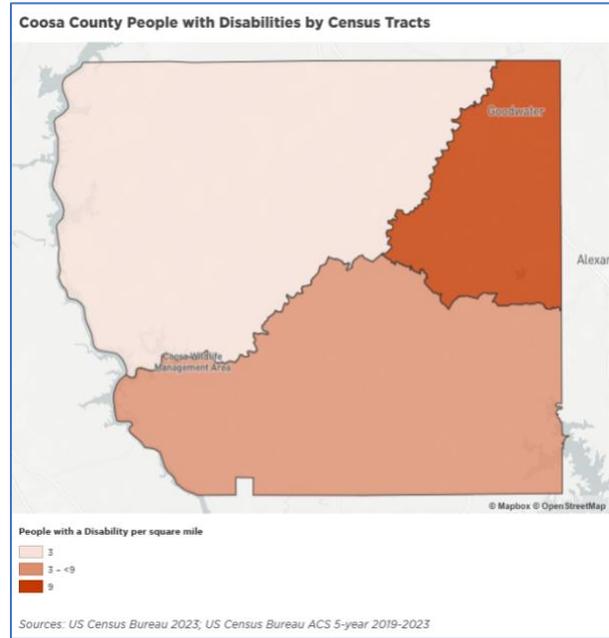
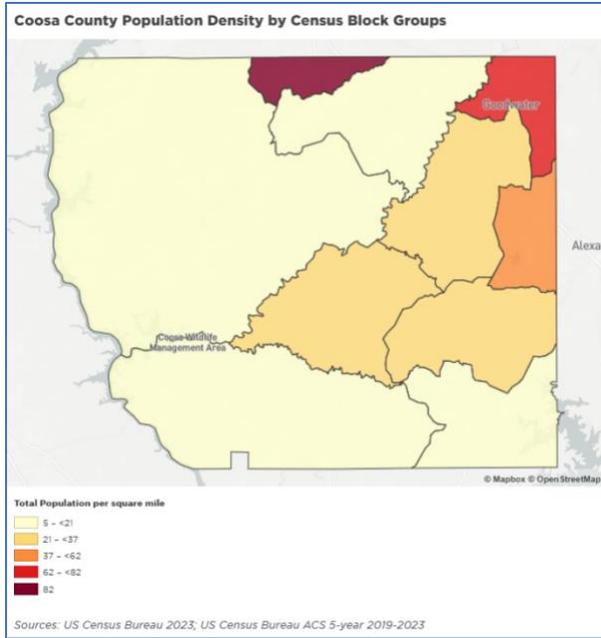
The 2019–2023 ACS 5-Year Estimates report approximately 10,448 residents in Coosa County, reflecting a decline of about 502 people (4.6%) since the 2020 Census count of 10,950. Spread across 651.5 square miles of land, this equates to a population density of roughly 16 people per square mile. An estimated 16.4% of residents under age 65 have a disability, 23.5% are age 65 or older, and about 16.0% live below the poverty line.



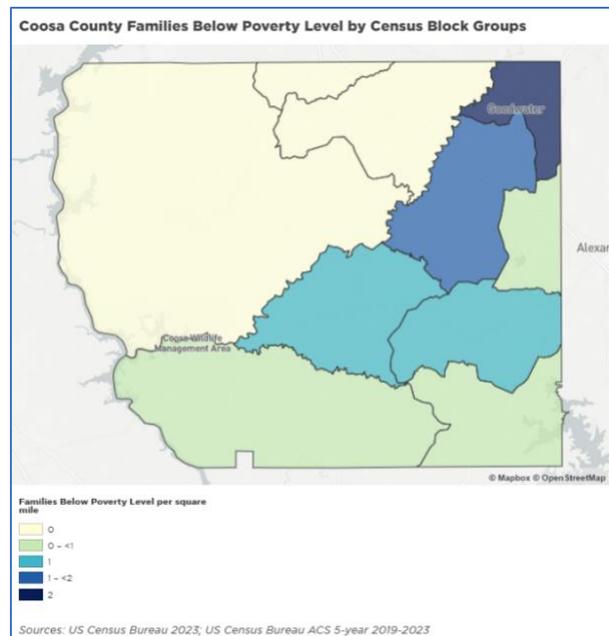
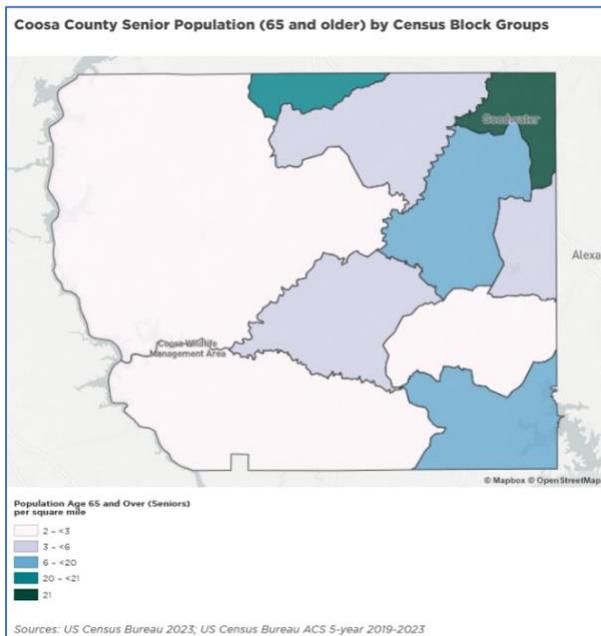
Coosa County spans about 32 miles north–south and 26 miles east–west. Major transportation routes include U.S. Highway 231 and State Routes 9, 22, and 259.

<b>10,323</b> People <b>Total Population</b> Coosa County, AL	<b>2,549</b> People <b>Population Living with a Disability</b> Coosa County, AL
<b>2,558</b> People <b>Population Age 65 and Over (Seniors)</b> Coosa County, AL	<b>1,161</b> People <b>People Below Poverty Level</b> Coosa County, AL

Sources: US Census Bureau ACS 5-year 2019-2023

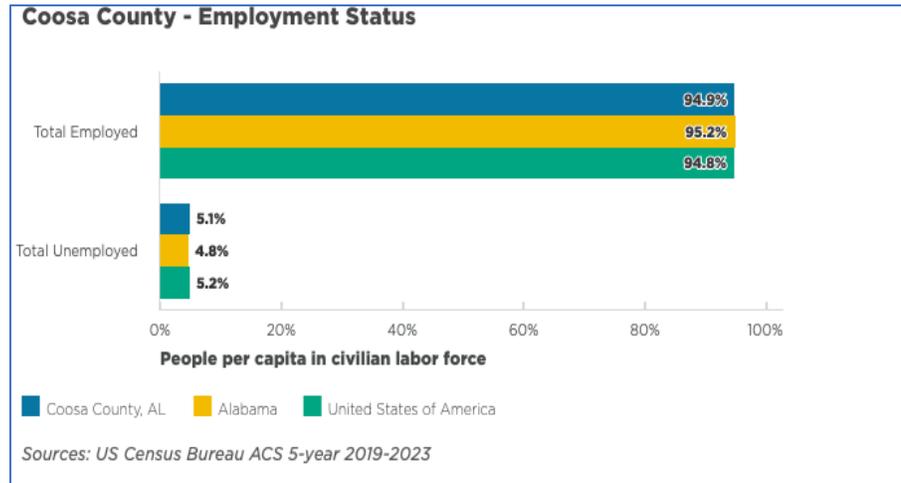


Leading population centers in Coosa County include Rockford (county seat), Goodwater, and Kellyton. Beyond these towns, the county is predominantly rural with dispersed settlements across its rolling terrain, giving it a distinctly rural character without one dominant urban hub.



## 7.2 Employment

The 2019–2023 U.S. Census Bureau American Community Survey (ACS) 5-Year Estimates report that 3,907 people were employed and 208 were unemployed in Coosa County. This equates to an estimated unemployment rate of 5.1%, which is higher than the Alabama state average but below the national average for the same period.



Major employers in Coosa County include Madix, Inc., the Coosa County Board of Education, and AmTech, which together provide significant local employment opportunities.

According to ACS commuting data, only 25.6% of employed residents live and work within Coosa County, while 74.3% commute to jobs in other counties. Fewer than 1% of residents are employed across state lines. This heavy reliance on out-of-county commuting highlights the county’s role as a residential area with limited local employment opportunities, making transportation access critical for economic stability.

## 7.3 Transit Resource Assessment

This section provides an overview of each agency or company that delivers or purchases transit services within Coosa County. For organizational purposes, agencies are classified as public/non-profit or private. Public and non-profit agencies are presented together, as most non-profit providers receive a substantial portion of their funding from public agencies or governmental entities. Detailed descriptions of the Federal Transit Administration (FTA) funding categories applicable to the public and non-profit agencies are included in Chapter 13.

The public and non-profit transit providers in Coosa County are limited in both fleet size and hours of operation. These services primarily provide demand-response transportation, focusing on medical appointments, daily needs, and senior or disabled riders. While these systems offer valuable assistance, their limited reach and resources mean that large areas of the county—especially rural communities—remain underserved. Private transportation providers are not currently present in the county, leaving residents without personal vehicles with few reliable options.

### Public and Non-Profit Systems

#### **City of Goodwater (ACTS Demand Response Service)**

**Address:** 95 Coosa County Road 511, Goodwater, AL 35072

**Phone:** Ms. Shirley Smoot 256-839-5653

**Website:** [earpdc.org/transportation-services](http://earpdc.org/transportation-services)

**Services:** Operates a demand-response service through the East Alabama Regional Planning and Development Commission's Areawide Community Transportation System (ACTS). This service covers northeastern Coosa County and provides trips to medical appointments in Alexander City, Talladega, Sylacauga, Rockford, and Birmingham with advance scheduling. The City of Goodwater operates three vehicles, two of which are in regular service. All vehicles are equipped with wheelchair lifts or ramps. Service operates weekdays from 7:30 a.m. to 3:30 p.m.

#### **Coosa County Rural Transit (ACTS Demand Response Service)**

**Address:** 1130 Quintard Avenue, Anniston, AL 36201 (EARPDC/ACTS Headquarters)

**Phone:** Mr. Stanford Benson 256-794-8257

**Website:** [earpdc.org/transportation-services](http://earpdc.org/transportation-services)

**Services:** Provides countywide demand-response transportation through ACTS. The system operates four vehicles, all equipped with wheelchair lifts or ramps, with one or more in service at a time. Service is available Monday through Friday from 8 a.m. to 4 p.m. With adequate notice, this service also provides trips for dialysis patients to Montgomery, Alexander City, Birmingham, or Tuskegee.

#### Private Systems

None identified at this time.

## 7.4 Transit Needs

Populations with above-average concentrations of elderly residents, individuals with disabilities, and households living below the poverty line are primarily located in the eastern portion of the county near Kellyton and Goodwater, the north-central area outside of Sylacauga, and the central area around Rockford. On-demand transit services operate in these areas, but small fleet sizes and restricted hours of operation limit service.

Surveys conducted in February 2025 with transit providers, social service organizations, and local government agencies highlighted several unmet needs. These findings were reviewed and confirmed in April 2025.

#### **Needs Not Currently Addressed**

- Expanded services for disabled persons
- Expanded services for elderly persons
- Expanded services for low-income persons
- Increased availability of public transportation

#### **Needs Met or Partially Met with Current Service**

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

## 7.5 Transit Service Barriers

Survey responses and staff analysis identified several barriers that limit the ability of local agencies and governments to meet transportation needs in Coosa County. These challenges are consistent with those

faced across other regional rural counties. Many are outside the control of local providers, as they are tied to financial limitations and the dispersed nature of rural populations.

#### **Barriers**

- Limited county resources
- Limited municipal resources
- Insufficient funding

Transit agencies and local governments face the ongoing challenge of working around these obstacles. Funding to address every identified need will likely never be sufficient, and the economics of providing transit service to a small number of geographically dispersed residents make it unattractive for private, for-profit providers. Innovative approaches and partnerships will be essential to create effective and sustainable transit solutions for Coosa County residents.

### **7.6 Strategies to Address Needs and Barriers**

Survey responses and staff analysis identified several strategies to address existing and future transportation needs in Coosa County. Some proposals focus on maintaining the current level of service, as these programs already fill essential gaps. Strategies are generally written to allow flexibility for future projects or innovations. While many require additional funding, some could be implemented by reallocating existing funds or programs.

#### **Strategies**

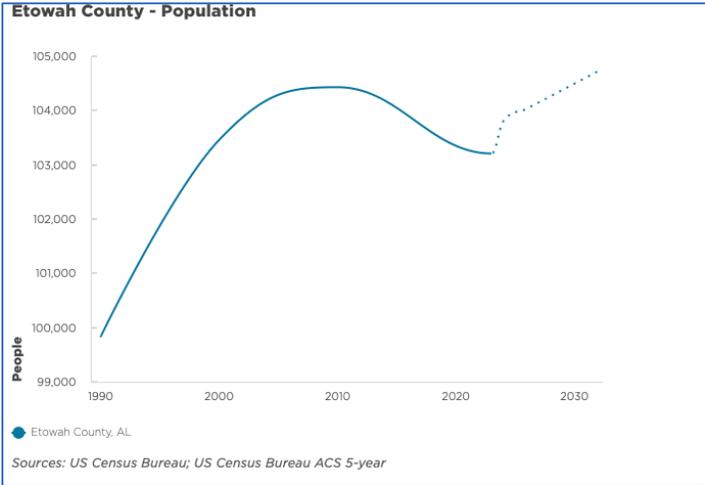
- Maintain current transit service (High priority)
- Pursue grant opportunities and federal funding (High priority)
- Increase the number of fleet vehicles (Medium priority)

Each strategy has been assigned an implementation priority—High, Medium, or Low—based on feasibility, available resources, and timing. These rankings do not necessarily reflect the level of support or overall need, but rather the current reality under the given constraints. If circumstances change, a lower-priority strategy may be implemented ahead of one ranked higher.

# 8.0 Etowah County

## 8.1 Demographics and Geography

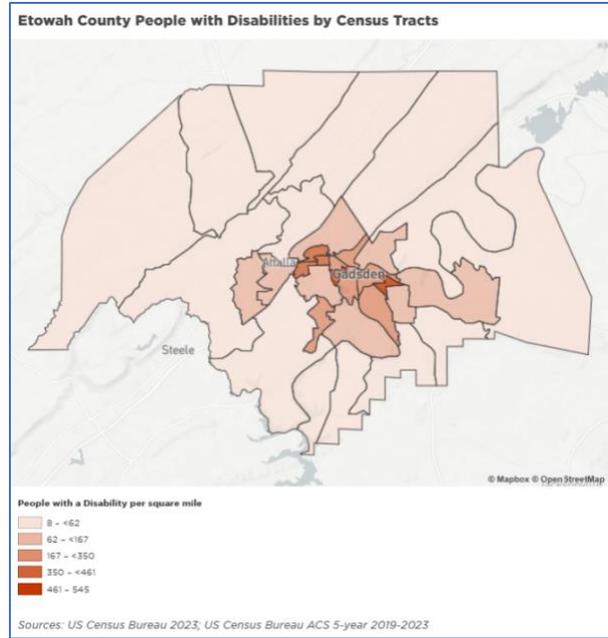
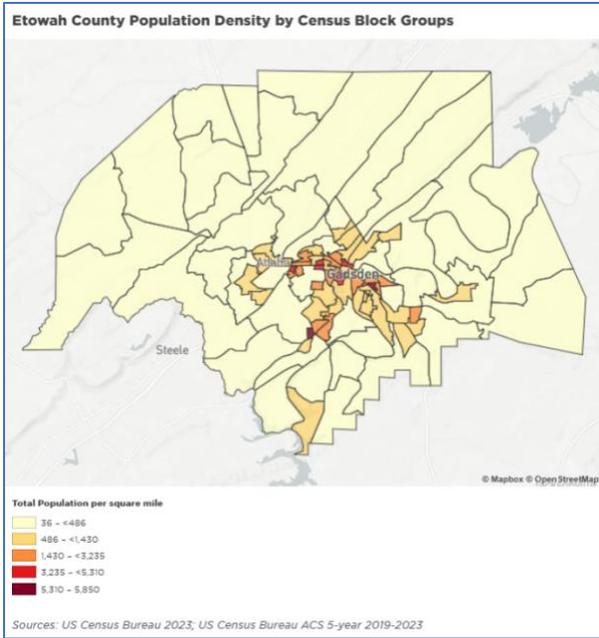
The 2019–2023 ACS 5-Year Estimates report approximately 102,745 residents in Etowah County, reflecting a decline of about 2,233 people (2.1%) since the 2020 Census count of 104,978. Spread across 535.6 square miles of land, this equates to a population density of roughly 192 people per square mile. An estimated 15.7% of residents under age 65 have a disability, 20.6% are age 65 or older, and about 17.1% live below the poverty line.



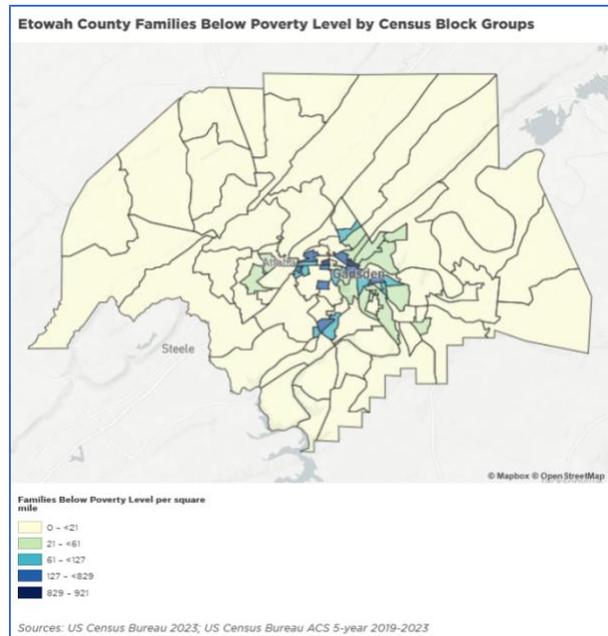
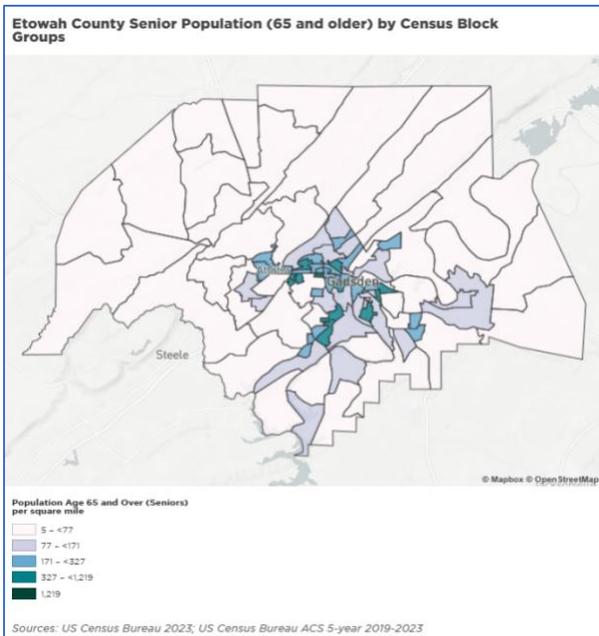
Etowah County spans about 27 miles north–south and 24 miles east–west. Major transportation routes include Interstate 59, U.S. Highways 11, 278, and 431, and State Routes 77 and 132.

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

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

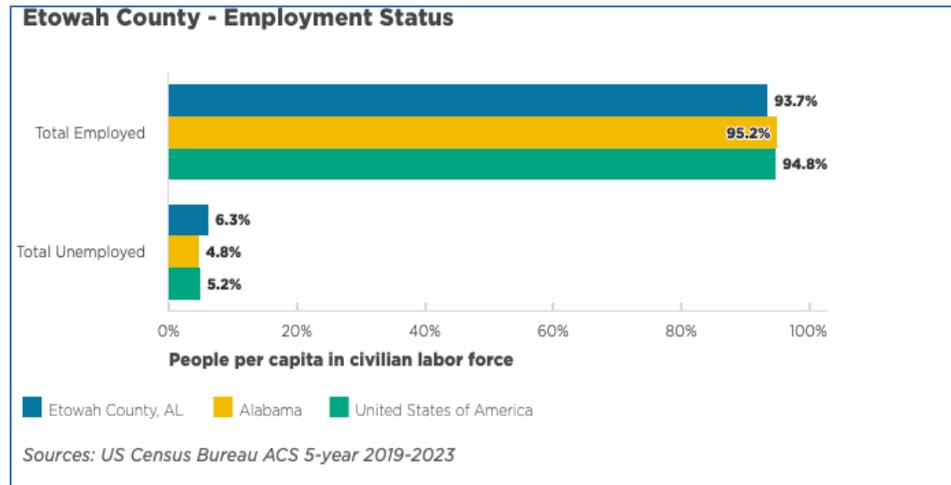


The major population center in Etowah County is Gadsden, a regional hub for industry, commerce, and services. Surrounding towns like Attalla, Rainbow City, Southside, Glencoe, Altoona, Hokes Bluff, Reece City, Ridgeville, Sardis City, and Walnut Grove form suburban and exurban communities supporting the Gadsden metropolitan area.



## 8.2 Employment

The 2019–2023 U.S. Census Bureau American Community Survey (ACS) 5-Year Estimates report that 43,234 people were employed and 2,911 were unemployed in Etowah County. This equates to an estimated unemployment rate of 6.3%, higher than the Alabama state average and the national average during the same period.



Major employers in the county include the Etowah County Board of Education, Gadsden Regional Medical Center, Koch Foods, and Wal-Mart, all providing substantial employment opportunities across manufacturing, healthcare, education, and retail.

According to ACS commuting data, 71.8% of employed residents live and work within Etowah County, while 27.3% commute to other counties. Fewer than 1% work across state lines. This balance reflects Etowah County’s role as an employment hub for the region and a community where a significant share of workers commute to neighboring counties for additional opportunities.

## 8.3 Transit Resource Assessment

This section provides an overview of each agency or company that delivers or purchases transit services within Etowah County. For organizational purposes, agencies are classified as public/non-profit or private. Public and non-profit agencies are presented together, as most non-profit providers receive a substantial portion of their funding from public agencies or governmental entities. Detailed descriptions of the Federal Transit Administration (FTA) funding categories applicable to the public and non-profit agencies are included in Chapter 13.

The public and non-profit transit providers in Etowah County offer services that are primarily limited to specific populations, such as seniors, individuals with disabilities, or clients of particular programs. While the Gadsden Trolley and DART system provide some general public transit options in urban areas, large portions of the county—particularly rural areas—remain underserved. As a result, the general population outside Gadsden and nearby cities has little or no access to consistent public transportation.

## Public and Non-Profit Systems

### **2nd Chance, Inc.**

**Address:** 621 Noble Street, Anniston, AL 36201

**Phone:** (256) 236-7381

**Website:** [secondchanceinc.org](http://secondchanceinc.org)

**Services:** Provides advocacy and support for victims and survivors of domestic and sexual violence. Operates a regional center in Anniston serving Calhoun, Cherokee, Cleburne, Etowah, Randolph, and Talladega Counties. Transports clients using agency-owned vehicles.

### **AFB Diversified, LLC / New Beginnings**

**Address:** 1119 Gardner Street, Gadsden, AL 35901

**Phone:** (256) 549-0340

**Services:** Residential facility for individuals with intellectual disabilities. Provides client transportation using agency-owned vehicles. Serves portions of Birmingham, DeKalb County, and Cherokee County in addition to Etowah.

### **Alabama Department of Rehabilitation Services (ARDS)**

**Address:** 150 Executive Drive, Suite G, Gadsden, AL 35901

**Phone:** (256) 547-8653

**Website:** [rehab.alabama.gov](http://rehab.alabama.gov)

**Services:** State agency offering services to children and adults with disabilities. May reimburse transportation expenses in some cases. The Gadsden office serves Etowah, Marshall, DeKalb, Cherokee, and St. Clair Counties.

### **Cherry Creek Village**

**Address:** 4099 Cherry Creek Village Drive, Attalla, AL 35954

**Phone:** (256) 538-9900

**Website:** [cherrycreekvillage.org](http://cherrycreekvillage.org)

**Services:** Independent living facility that purchases DART tickets for residents.

### **Darden Rehabilitation Foundation**

**Address:** 201 George Wallace Drive, Gadsden, AL 35903

**Phone:** (256) 546-4465

**Website:** [dardenrehab.org](http://dardenrehab.org)

**Services:** Provides transportation for job interviews and job searches in Cherokee, DeKalb, Etowah, Marshall, and St. Clair Counties. Operates weekdays from 7:30 a.m. to 3:00 p.m. (until noon Fridays).

### **Demand and Response Transportation (DART)**

**Address:** Gadsden Transportation Services, 1201 Chestnut Street, Gadsden, AL 35901

**Phone:** (256) 543-3278

**Website:** [gadsdenal.gov](http://gadsdenal.gov)

**Services:** Advance-reservation, shared-ride demand response service for ADA-eligible individuals with disabilities. Operates weekdays from 6 a.m. to 6 p.m. and Saturdays from 9 a.m. to 2 p.m.

### **Etowah Baptist Missions Center**

**Address:** 221 Wall Street, Gadsden, AL 35904

**Phone:** (256) 546-2980

**Website:** etowahbaptistassociation.org

**Services:** Provides food, household items, and financial assistance to residents in need. Purchases transportation tokens for clients in the Gadsden urban area.

#### **Etowah/DeKalb/Cherokee (CED) Mental Health Board**

**Address:** 425 5th Avenue NW, Attalla, AL 35954

**Phone:** (256) 492-7800

**Website:** cedmentalhealth.org

**Services:** Provides mental health and substance abuse treatment and prevention services. Purchases transportation tokens for clients in the Gadsden urban area and DART tickets for rural clients in Etowah County.

#### **Etowah County Rural Transportation**

**Address:** 800 Forrest Avenue, Suite 11, Gadsden, AL 35901

**Phone:** (256) 549-4675

**Website:** etowahcounty.org

**Services:** Provides advance-reservation, demand-response service through the Etowah County Commission. Operates five of eight vehicles, all wheelchair accessible. Service runs weekdays 8 a.m. to 4:30 p.m.

#### **Gadsden State Community College Advisement Resource Center**

**Address:** 1001 George Wallace Drive, Gadsden, AL 35903

**Phone:** (256) 549-8200

**Website:** gadsdenstate.edu

**Services:** Provides referrals for students with personal needs and purchases transportation tokens for students in the Gadsden urbanized area.

#### **Gadsden Trolley System**

**Address:** 1201 Chestnut Street, Gadsden, AL 35901

**Phone:** (256) 543-3278

**Website:** gadsdenal.gov

**Services:** Fixed-route service within the City of Gadsden. Operates weekdays from 6 a.m. to 6 p.m. and Saturdays from 9 a.m. to 2 p.m.

#### **Greater Etowah 310**

**Address:** 623 Chestnut Street, Gadsden, AL 35901

**Phone:** (256) 547-2831

**Website:** etowah310.org

**Services:** Provides services for individuals with intellectual disabilities, including transportation for clients in community-based programs.

#### **Mary G. Hardin Center for Cultural Arts**

**Address:** 501 Broad Street, Gadsden, AL 35901

**Phone:** (256) 543-2787

**Website:** culturalarts.org

**Services:** Purchases transportation tokens for clients in the Gadsden urban area.

## **Northeast Kidney Foundation**

### **Partner Dialysis Centers:**

#### **DaVita Rainbow City Dialysis**

**Address:** 2800 Rainbow Drive, Rainbow City, AL 35906

**Phone:** (256) 413-3245

**Website:** [davita.com](http://davita.com)

#### **Fresenius Kidney Care – Gadsden**

**Address:** 800 Goodyear Avenue, Gadsden, AL 35903

**Phone:** (256) 456-1242

**Website:** [freseniuskidneycare.com](http://freseniuskidneycare.com)

#### **Fresenius Kidney Care – Attalla**

**Address:** 801 Gilbert Ferry Road SE, Attalla, AL 35954

**Phone:** (256) 691-0766

**Website:** [freseniuskidneycare.com](http://freseniuskidneycare.com)

**Services:** Provides education and support for kidney patients. Local dialysis centers (DaVita, Fresenius, Physician Choice, Gadsden Regional) purchase DART tickets for patients.

## **RSVP – Etowah County Commission**

**Address:** 800 Forrest Avenue, Gadsden, AL 35901

**Phone:** (256) 549-8147

**Website:** [etowahcounty.org](http://etowahcounty.org)

**Services:** Senior volunteer program sponsored by the Etowah County Commission. Owns and operates one wheelchair-accessible vehicle. Operates weekdays 8 a.m. to 5 p.m.

## **Private Systems**

### **Greyhound Bus Lines**

**Address:** 113 N 6th Street, Gadsden, AL 35901 (curbside stop, not a full-service terminal)

**Website:** [greyhound.com](http://greyhound.com)

**Services:** Intercity bus service. Curbside stop only; tickets must be purchased online or at a full-service terminal.

### **TTS Taxi Service**

**Address:** 401 Chestnut Street, Gadsden, AL 35901

**Phone:** (256) 546-1300

**Services:** Taxi service offering countywide trips, airport shuttles, restaurant delivery, pharmacy pickup, and roadside assistance. Operates daily from 7 a.m. to 10 p.m., with 24-hour emergency availability.

### **Love's Taxi Service**

**Address:** Gadsden, AL 35901

**Phone:** (256) 399-0869

**Services:** Local taxi service serving Gadsden and surrounding areas.

### **Lyft**

**Website:** lyft.com

**Services:** App-based ridesharing platform. Provides limited service in Etowah County depending on driver availability.

### **Uber**

**Website:** uber.com

**Services:** App-based ridesharing platform. Provides limited service in Etowah County depending on driver availability.

## 8.4 Transit Needs

Populations with above-average concentrations of elderly residents, individuals with disabilities, and households living below the poverty line are found throughout Etowah County. Key areas include the eastern side of U.S. Highway 11 in Reece City, U.S. Highway 431 in Sardis City, the western portion of State Route 179, the southern portion of State Route 132 near Walnut Grove, and the eastern side of U.S. 431 in Glencoe. Additional concentrations extend through the county's center and into the mid-southeastern area.

The only system currently serving all identified census block groups is the Etowah County Rural on-demand service, which provides coverage outside the city limits. Within the urbanized area, public transit routes exist inside the City of Gadsden, but service elsewhere in the county is limited.

Surveys conducted in February 2025 with transit providers, social service organizations, and local government agencies identified several unmet needs. These findings were reviewed and confirmed in April 2025.

### **Needs Not Currently Addressed**

- Expanded public transit service in rural areas
- Greater coverage and reliability of public transit routes
- Extended hours of operation
- Weekend service
- Holiday service
- Non-emergency medical transportation

### **Needs Met or Partially Met with Current Service**

- Rural coverage through the county's on-demand system
- Public transit routes within Gadsden city limits

## 8.5 Transit Service Barriers

Survey responses and staff analysis identified several barriers that limit the ability of local agencies and governments to fully address transportation needs in Etowah County. These challenges are consistent with those faced by other rural counties in the region. Many barriers are beyond the control of local

providers, as they are tied to financial limitations, workforce availability, and the dispersed nature of rural communities.

### **Barriers**

- Lack of qualified drivers
- Insufficient funding
- Scheduling challenges for on-demand service
- Limited demand for extended hours of operation
- Lack of public awareness about available transportation services
- Insufficient number of vehicles
- Limited personnel capacity

Transit agencies and local governments continue to face the challenge of working around these obstacles. Funding to address every identified need will likely never be sufficient, and the economics of providing transit service to small numbers of geographically dispersed residents make it unattractive for private, for-profit businesses. Innovative ideas, partnerships, and expanded outreach will be essential to create effective and sustainable transportation solutions in Etowah County.

## **8.6 Strategies to Address Needs and Barriers**

Survey responses and staff analysis identified several strategies to address both current and future transportation needs in Etowah County. Some proposals focus on maintaining existing service levels, which are already filling essential gaps, while others suggest opportunities for expansion or improvement. Strategies are expressed in broad terms to allow flexibility for future projects. Many will require additional funding, though reallocating existing resources may be sufficient in some cases.

### **Strategies**

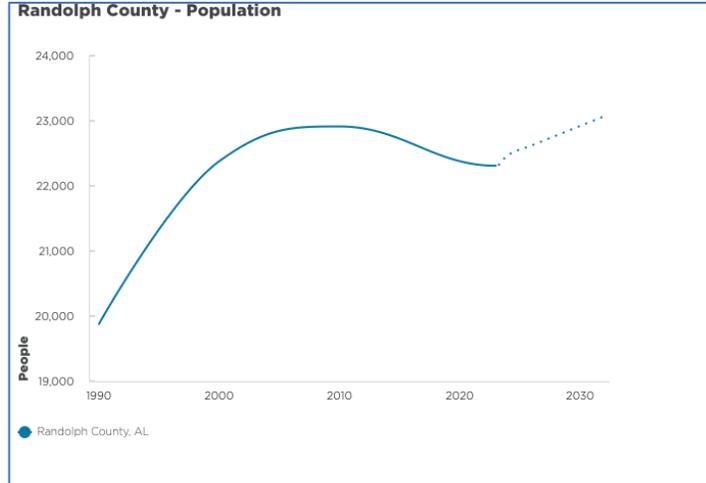
- Maintain existing transportation services (High priority)
- Subsidized Uber/Lyft services (Low priority)
- 24-hour transportation service (Low priority)
- Extend hours of service (Medium priority)
- Expand service area to accommodate out-of-county medical trips (Low priority)
- Create a voucher system for client transportation (Medium priority)
- Reduce current transportation fees (Medium priority)
- Increase the number of fleet vehicles (High priority)
- Municipal funding of public transportation (High priority)
- County–municipality cooperation in funding/operations (Medium priority)
- Additional low-cost transportation services (Medium priority)

Each strategy has been assigned an implementation priority—High, Medium, or Low—based on feasibility, resources, and timing. These rankings do not necessarily reflect the level of community support or need, but rather the current reality given existing constraints. If conditions change, lower-priority strategies may be implemented ahead of higher-priority ones.

# 9.0 Randolph County

## 9.1 Demographics and Geography

The 2019–2023 ACS 5-Year Estimates report approximately 21,837 residents in Randolph County, reflecting a decline of about 577 people (2.6%) since the 2020 Census count of 22,414. Spread across 581.8 square miles of land, this equates to a population density of roughly 37.5 people per square mile. An estimated 14.4% of residents under age 65 have a disability, 20.8% are age 65 or older, and about 15.4% live below the poverty line.



Randolph County spans about 30 miles north–south and 26 miles east–west. Major transportation routes include U.S. Highway 431 and State Routes 22, 48, and 77.

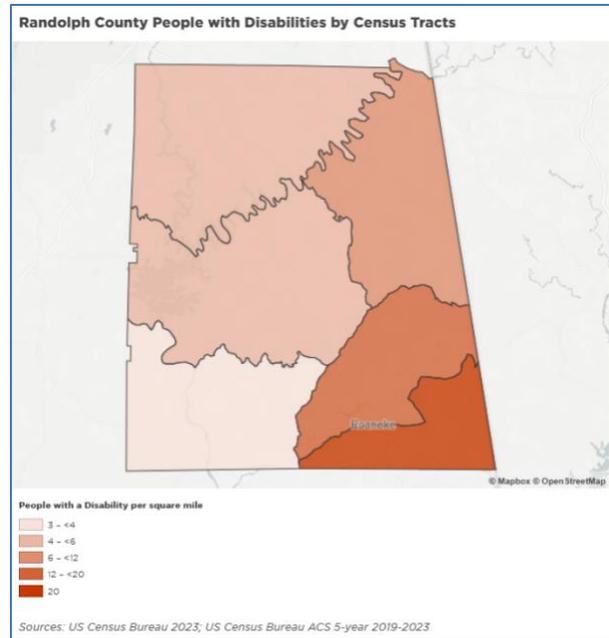
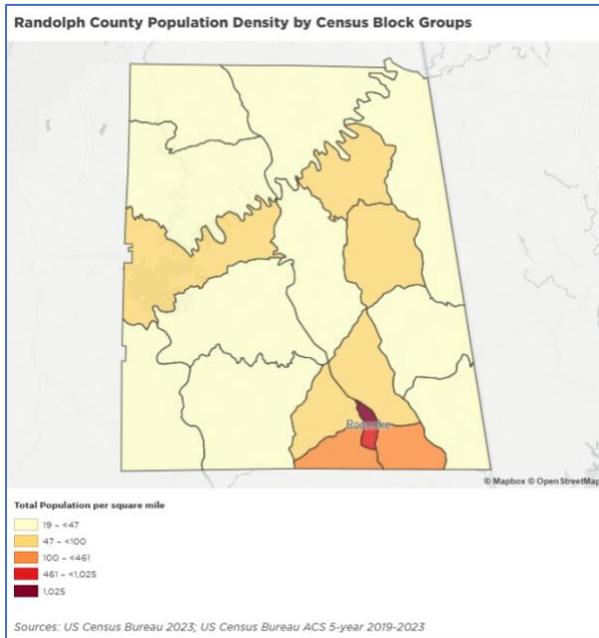
**22,310**  
People  
**Total Population**  
Randolph County, AL

**3,943**  
People  
**Population Living with a Disability**  
Randolph County, AL

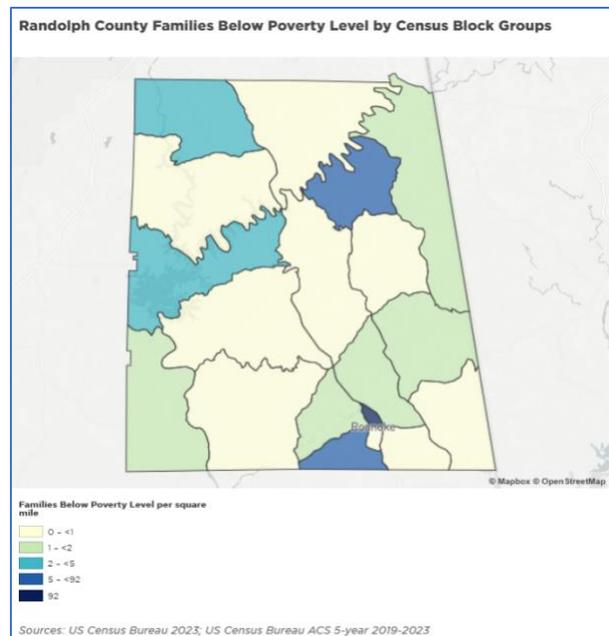
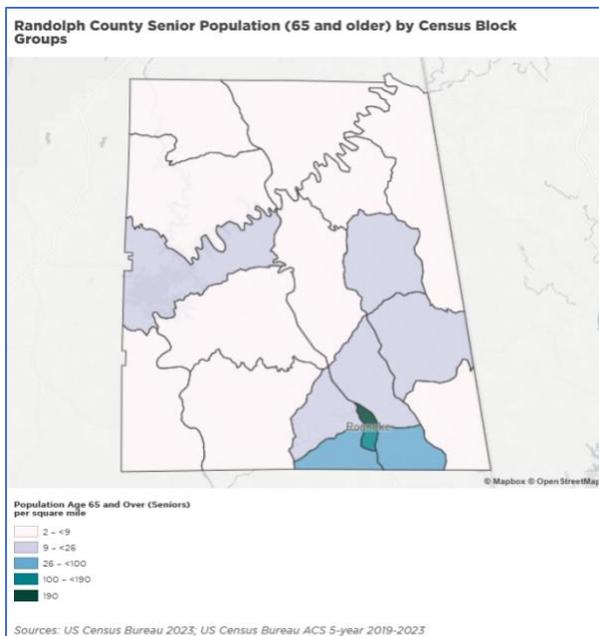
**4,626**  
People  
**Population Age 65 and Over (Seniors)**  
Randolph County, AL

**3,983**  
People  
**People Below Poverty Level**  
Randolph County, AL

Sources: US Census Bureau ACS 5-year 2019-2023

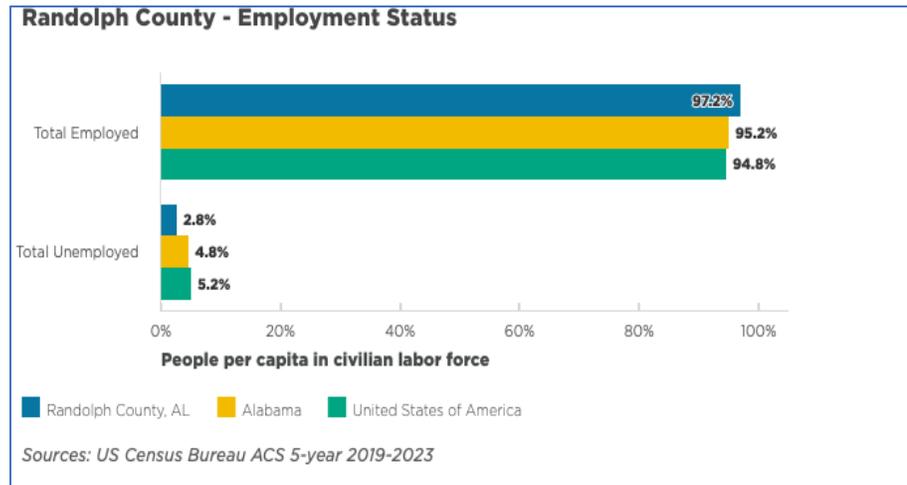


Wedowee serves as the county seat and chief population center in Randolph County, with additional population clusters in Roanoke and Wadley. Beyond these towns, the landscape is rural and characterized by small communities and vast natural features like Lake Wedowee and rolling foothills, reflecting the county's rural-economic landscape.



## 9.2 Employment

The 2019–2023 U.S. Census Bureau American Community Survey (ACS) 5-Year Estimates report that 9,150 people were employed and 263 were unemployed in Randolph County. This equates to an estimated unemployment rate of 2.8%, which is lower than both the Alabama state average and the national average for the same period.



Major employers in the county include Mohawk Industries, Randolph County Schools, Wadley Holdings, Candlewick Yarns (a Dixie Company division), and Traylor Retirement Community, all of which provide jobs across manufacturing, education, healthcare, and services.

According to ACS commuting data, 59.1% of employed residents both live and work in Randolph County, while 20.4% commute to jobs in other counties. Another 20.4% are employed out of state, reflecting Randolph’s proximity to the Georgia state line and the reliance of some residents on cross-border employment opportunities.

## 9.3 Transit Resource Assessment

This section provides an overview of each agency or company that delivers or purchases transit services within Randolph County. For organizational purposes, agencies are classified as public/non-profit or private. Public and non-profit agencies are presented together, as most non-profit providers receive a substantial portion of their funding from public agencies or governmental entities. Detailed descriptions of the Federal Transit Administration (FTA) funding categories applicable to 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 segment of the population, typically those tied to government or social service programs. Providers such as the Randolph County Learning Center and Circle of Care operate small fleets and provide demand-response services targeted toward individuals with disabilities, children, and families in need. Other regional non-profits, including Community Action Agency and 2nd Chance, Inc., provide targeted assistance and limited transportation support. However, the county does not have a general public transit option, and service gaps remain significant, particularly for rural residents who require access to medical care, employment, or education outside the county. Private transportation providers are not currently present in Randolph County, leaving many residents without reliable mobility options.

## Public and Non-Profit Systems

### **2nd Chance, Inc.**

**Address:** 621 Noble Street, Anniston, AL 36201

**Phone:** (256) 236-7381

**Website:** secondchanceinc.org

**Services:** Provides advocacy and support for victims and survivors of domestic and sexual violence. Operates a regional center in Anniston that serves Calhoun, Cherokee, Cleburne, Etowah, Randolph, and Talladega Counties. Transports clients using agency-owned vehicles.

### **Circle of Care Center for Families**

**Address:** 12 Circle Drive, Lanett, AL 36863

**Phone:** (334) 768-4091

**Website:** thecirclecares.com

**Services:** Provides limited transportation services for families, particularly children, to ensure access to medical care and other essential services. Serves Chambers County and portions of Randolph and Lee Counties. Operates three demand-response vehicles (not wheelchair-accessible) Monday–Thursday, 8 a.m. to 5 p.m. EST. Clients must reserve trips the day before service.

### **Community Action Agency of Northeast Alabama**

**Address:** 1506 South Quintard Avenue, Anniston, AL 36201

**Phone:** (256) 237-6741

**Website:** caaeca.org

**Services:** Provides resource development, coordination efforts, technical assistance, and training for low-income individuals. In East Alabama, the agency operates in Talladega, Clay, Randolph, Calhoun, and Cleburne Counties.

### **Randolph County Learning Center**

**Address:** 2028 Main Street, Roanoke, AL 36274

**Phone:** (334) 863-8991

**Website:** randolphcountylearningcenter.com

**Services:** Provides community-based education, adaptive daily living skills training, and support services for adults with intellectual and developmental disabilities. Serves individuals from Woodland, Newell, Wedowee, and Roanoke. Operates five wheelchair-accessible vehicles, between 7:20 a.m. and 3:00 p.m.

## Private Systems

None identified at this time.

## 9.4 Transit Needs

Populations with above-average concentrations of elderly residents, individuals with disabilities, and households living below the poverty line are spread across nearly all of Randolph County, with the exception of the central to southern-center portions. No public transit systems operate within these areas, leaving large segments of the population without access to reliable transportation.

Surveys conducted in February 2025 with transit providers, social service organizations, and local government agencies identified several unmet needs. These findings were reviewed and confirmed in April 2025.

#### **Needs Not Currently Addressed**

- Public transportation options in rural areas
- Expanded and reliable transit routes
- Non-emergency transportation for medical appointments

#### **Needs Met or Partially Met with Current Service**

- None identified

### **9.5 Transit Service Barriers**

Survey responses and staff analysis identified several barriers that limit the ability of local agencies and governments to meet transportation needs in Randolph County. These barriers are consistent with those faced in other rural counties. Many are beyond the control of local providers, as they are tied to financial realities, limited infrastructure, and the challenges of serving small, widely dispersed populations.

#### **Barriers**

- Limited funding
- Inadequate infrastructure
- Difficulty implementing new or expanded services

Transit agencies and local governments continue to face the challenge of working around these obstacles. Funding to address every identified need will likely never be sufficient, and the economics of providing transit service to a small number of geographically dispersed residents make it unattractive for private, for-profit providers. Innovative approaches and partnerships will be required to create effective, sustainable transit solutions in Randolph County.

### **9.6 Strategies to Address Needs and Barriers**

Survey responses and staff analysis identified several strategies to address existing and future transportation needs in Randolph County. Some focus on creating new services to address significant gaps, while others emphasize building partnerships or expanding upon existing efforts. Strategies are expressed in general terms to allow flexibility for future projects. While many will require new funding, some could be achieved through reallocation of current resources or coordination with local organizations.

#### **Strategies**

- Compensate volunteer drivers for mileage (Medium priority)
- Subsidized Uber/Lyft services (Low priority)
- Create a network of drivers among faith-based organizations (Medium priority)
- Municipal funding of public transportation (Medium priority)
- Establish a new non-profit organization to coordinate transportation needs (Medium priority)
- Establish a new for-profit organization to coordinate transportation needs (Low priority)

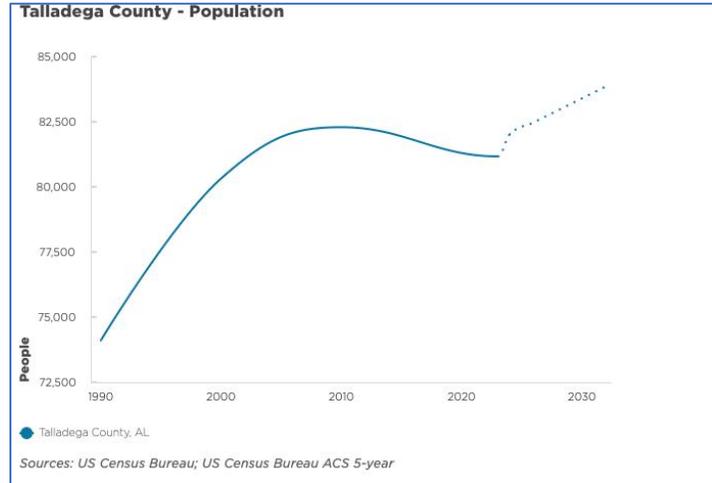
- Leverage assistance from existing non-profit organizations (Medium priority)
- Develop a local public transportation system (High priority)

Each strategy has been assigned an implementation priority—High, Medium, or Low—based on feasibility, available resources, and timing. These rankings do not necessarily reflect the level of community support or overall need but instead reflect the current constraints and realities of implementation. If conditions change, lower-priority strategies could be pursued ahead of higher-priority ones.

# 10.0 Talladega County

## 10.1 Demographics and Geography

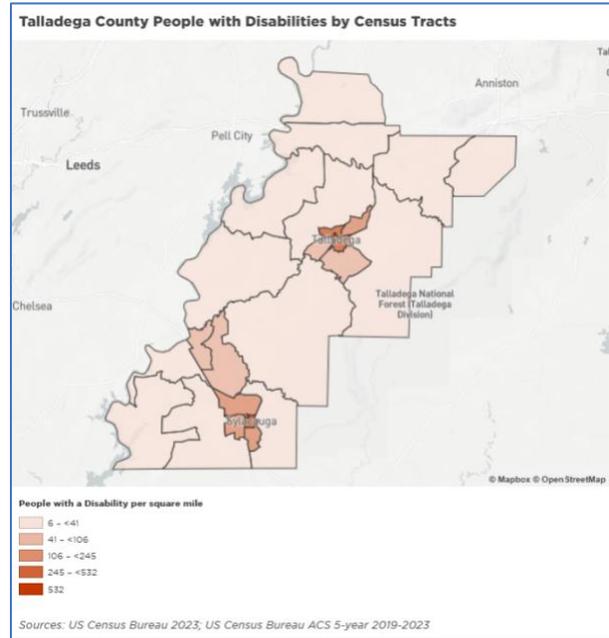
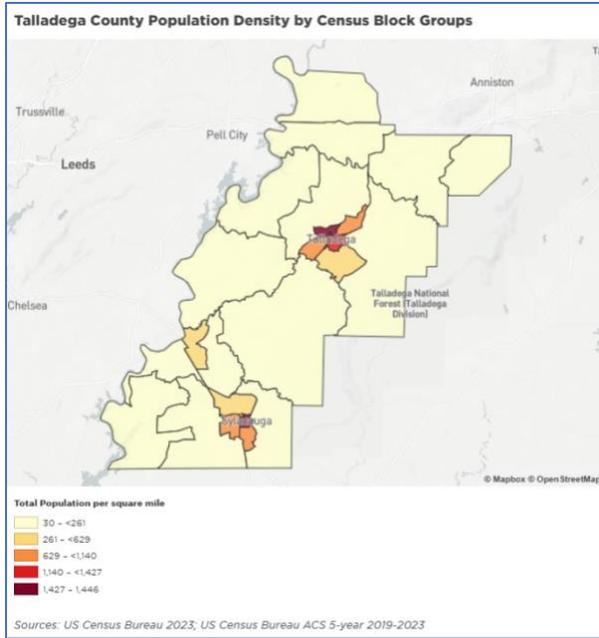
The 2019–2023 ACS 5-Year Estimates report approximately 82,004 residents in Talladega County, reflecting a decline of about 1,269 people (1.5%) since the 2020 Census count of 83,273. Spread across 737.1 square miles of land, this equates to a population density of roughly 111 people per square mile. An estimated 16.8% of residents under age 65 have a disability, 19.9% are age 65 or older, and about 17.3% live below the poverty line.



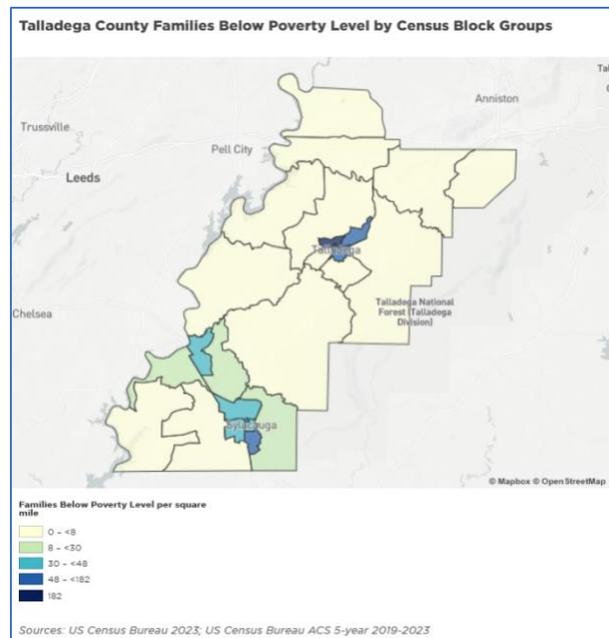
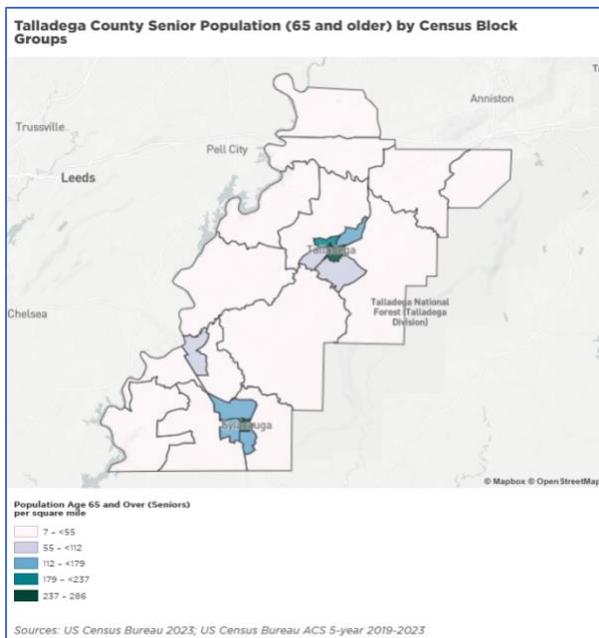
Talladega County stretches about 45 miles north–south and 30 miles east–west. Major transportation routes include U.S. Highways 78, 231, 280, and State Routes 21, 34, and 77.

<b>81,170</b> People <b>Total Population</b> Talladega County, AL	<b>17,079</b> People <b>Population Living with a Disability</b> Talladega County, AL
<b>15,357</b> People <b>Population Age 65 and Over (Seniors)</b> Talladega County, AL	<b>13,665</b> People <b>People Below Poverty Level</b> Talladega County, AL

Sources: US Census Bureau ACS 5-year 2019-2023

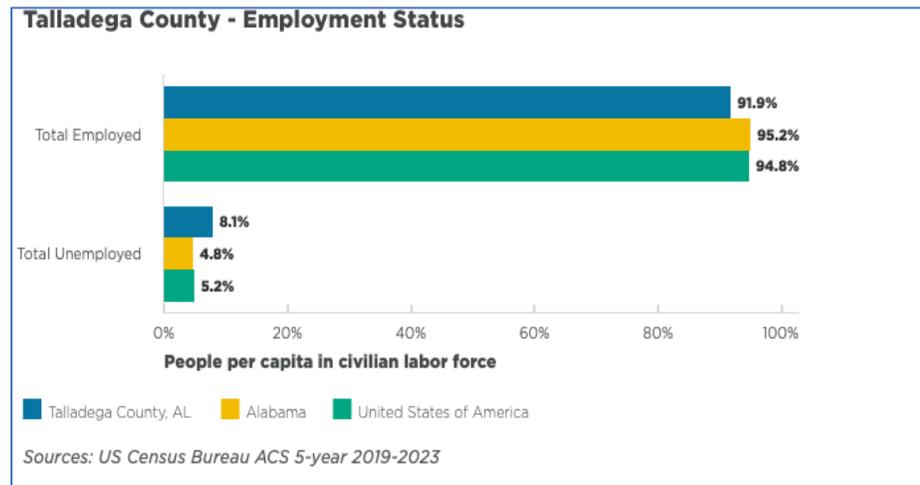


The County seat, Talladega, is the principal urban area, hosting economic, cultural, and transportation services. Other significant cities include Sylacauga, Oxford (partially), Lincoln, Childersburg, and Munford. The rest of the county is relatively rural, including communities like Oak Grove, Bon Air, Talladega Springs, and Waldo, enriched by natural features such as the Talladega National Forest and Mount Cheaha.



## 10.2 Employment

The 2019–2023 U.S. Census Bureau American Community Survey (ACS) 5-Year Estimates report that 32,097 people were employed and 2,814 were unemployed in Talladega County. This equates to an estimated unemployment rate of 8.1%, higher than the Alabama state average and the national average for the same period.



Major employers in the county include Honda Manufacturing of Alabama, New South Express, the Alabama Institute for the Deaf and Blind, the Talladega County Board of Education, and Legacy Cabinets, which together represent a mix of manufacturing, education, healthcare, and logistics.

According to ACS commuting data, 63.5% of employed residents both live and work in Talladega County, while 35.5% commute to jobs in other counties. Fewer than 1% are employed across state lines, reflecting Talladega’s strong role as both a local employment hub and a commuter-sending county within the East Alabama region.

## 10.3 Transit Resource Assessment

This section provides an overview of each agency or company that delivers or purchases transit services within Talladega County. For organizational purposes, agencies are classified as public/non-profit or private. Public and non-profit agencies are presented together, as most non-profit providers receive a substantial portion of their funding from public agencies or governmental entities. Detailed descriptions of the Federal Transit Administration (FTA) funding categories applicable to the public and non-profit agencies are included in Chapter 13.

The public and non-profit transit providers in Talladega County deliver services mainly through local governments and nonprofit organizations operating demand-response systems. Cities such as Childersburg, Sylacauga, Talladega, and the Town of Oak Grove each provide transportation through the East Alabama Regional Planning and Development Commission’s Areawide Community Transportation System (ACTS). These systems use small fleets of wheelchair-accessible vehicles and serve residents within city limits and surrounding areas. Community Action Agency also extends limited support to low-income residents across the county.

In addition, organizations such as the Alabama Department of Human Resources and the Alabama Institute for the Deaf and Blind participate by contracting or purchasing services for their clients. Despite this network of agencies, the services available in Talladega County generally cover specific

populations—such as seniors, people with disabilities, or those enrolled in certain programs—rather than the county’s population at large.

Private transportation options are limited but include two Greyhound bus stops in Childersburg and Sylacauga, as well as local taxi providers like BC Taxi in Talladega. However, the absence of countywide fixed-route public transit restricts mobility for many rural residents, leaving gaps in service for employment, medical care, and regional connectivity.

## Public and Non-Profit Systems

### **2nd Chance, Inc.**

**Address:** 621 Noble Street, Anniston, AL 36201

**Phone:** (256) 236-7381

**Website:** [secondchanceinc.org](http://secondchanceinc.org)

**Services:** Provides advocacy and support for victims and survivors of domestic and sexual violence. Operates a regional center in Anniston serving Calhoun, Cherokee, Cleburne, Etowah, Randolph, and Talladega Counties. Transports clients using agency-owned vehicles.

### **City of Childersburg (ACTS Demand-Response Service)**

**Phone:** Ms. Demetra Reynolds 256-378-7037

**Services:** Demand-response service for all residents of Childersburg; service travels as far as Vincent, Fayetteville, Sylacauga, and Winterboro. Operates weekdays 8:00 a.m. to 4:00 p.m.

### **City of Sylacauga (SAFE / DART Demand-Response Service)**

**Address:** 78 Betsy Ross Lane, P.O. Box 1122, Sylacauga, AL 35150

**Phone:** (256) 249-9085

**Services:** Demand-response service within Sylacauga City limits; operates weekdays (6:00 a.m. – 6:00 p.m.) with JARC program inclusive.

### **City of Talladega Demand-Response Service**

**Phone:** Ms. Sherron Stockdale 256-362-0514

**Services:** Provides demand-response service for residents within Talladega city limits. Operates weekdays 8:00 a.m. to 5:00 p.m.

### **Town of Oak Grove Demand-Response Service**

**Phone:** Ms. Jamie Reynolds 256-249-2800

**Services:** Serves Oak Grove residents (from Sycamore to Talladega Springs). Operates weekdays 8:00 a.m. to 5:00 p.m., with wheelchair lift/ramp-equipped vehicles in regular operation.

### **SAFE (Sylacauga Alliance for Family Enhancement, Inc.)**

**Address:** 78 Betsy Ross Lane, Sylacauga, AL 35150

**Phone:** (256) 245-4343

**Services:** Provides various client support and coordinates with DART tickets/transportation for clients in the Sylacauga urban area.

## Private Systems

### **Greyhound Bus Lines**

**Services:** Intercity bus service via curbside stops; tickets must be purchased online or at full-service terminals.

### **Bc Taxi**

**Services:** Local taxi service in Talladega providing general ride service, airport shuttles, and other local transport.

## 10.4 Transit Needs

Census data show that populations of seniors, people with disabilities, and households in poverty are concentrated primarily in the northwestern and central portions of Talladega County. While some cities and towns with the largest concentrations of residents have access to on-demand transit services, rural areas remain largely underserved. Importantly, there is currently no system in place that connects the county's larger population centers, leaving gaps in access for those outside city limits.

Surveys were distributed to transit providers, social service organizations, and local government agencies in February 2025. Responses were compiled into a list of local needs, which was reviewed and verified in April 2025.

### **Needs Not Currently Addressed**

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

### **Needs Met or Partially Met with Current Service**

- Public transportation in larger cities within the county
- Wheelchair accessibility and usage accommodations

## 10.5 Transit Service Barriers

The staff, informed by survey responses, identified several barriers that prevent transit needs from being fully addressed. These challenges are consistent across many rural counties in the region. Local agencies and governments often have limited control over them, as they are tied to economic constraints, implementation difficulties, and the dispersed nature of rural communities.

### **Barriers**

- Funding
- Implementation

Transit agencies and local governments face the ongoing challenge of working around these obstacles. Funding to meet every identified need will likely never be sufficient, and the economics of providing service to small numbers of geographically dispersed clients make it unattractive for for-profit operators. Innovative approaches and partnerships will be required to expand or improve service while keeping it sustainable.

## 10.6 Strategies to Address Needs and Barriers

The staff, informed by survey responses, developed strategies to improve or expand transit services in Talladega County. Several focus on maintaining the current level of service, since existing programs are already addressing essential gaps. Strategies are intentionally broad to avoid limiting future projects or innovations. While many will require additional funding, some may be implemented by reallocating existing resources rather than entirely new funding streams.

### Strategies

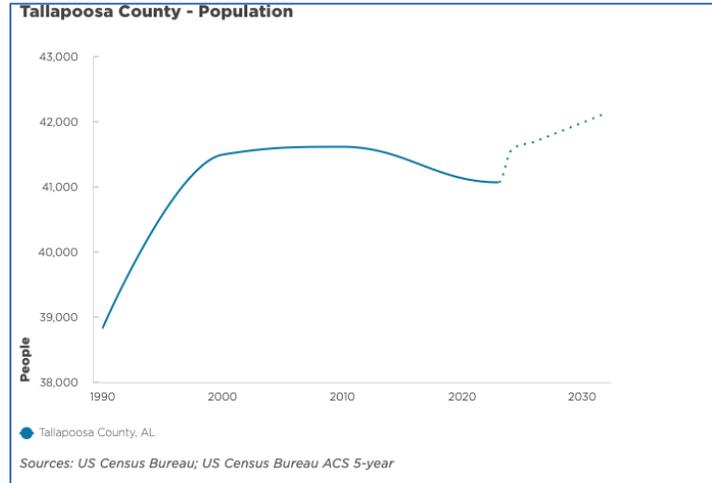
- Maintain current transit service (High)
- Compensate volunteer drivers for mileage (Medium)
- Introduce subsidized Uber/Lyft services (Low)
- Create a network of drivers among faith groups (Medium)
- Add more buses to the current transportation fleet (High)
- Increase options for rural residents (High)
- Expand service into the northern end of the county (High)
- Develop partnerships between communities to create a rural route system (Medium)

Each strategy is assigned a priority level—High, Medium, or Low—based on available resources, feasibility, and implementation time. These priorities do not necessarily reflect the degree of community support or overall need. As conditions change, strategies ranked as Low or Medium priority may be implemented before those ranked as High.

# 11.0 Tallapoosa County

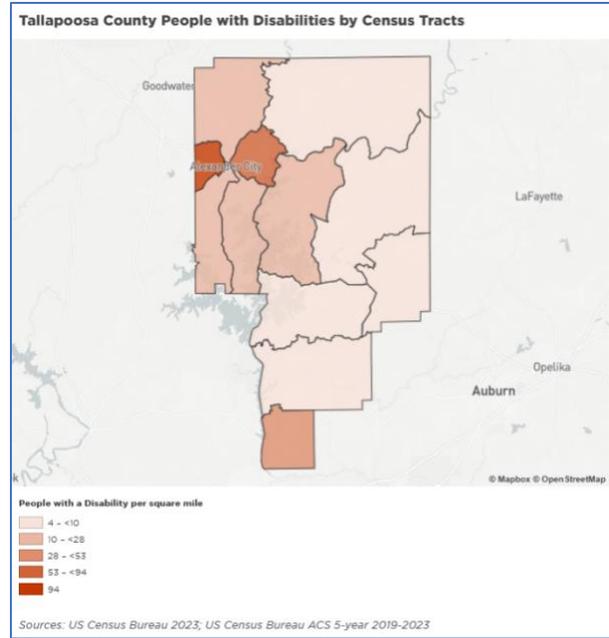
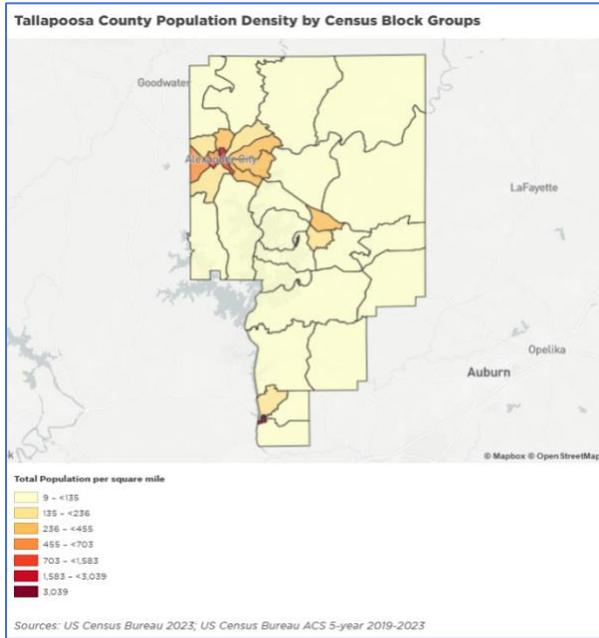
## 11.1 Demographics and Geography

The 2019–2023 ACS 5-Year Estimates report approximately 40,595 residents in Tallapoosa County, reflecting a decline of about 1,417 people (3.4%) since the 2020 Census count of 42,012. Spread across 717.9 square miles of land, this equates to a population density of roughly 57 people per square mile. An estimated 15.7% of residents under age 65 have a disability, 21.2% are age 65 or older, and about 17.2% live below the poverty line.

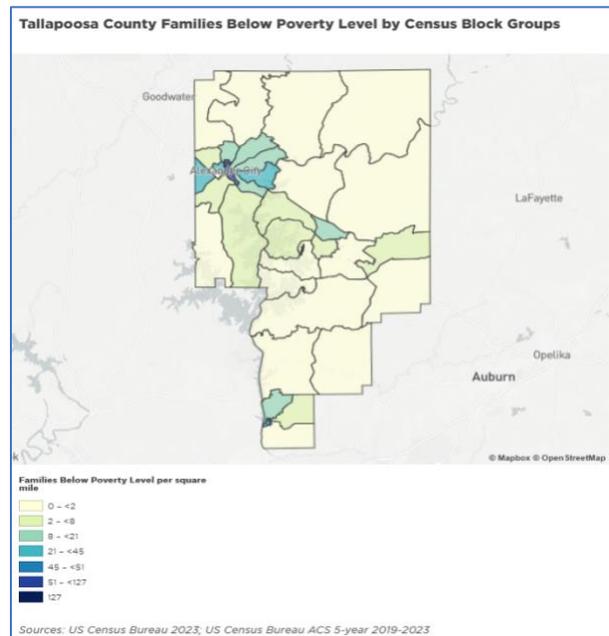
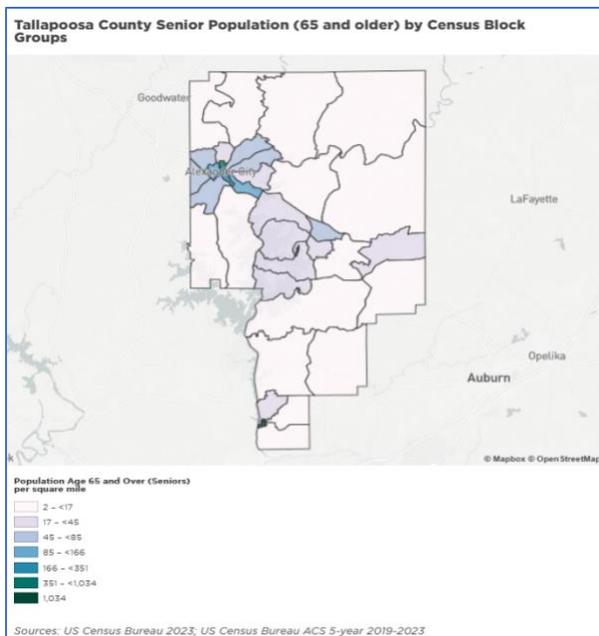


Tallapoosa County spans about 36 miles north–south and 34 miles east–west. Major transportation routes include U.S. Highways 280 and 431, and State Routes 22, 49, and 63.



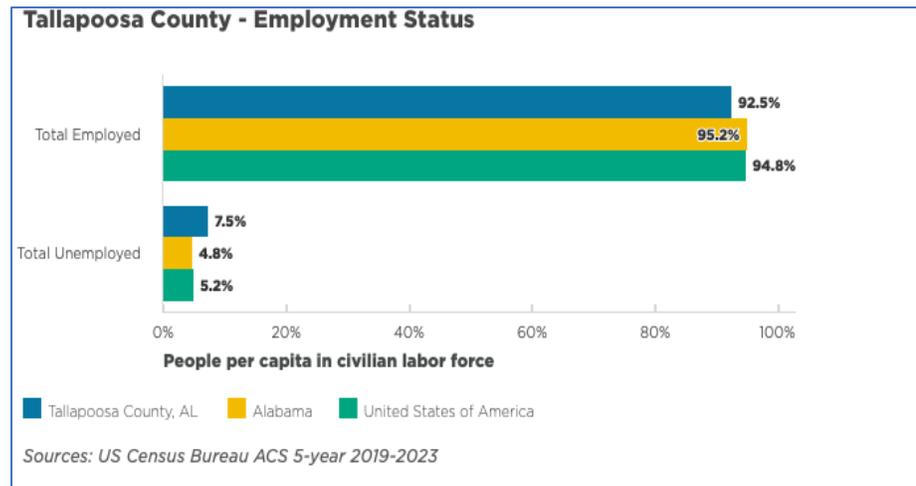


Key population centers include Alexander City, Dadeville (both county seats), Camp Hill, Jackson's Gap, New Site, and Daviston. Most of the county remains rural and dotted with small towns shaped around lakes, rivers, and forests that define its diverse outdoor and residential landscape.



## 11.2 Employment

The 2019–2023 U.S. Census Bureau American Community Survey (ACS) 5-Year Estimates report that 16,460 people were employed and 1,334 were unemployed in Tallapoosa County. This reflects an unemployment rate of 7.5%, higher than the Alabama and national averages for the same period.



Major employers in Tallapoosa County include Russell Corporation, Prime Healthcare, Russell Medical Center, the Tallapoosa County Board of Education, and Alexander City Schools. These institutions anchor the local economy by combining manufacturing, healthcare, and education.

Commuting data from the same ACS estimates indicate that 63.3% of the employed workforce live and work within the county. Another 34.5% commute to jobs in neighboring counties, while 2.2% work out of state. This commuting pattern highlights Tallapoosa County’s reliance on local employment centers and regional job markets to sustain its workforce.

## 11.3 Transit Resource Assessment

This section provides an overview of each agency or company that delivers or purchases transit services within Tallapoosa County. For organizational purposes, agencies are classified as public/non-profit or private. Public and non-profit agencies are presented together, as most non-profit providers receive a substantial portion of their funding from public agencies or governmental entities. Detailed descriptions of the Federal Transit Administration (FTA) funding categories applicable to the public and non-profit agencies are included in Chapter 13.

The public and non-profit transit providers in Tallapoosa County primarily operate demand-response services. The Tallapoosa County Rural Transit program, operated through the Area Referral/Information Service for Elderly (ARISE), provides countywide service, with scheduled routes across Alexander City, Dadeville, Camp Hill, Jackson’s Gap, New Site, and Our Town. This system offers weekday and partial-week operations, giving residents—particularly seniors and individuals with limited mobility—access to essential destinations such as healthcare providers, shopping centers, and government services.

Despite this, the general population does not have access to fixed-route public transit. Service is limited by hours of operation and geographic coverage, leaving gaps for rural residents outside of the demand-response areas.

Private providers supplement public services to a limited degree. Greyhound maintains a single stop in Alexander City, offering intercity bus access via a curbside stop. Additionally, ridesharing options like Uber operate on a limited basis in Tallapoosa County, mainly connecting residents to neighboring counties and regional hubs.

Together, these services address some transportation needs within Tallapoosa County, but significant gaps remain, particularly in terms of rural coverage, evening and weekend service, and direct access to inter-county destinations.

## Public and Non-Profit Systems

### **Tallapoosa County Rural Transit (ARISE, Inc.)**

**Address:** 175 Aliant Parkway, Alexander City, AL 35010-3449

**Phone:** (256) 329-8444

**Services:** Demand response service through ARISE, serving all residents of Tallapoosa County. Operates in Alexander City Monday-Friday, in Dadeville and Camp Hill on Tuesday, Jackson’s Gap on Tuesday, New Site on Thursday, and Our Town on Monday, Tuesday, and Thursday. Hours are Monday, Tuesday, Thursday, and Friday from 8:00 a.m. to 4:00 p.m., and Wednesday from 8:00 a.m. to 12:00 p.m.

## Private Systems

### **Greyhound Bus Lines (Alexander City Stop – “Barber Shop”)**

**Address:** 2115 Highway 280, Alexander City, AL 35010

**Phone:** 1-800-231-2222

**Services:** Curbside intercity bus stop only; no ticket sales at this location. Tickets must be purchased online or at full-service terminals.

### **Uber**

**Website:** uber.com

**Services:** App-based ridesharing platform. Provides limited service in Etowah County depending on driver availability.

## 11.4 Transit Needs

Census analysis shows that concentrations of residents who are elderly, disabled, or living in poverty are primarily located along a corridor stretching from the northwest corner of the county near Alexander City to the southeast near Camp Hill. While on-demand transit services are available within much of this corridor, service is very limited in terms of hours of operation and available destinations. No transit services currently reach the southernmost portion of the county.

Surveys were distributed to transit providers, social service organizations, and local government agencies in February 2025. The feedback from these surveys was used to identify county transit needs, which were reviewed and confirmed in April 2025.

### **Needs Not Currently Addressed**

- Expanded rural route coverage

### **Needs Met or Partially Met with Current Service**

- Limited rural transportation service

## **11.5 Transit Service Barriers**

The staff, informed by survey responses, identified several barriers that prevent transit needs from being fully addressed. These challenges are consistent with those found across rural counties in the region. Local agencies and governments have limited control over many of these obstacles, as they are often tied to economic constraints, individual choices, and the dispersed nature of rural communities.

### **Barriers**

- Limited funding

Transit agencies and local governments continue to face the challenge of working around these barriers. Funding to meet every identified need will likely never be sufficient, and the economics of providing service to small numbers of geographically dispersed clients make it unattractive for private, for-profit providers. Meeting these needs will require innovative approaches and creative partnerships to deliver effective and sustainable transit solutions.

## **11.6 Strategies to Address Needs and Barriers**

The staff, informed by survey responses, developed the following strategies to guide the future of transit services in Tallapoosa County. Several focus on maintaining the current level of service, as existing programs are already addressing important gaps. Strategies are intentionally broad so as not to limit future projects or innovations. While many will require additional funding for implementation, some may be possible through reallocation of existing funds or programs, without the need for entirely new funding streams.

### **Strategies**

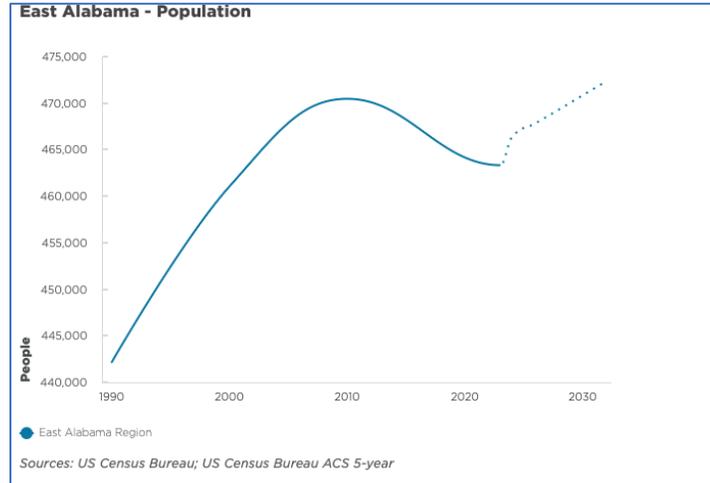
- Maintain current transit service (High)
- Extend service area further into the county (High)
- Develop a non-profit service model to address rural transportation needs (Medium)

Each strategy includes a priority ranking of High, Medium, or Low, reflecting resource availability, feasibility, and implementation time. These priorities do not necessarily indicate the level of community support or overall need; rather, they represent current realities. As conditions evolve, lower-priority strategies may be implemented ahead of those ranked higher.

# 12.0 East Alabama Region

## 12.1 Demographics and Geography

The 2019–2023 U.S. Census Bureau American Community Survey (ACS) 5-Year Estimates report a population of 463,338 residents in the East Alabama Region. This reflects a slight decline of 1,388 people (less than 1%) compared to the 2020 Census. The population density is approximately 98.5 people per square mile. According to ACS data, 19.7% of residents have a disability, 19.8% are age 65 or older, and 16.2% live below the poverty line.



The East Alabama Region covers a land area of 4,704.69 square miles. At its widest extent, the region spans approximately 116 miles north–south and 71 miles east–west. Major transportation corridors include Interstate 59, Interstate 20, U.S. Highways 231, 411, 431, 278, and 280, and Alabama State Routes 9, 21, 22, 48, and 77. These highways provide the backbone for regional connectivity, supporting both commuter and freight movement across East Alabama.



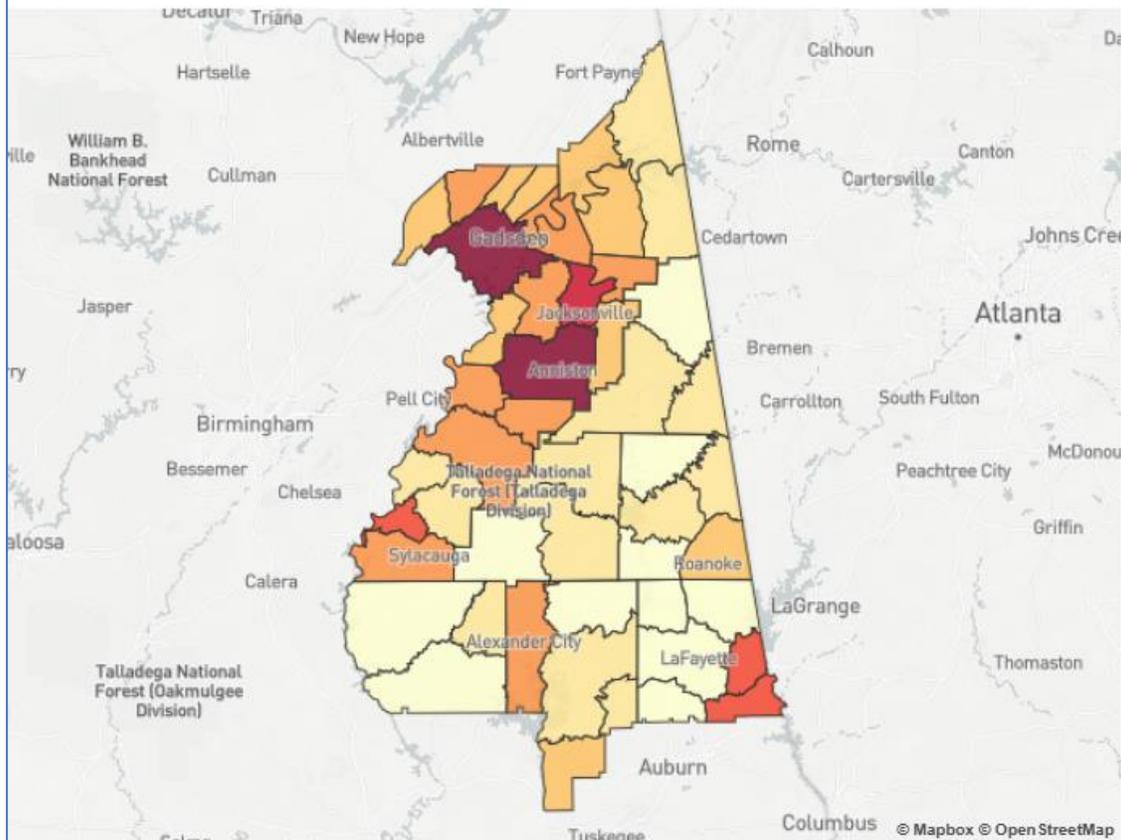
The East Alabama Region is anchored by several key population centers that shape the area’s economy, services, and cultural identity. The largest city is Gadsden, located in Etowah County in the northwestern portion of the region, with an estimated 33,617 residents. In Calhoun County, the neighboring cities of Anniston (21,377) and Oxford (22,063) form the dual anchors of the Anniston–Oxford metropolitan area, serving as a regional hub for commerce, healthcare, education, and governance. Collectively, these three cities represent the urban core of East Alabama.

Several mid-sized cities also contribute significantly to the region's profile. Talladega, the county seat of Talladega County, has approximately 15,041 residents and functions as a government and transportation hub. To the north, Jacksonville, home to Jacksonville State University, has about 14,345 residents and plays an important role as an educational and residential center. In Tallapoosa County, Alexander City, with nearly 14,686 residents, serves as a hub for commerce and recreation, particularly with its connection to Lake Martin. In southern Talladega County, Sylacauga is home to around 12,388 residents and supports the regional economy through manufacturing and services.

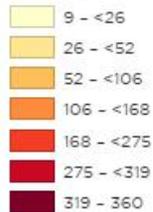
Smaller towns and rural communities round out the region's demographic fabric. Piedmont (Calhoun County), Roanoke and Wedowee (Randolph County), and Heflin (Cleburne County) serve as vital local service centers. Additional towns—including Ashland and Lineville (Clay County), Centre (Cherokee County), Rockford (Coosa County), and Dadeville (Tallapoosa County)—play important roles in sustaining local economies, schools, and community life.

These urban, mid-sized, and smaller communities illustrate the balance of city and countryside that defines East Alabama. Regional hubs such as Gadsden, Anniston, and Oxford provide the foundation for economic growth and services. At the same time, the numerous small towns and rural areas contribute to the area's cultural identity and interconnected community networks.

### East Alabama Population Density by County Subdivision

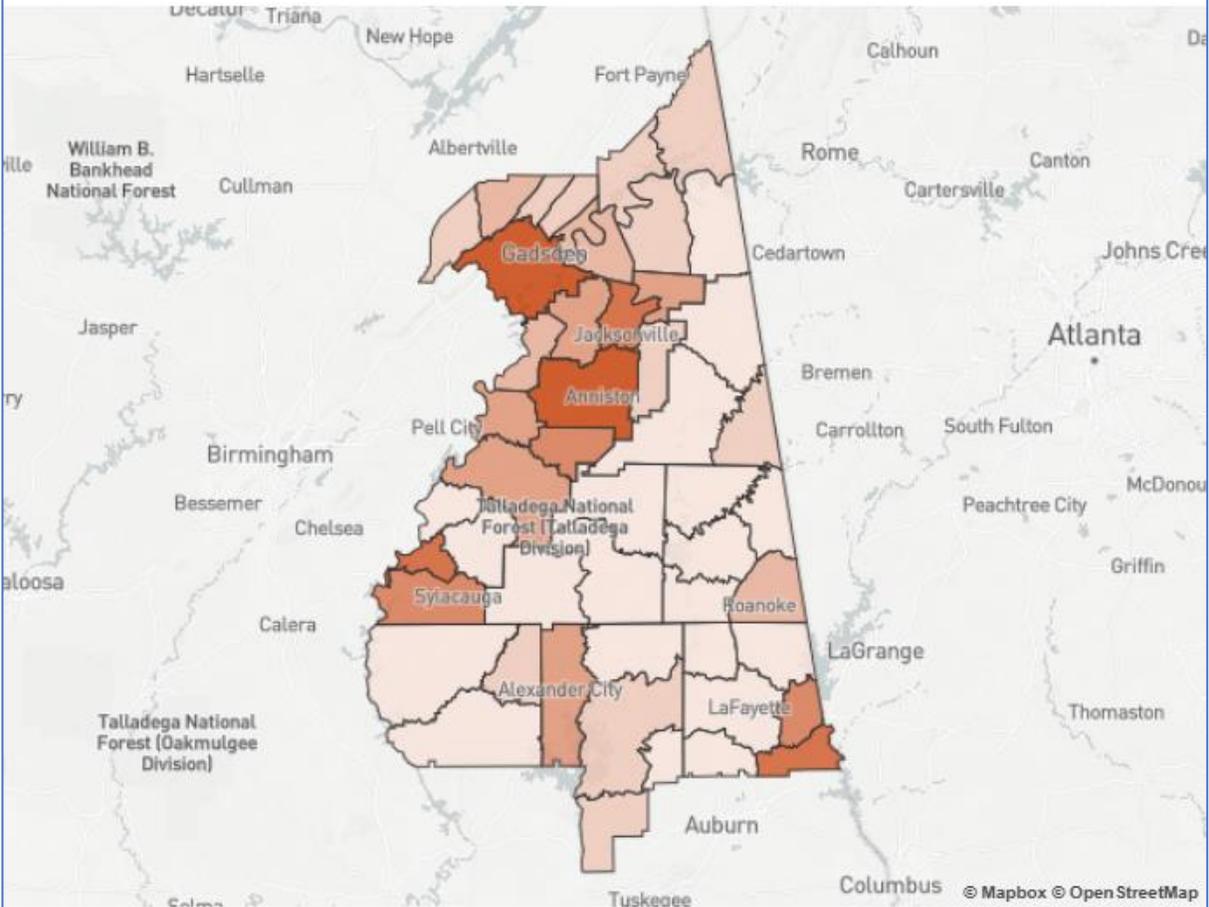


**Total Population per square mile**

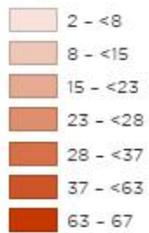


Sources: US Census Bureau 2023; US Census Bureau ACS 5-year 2019-2023

## East Alabama People with Disabilities by County Subdivision

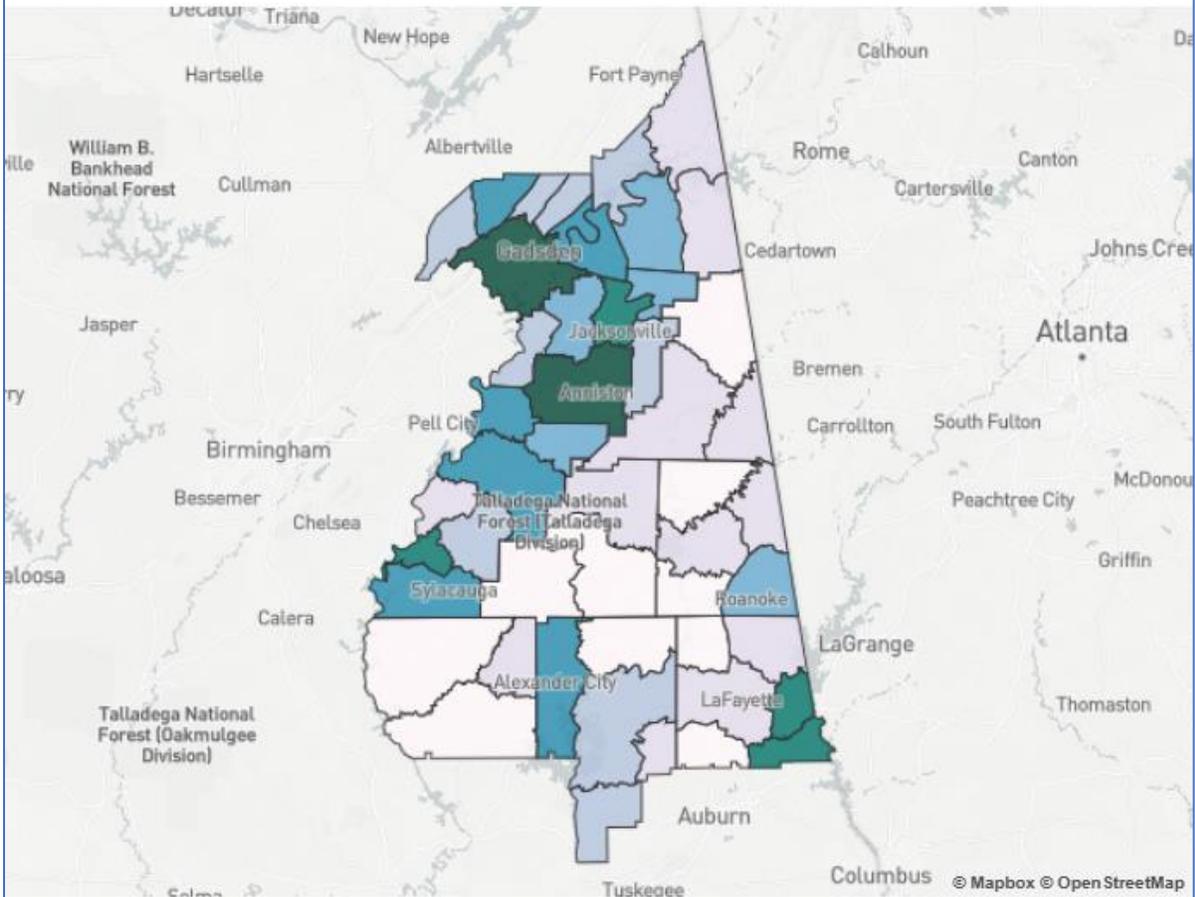


### People with a Disability per square mile

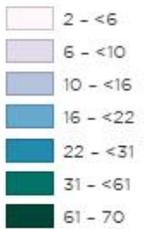


Sources: US Census Bureau 2023; US Census Bureau ACS 5-year 2019-2023

### East Alabama Senior Population (65 and older) by County Subdivision

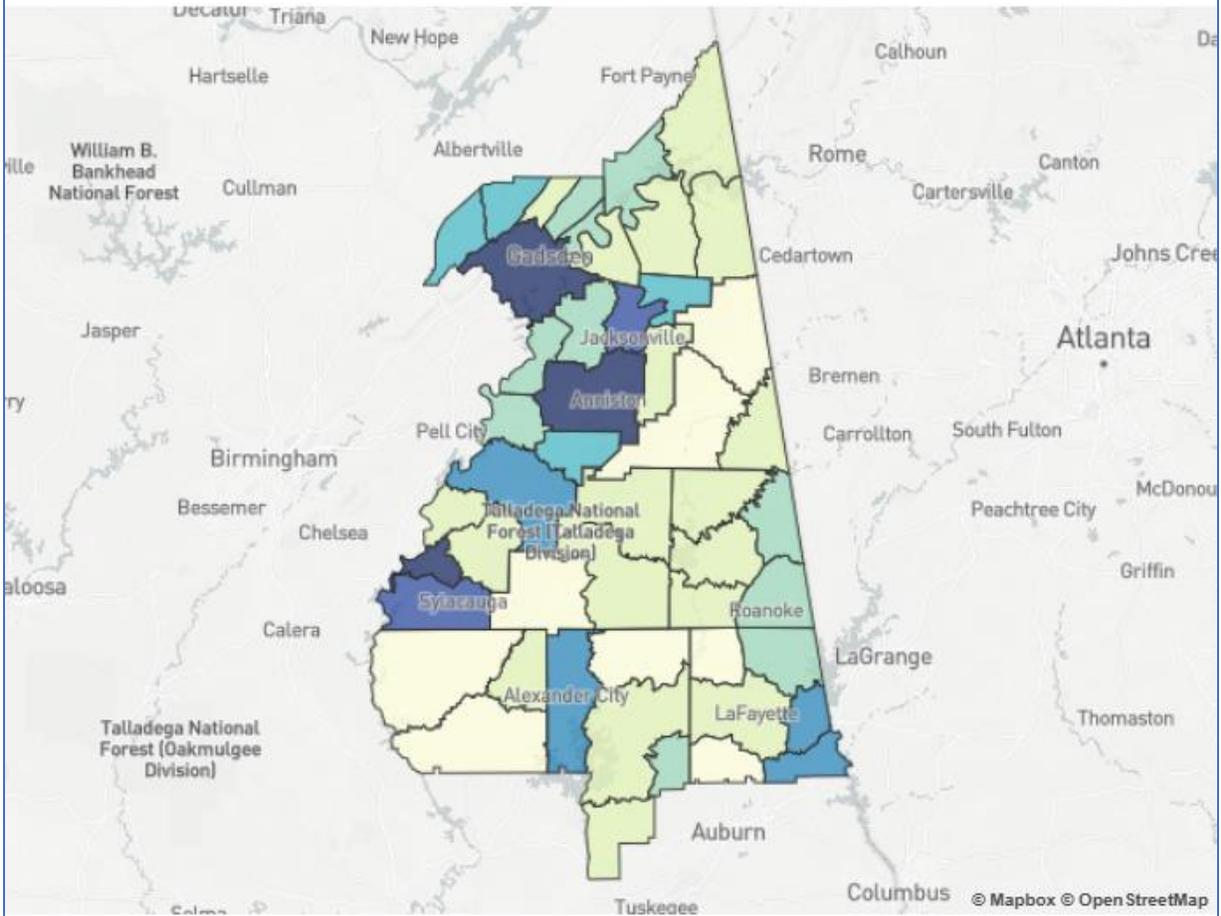


**Population Age 65 and Over (Seniors) per square mile**



Sources: US Census Bureau 2023; US Census Bureau ACS 5-year 2019-2023

### East Alabama Families Below Poverty Level by County Subdivision



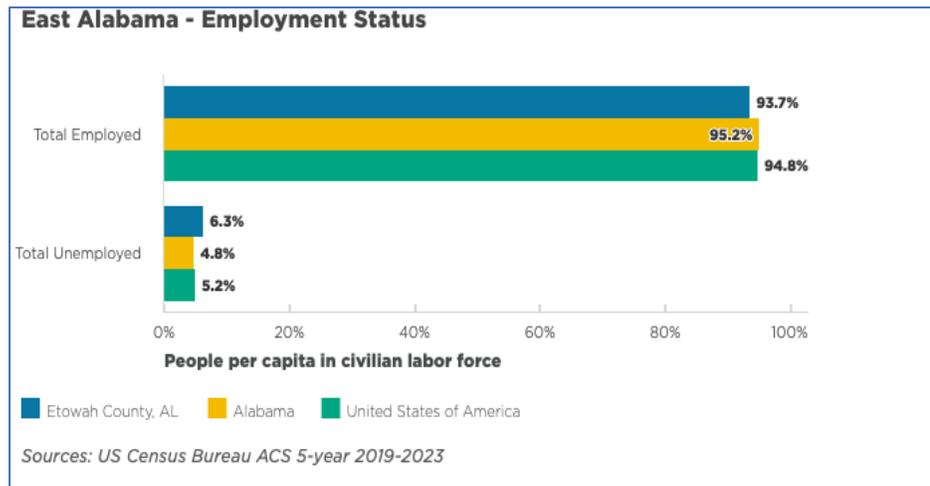
**Families Below Poverty Level per square mile**

- 0 - <1
- 1 - <2
- 2 - <3
- 3 - <4
- 4 - <8
- 8 - <11
- 11 - 13

Sources: US Census Bureau 2023; US Census Bureau ACS 5-year 2019-2023

## 12.2 Employment

The 2019–2023 U.S. Census Bureau American Community Survey (ACS) 5-Year Estimates report that 190,018 people were employed and 12,311 were unemployed in the East Alabama Region. This reflects an unemployment rate of 6.3%, higher than the Alabama and national averages for the same period.



Major regional employers include Anniston Army Depot, Honda Manufacturing of Alabama, Regional Medical Center, Goodyear Tire and Rubber Company, and New South Express. These employers represent a mix of federal defense operations, advanced manufacturing, healthcare, and logistics, anchoring the regional economy and providing employment opportunities across multiple counties.

Commuting data from the same ACS estimates show that 64.2% of the region’s workforce lives and works in the same county. Another 28.8% commute to jobs in neighboring counties, while 7.0% are employed outside Alabama. This pattern underscores the importance of local employment centers and cross-county connectivity to sustaining the East Alabama labor force.

## 12.3 Transit Resource Assessment

This section provides an overview of the agencies and organizations that deliver or purchase transit services within the East Alabama Region. For organizational purposes, agencies are classified as public/non-profit or private. Public and non-profit agencies are presented together, as most non-profit providers receive a substantial portion of their funding from public agencies or governmental entities. Detailed descriptions of the Federal Transit Administration (FTA) funding categories applicable to the public and non-profit agencies are included in Chapter 13.

Across the region, the Areawide Community Transportation System (ACTS), operated through the East Alabama Regional Planning and Development Commission (EARPDC), serves as the primary provider of rural and urban demand-response and fixed-route services. ACTS operates in all ten counties of the region, offering curb-to-curb demand-response service in rural areas and fixed-route and paratransit services in designated urbanized areas such as Anniston–Oxford and Gadsden. These services are heavily utilized by seniors, individuals with disabilities, and residents without reliable private transportation.

Supplementing ACTS are a range of local governments, senior centers, and non-profit agencies that either contract with ACTS for service, operate small fleets of vehicles directly, or purchase bus passes for their clients. Many of these organizations focus on specific populations, such as seniors, individuals with

disabilities, or low-income families. Hospitals, clinics, faith-based organizations, and housing authorities often play a role by purchasing or coordinating transit access for their clients, ensuring medical appointments, essential services, and daily needs can be met.

Private transportation options remain limited across much of East Alabama. Intercity bus service is available through Greyhound, with stops in Calhoun, Talladega, Tallapoosa, and Etowah Counties. Amtrak provides a station in Calhoun County. Ridesharing options, including Uber and Lyft, operate sporadically in larger cities like Anniston, Oxford, Gadsden, and Alexander City, but are not reliable in most rural areas. Local taxi companies, private shuttle operators, and specialized medical transport services add to the patchwork of available options but are often constrained by cost or service area.

Overall, the East Alabama Region’s transit providers form a diverse but fragmented system. Public, non-profit, and private services collectively address some transportation needs, particularly in urbanized centers and for priority populations. However, large portions of the rural region remain underserved, and the general population has few options for consistent, affordable, and accessible public transportation.

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

<b>Agency Name</b>	<b>Agency Type</b>	<b>System</b>	<b>East Alabama Counties Served</b>
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*
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

<b>Agency Name</b>	<b>Agency Type</b>	<b>System</b>	<b>East Alabama Counties Served</b>
Church of the Cross	Purchaser	Fixed route	Calhoun*
Circle of Care	Provider	On-demand	Chambers, Randolph**
City of Childersburg	Provider	On-demand	Talladega**
City of Goodwater	Provider	On-demand	Coosa**
City of Lineville	Provider	On-demand	Clay**
City of Oak Grove	Provider	On-demand	Talladega**
City of 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*
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 Northeast Kidney Foundation	Purchaser	On-demand	Etowah
NHC Place/Healthcare	Provider	On-demand	Calhoun
The Opportunity Center	Purchaser	Fixed route	Calhoun*

Agency Name	Agency Type	System	East Alabama Counties Served
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*
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*
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 existing transportation planning and transit services, large portions of the East Alabama Region continue to experience significant unmet transportation needs. Demographic data, the inventory of existing resources, and feedback from service agencies and transportation providers all indicate that the region requires expanded and more reliable transportation services. The rural character and relatively low population density of much of the region create additional challenges to providing adequate service.

Currently, inter-county transportation options are extremely limited. A reliable system is needed to connect rural communities with larger hubs such as Anniston, Oxford, Gadsden, Birmingham, and Montgomery, which provide access to employment opportunities, healthcare facilities, educational institutions, shopping, recreation, and national transportation networks (bus, rail, and air). Although ACTS provides some connections to these hubs, coverage is not consistent across all East Alabama counties, leaving gaps that could potentially be filled by a public or private provider.

Within the East Alabama Region, a limited number of intercity and regional transportation options supplement local demand-response systems. Greyhound provides intercity bus service with five curbside stops located in Calhoun, Tallapoosa, Talladega, and Etowah Counties, while additional full-service terminals are available in Birmingham and Montgomery. Amtrak's Crescent Line includes a station in Calhoun County, linking the region to destinations between New Orleans and New York City. Aviation facilities are present in every county except Cleburne, although most are small general-aviation airports rather than commercial hubs. The nearest large commercial facility is Birmingham–Shuttlesworth International Airport, a joint civil–military airport located just northeast of downtown Birmingham, which serves as the primary air gateway for residents of East Alabama.

Current regulations by the Alabama Public Service Commission prevent publicly funded systems from picking up passengers in counties they pass through unless they are the designated transit provider for that county. This restriction limits flexibility and denies service to potential riders in unserved or underserved counties, even though many rural providers already transport clients to appointments in larger communities.

### **Needs Not Currently Addressed or Only Partially Addressed**

- Expanded inter-county service to connect rural residents with national bus service, Amtrak, commercial air service, jobs, healthcare, shopping, recreation, education, and training opportunities
- Extended hours of operation, including evenings, weekends, and holidays
- Expanded service coverage to more outlying rural communities
- Increased non-emergency healthcare transportation
- More reliable employment-related transportation
- Expanded education-related transportation services

## 12.5 Transit Service Barriers

The staff, informed by survey responses, identified barriers that limit the ability to address transportation needs in the East Alabama Region fully. These challenges are common across rural counties and largely fall outside the direct control of local governments and agencies. Many are tied to broader economic conditions, individual travel choices, and the dispersed nature of the population.

## **Barriers**

- Lack of funding (local, state, federal, and private)
- Low population density
- High costs that make service unattractive to for-profit providers
- Dispersed settlement patterns across rural communities
- Limited public education and awareness of available services

Transit agencies and local governments face the ongoing challenge of navigating these barriers. Funding to address every identified need will likely never be available, and the economics of serving small, scattered populations make traditional transit models difficult to sustain. Overcoming these barriers will require innovative ideas, creative partnerships, and region-specific solutions that balance cost efficiency with accessibility.

## **12.6 Strategies to Address Needs and Barriers**

The staff, informed by survey responses, developed the following strategies to strengthen and expand transit services in the East Alabama Region. Several focus on maintaining current services, since existing programs are already addressing critical gaps. Strategies are intentionally broad to avoid limiting future projects or innovations. Many will require additional funding for implementation, though some may be achieved through reallocation of existing funds or programs rather than new revenue sources.

### **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 the list of health and human service agencies for the region (High)
- Support or establish additional transportation providers where needed (High)
- Support or establish alternate transit options where traditional transit service is not available or cost-prohibitive, such as car/vanpools and transportation stipends (High)
- Acquire additional vehicles to meet rising demand (High)
- Add inter-county transit service to connect rural residents with larger hubs (Medium)
- Improve coordination of services among providers (High)
- Strengthen coordination across jurisdictions (High)
- Support efforts to modify Alabama Public Service Commission restrictions on service areas, enabling providers to serve riders across county boundaries (High)

Each strategy includes a priority ranking of High, Medium, or Low, based on feasibility, available resources, and anticipated impact. These priorities do not directly reflect the degree of public support or the magnitude of need; rather, they indicate the current reality of implementation capacity. As conditions evolve, lower-priority strategies may be implemented ahead of those ranked higher.

# 13.0 Funding Opportunities

This chapter provides a general description of the primary funding programs that support public transit services in East Alabama. These programs represent the foundation of most transit funding in the region and are expected to remain the principal sources for future expansion. Each program and sub-program carries a unique set of requirements and restrictions that can sometimes limit cooperation and coordination among providers. Nevertheless, without these funding mechanisms, very few public transit options would exist within East Alabama.

## 13.1 Federal

### **Administration on Aging – Congregate Nutrition Services**

Restricted to elderly individuals, this program is administered locally by the Area Agency on Aging of East Alabama through the staff of the East Alabama Regional Planning and Development Commission. The program funds two nutrition outreach centers that provide frozen meals to homebound elderly residents.

### **Federal Transit Administration (FTA) Programs**

#### **Section 5307 (Urbanized Area Formula Grants)**

Provides funding to census-designated urbanized areas with a population of 50,000 or more. Funds support general public transit service, with the option to offer specialized transit for persons with disabilities. Eligible uses include planning, capital purchases, and operating expenses. Job access and reverse commute projects are also eligible under MAP-21, FAST Act, and IJIA.

- Match: 20% for planning/capital, 50% for operating.
- Local Context: The Calhoun Area Urbanized Area includes Oxford, Hobson City, Anniston, Weaver, Jacksonville, and parts of Calhoun County. The Gadsden Urbanized Area includes Attalla, Gadsden, Glencoe, Hokes Bluff, Rainbow City, Reece City, Southside, and a small portion of northern Calhoun County.

#### **Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities)**

Targets the transportation needs of elderly individuals and persons with disabilities. In Alabama, funds are administered by ALDOT through a competitive grant program. Funds are primarily for capital purchases.

- Match: 20% local for capital.
- Note: MAP-21 combined the former Section 5317 (New Freedom) program into Section 5310.

#### **Section 5311 (Formula Grants for Rural Areas)**

Supports public transit in areas with populations under 50,000. Funds are distributed by ALDOT through competitive grants. Eligible uses include planning, capital, operating, and administrative expenses, plus job access/reverse commute projects.

- Match: 20% for capital/admin, 50% for operating.
- Eligible recipients include local governments, transit operators, and nonprofits.

#### **Section 5317 (New Freedom Program)**

Expands transportation options for persons with disabilities. Funds are distributed by ALDOT through a competitive grant program and may be used for planning, capital, operating, and administrative costs.

- Match: 20% for planning/capital, 50% for operating.

- Note: Now folded into Section 5310, but older references may still exist.

#### **Section 5339 (Bus and Bus Facilities Program)**

Provides funding for buses, bus-related equipment, and bus facilities. Funds are limited to capital purchases.

- Match: 20% local.
- Eligible recipients include designated recipients, sub-recipients, and states.
- Note: Previously identified as Section 5309.

#### **Medicaid Programs**

##### **Non-Emergency Transportation Program**

Restricted to fully covered Medicaid beneficiaries, this program provides transportation only for Medicaid-covered medical appointments. The Alabama Medicaid Agency manages the program, allowing the use of public or private transit. Clients access funds via Electronic Benefits Transfer (EBT) cards.

##### **Medicaid Waiver Program**

Designed for non-institutionalized individuals aged three or older diagnosed with intellectual disabilities or related conditions. This program covers transportation for personal care, day habilitation, and residential habilitation services. It is administered by the Alabama Medicaid Agency.

## 13.2 State

Alabama is one of the few states that does not provide direct funding for public transit services. Unlike many other states, Alabama has no state-level transit program or recurring appropriations that support local or regional transit systems.

State law restricts the use of fuel tax revenues to road construction and maintenance only, preventing these funds from being allocated toward transit operations or capital investments. In addition, much of the state's general fund revenue is earmarked for specific programs, leaving little flexibility to support transit initiatives.

As a result, local agencies and providers in Alabama must rely heavily on federal programs, local funds, and limited private contributions to operate and expand transit services. The absence of state funding continues to be a significant barrier to improving mobility options across rural and urban areas.

## 13.3 Local

The funding supplied by local sources is generally used to provide the required match for federal grants reviewed earlier in this chapter. Local governments, public agencies, and nonprofit organizations contribute funds to meet match requirements for both capital and operating assistance. Without this local participation, most federal grants would be inaccessible to transit providers.

In the East Alabama Region, the following local entities provide matching funds to leverage Federal Transit Administration (FTA) programs:

- Alabama Institute of the Deaf and Blind – Section 5310
- Arc of South Talladega – Section 5310
- City of Ashland – Section 5310

- City of Fruithurst – Section 5310
- City of Heflin – Section 5309
- City of Jacksonville – Section 5310
- City of Lineville – Section 5310
- City of Oxford – Section 5310
- City of Piedmont – Section 5309
- City of Sylacauga – Section 5309
- City of Talladega – Section 5309
- Coosa County Commission – Section 5310
- East Alabama Regional Planning and Development Commission – Sections 5307, 5311
- Piedmont Health Care Center – Section 5310
- Town of Hobson City – Section 5310
- Town of Munford – Section 5309
- Town of Ohatchee – Section 5310

These local contributions ensure that federal investments can be effectively deployed across the region, supporting vehicle acquisition, operations, and service expansion. While each entity participates at varying levels, their combined efforts are vital to sustaining transit services in East Alabama.

## 14.0 Continuing Efforts

After the adoption of this plan, the Calhoun Area Metropolitan Planning Organization (MPO) and the East Alabama Rural Planning Organization (RPO) will continue to monitor transit issues in the region to determine if modifications are necessary. As transportation conditions evolve, changes may warrant the addition, deletion, or reprioritization of strategies and projects. Any required updates will be accomplished through formal amendments adopted by the Policy Committees of both the MPO and RPO.

The survey group, which helped develop this plan by providing input on existing services and unmet needs, will be re-engaged as needed to provide additional feedback during monitoring and implementation. This ensures that local perspectives remain incorporated into the region's transit planning efforts.

The MPO committees will continue to meet consistent with the frequency specified in the MPO Bylaws, while the RPO committees will meet quarterly. Providers of Section 5307 and 5311 services in the region will remain voting members of the MPO and RPO Technical Coordination Committees, ensuring that transit providers maintain a voice in regional transportation decision-making. Regular meetings will provide an ongoing forum to discuss transit issues alongside other federally funded transportation projects.

In accordance with the current Alabama Department of Transportation (ALDOT) contract, a summary report for this plan will be prepared in 2026 and 2027. If federal planning requirements continue beyond 2027 and sufficient funds are available, a full update of this plan is anticipated in 2028. This process will allow the region to adapt to changing conditions, address emerging needs, and continue to build a coordinated, effective transit system for East Alabama.

Appendix A  
Transportation Services Committee/Survey Group

2nd Chance, Inc.  
 A Day of New Beginnings  
 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  
 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 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  
 Casey Estates

CED Mental Health  
 Centre Housing Authority  
 Centre Parks and Recreation  
 Chambers County  
 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  
 Clay County  
 Clay County Board of Education  
 Clay County Commission  
 Clay County Department of Human Resources  
 Clay County Health Department  
 Clay County Hospital/Clay County Nursing Home  
 Clay Quality Health Care

Cleburne County  
 Cleburne County Board of Education  
 Cleburne County Department of Human Resources  
 Cleburne County Health Department  
 Cleburne County Nursing Home  
 Cleburne County Veterans Service Office  
 Community Action Agency of Northeast Alabama  
 Community Action Agency of Talladega, Clay, Randolph, Calhoun and Cleburne Counties  
 Community Action of Etowah County  
 Coosa Community Services, Inc.  
 Coosa County  
 Coosa County Department of Human Resources  
 Coosa Valley Health & Rehab  
 Coosa Valley Medical Center  
 Coosa/Tallapoosa County Veterans Service Office  
 Council on Aging - Etowah County  
 Dadeville Housing Authority  
 Dadeville Parks and Recreation  
 Darden Rehabilitation Center  
 DaVita Anniston Dialysis  
 DaVita Gadsden Dialysis  
 DaVita Hokes Bluff Dialysis  
 DaVita Rainbow City Dialysis  
 DaVita Sylacauga At Home  
 DaVita Talladega Dialysis  
 Daystar Church  
 Diversicare of Lanett  
 Diversicare of Oxford  
 Duggar Mountain Memory Care and Senior Living Apartments  
 Eagle Rock Boys Ranch  
 East Alabama Medical Center - Lanier  
 East Alabama Mental Health (Chambers, Tallapoosa County facilities)  
 Encompass Health Rehabilitation Hospital of Gadsden  
 Enrestoration  
 Etowah County  
 Etowah County Commission  
 Etowah County Community Clinic  
 Etowah County Department of Human Resources  
 Etowah County Health Department  
 Etowah County RSVP  
 Etowah County Rural Area Transportation  
 Excel Institute  
 Family First In-Home Care

Family Life Center (Cherokee, Etowah Counties)  
 Family Services Center of Calhoun County, Inc.  
 Family Success Center  
 Fresenius Kidney Care Anniston North  
 Fresenius Kidney Care Dadeville  
 Fresenius Kidney Care Sylacauga  
 Fresenius Medical Care Alexander City  
 Gadsden Health & Rehab Center  
 Gadsden Healthcare and Rehabilitation  
 Gadsden Housing Authority  
 Gadsden Regional Medical Center  
 Gadsden Surgery Center  
 Gadsden Transit Services  
 Gadsden Treatment Center  
 Gadsden-Etowah County Head Start-Early Head Start Program  
 Gardens of Talladega  
 Glenn Addie Community Church  
 Goodwater Parks and Recreation Board  
 Greater Etowah Mental Retardation 310 Board  
 Health Services Center  
 Heflin Housing Authority  
 Heflin Parks and Recreation  
 Hobson City Housing Authority Board  
 Hokes Bluff Senior Nutrition Center  
 Hope Homes  
 Hosanna Home/ Hope's Inn/ Hope Clinic  
 Independent Reading/Counseling Service, Inc./House is a Home Project  
 Interfaith Ministries  
 Jacksonville Health & Rehabilitation  
 Jacksonville Housing Authority  
 Jacksonville Parks and Recreation  
 Joseph B. Howell & Associates  
 Knollwood Baptist Retirement  
 LaFayette Housing Authority  
 Lafayette Nursing Home  
 Lakewood Senior Living/Specialty Care Assisted Living  
 Landmark Dialysis Clinic  
 Lanett Housing Authority  
 Lanett Recreation  
 Legacy Village of Jacksonville  
 Lighthouse of Tallapoosa County, Inc.  
 Lineville Assisted Living  
 Lineville Housing Authority  
 Lineville Parks and Recreation Board  
 Love Center, Inc.

McClellan Senior Living  
McGuffey Health & Rehabilitation Center  
Meadowood Retirement Village  
MedMark Treatment Centers Oxford  
Merit Healthcare, PC  
Mountain Cove Assisted Living  
Mountain View Church  
Mountain View Hospital  
Mountain View Lake Retirement  
New Centurions  
New Horizons Rehabilitation Services, Inc.  
NHC Place  
Northeast Alabama MR/DD Authority  
Northeast Alabama Regional Medical Center  
Northside Health Care  
Oak Landing Assisted Living  
Oxford Parks and Recreation  
Paden Ridge  
Parks and Recreation  
Pathways Professional Counseling  
PCD Attalla  
PCD Gadsden  
Phenix City Court Referral Program (Alexander  
City, Roanoke programs)  
Piedmont Benevolence Center  
Piedmont Parks and Recreation  
Presbyterian Home for Children  
Quality of Life Health Complex  
RAI Anniston  
RAI Jacksonville  
RAI Oxford  
Rainbow City Parks and Recreation  
Randolph County  
Randolph County Board of Education  
Randolph County Commission  
Randolph County Department of Human  
Resources  
Randolph County Health Department  
Randolph County Learning Center/ Randolph  
County ARC  
Rapha Christian Ministries  
Recreation Center  
Reece City Parks and Recreation  
Regency Pointe  
Renaissance House, LLC  
Riverview Regional Medical Center/ Gadsden  
Endoscopy / Riverview Physical Medicine  
RMC Student Health Center at JSU

Roanoke Dialysis Clinic  
Roanoke Health Care Center  
Roanoke Housing Authority  
Roanoke Parks and Recreation  
Roanoke Rural Health Clinic  
Roseland Development Home, LLC  
Russell Hospital  
S.P.A.N. of Etowah County  
Saint Michael's Community Services Center  
Salvation Army  
Save-a-life Crisis Pregnancy Center  
Seniors Transit Authority Service  
Smith Metropolitan AME Zion Church  
Sneelgrove Civitan Center  
Spring Terrace Assisted Living  
Stringfellow Memorial Hospital  
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 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

Appendix B  
Calhoun Area Metropolitan Planning Organization (MPO)  
Committees

## POLICY COMMITTEE

### **CALHOUN COUNTY**

Terry Howell, Calhoun County Commission  
Fred Wilson, Calhoun County Commission

### **CITY OF ANNISTON**

Ciara Smith, Mayor  
Lewis Downing, Council

### **CITY OF HOBSON CITY**

Alberta McCrory, Mayor  
Vacant

### **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 – **Vice Chairman**  
Nick Bowles, Council – **Chairman**

### **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, PE, Administrator, AL Division

### **FEDERAL TRANSIT ADMINISTRATION (FTA)**

Yvette Taylor, PhD, Regional Administrator

### **ALABAMA DEPARTMENT OF TRANSPORTATION (ALDOT)**

Bradley B. Lindsey, PE, State Local  
Transportation Engineer

### **STAFF TO THE MPO**

Elizabeth Wright, Regional Planner

## Technical Advisory Committee (TAC)

### **CALHOUN COUNTY**

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

### **CITY OF ANNISTON**

Toby Bennington, AICP  
Director, Planning & Economic  
Development  
Branton Cole, Engineering Project Manager

### **CITY OF HOBSON CITY**

Anita Jackson, Council

### **CITY OF JACKSONVILLE**

Stanley Carr, Street Superintendent

### **CITY OF OXFORD**

Fred Denney, Mayor's Assistant  
Rusty Gann, City Engineer  
Todd Gauntt, Street Department

### **CITY OF WEAVER**

Jonathan Ingram, Public Works

### **ALABAMA DEPARTMENT OF TRANSPORTATION (ALDOT)**

Steven Corley, P.E.  
Assistant Region Engineer,  
Pre-Construction, East Central Region  
Michael Bergh, P.E.  
Pre-Construction Engineer,  
Alexander City Area  
Robert Barrett Dees, P.E.  
Assistant State Local Transportation  
Engineer, Planning

### **JACKSONVILLE STATE UNIVERSITY**

#### **ANNISTON ARMY DEPOT**

Cassandra Simmons  
Sammy Goss

#### **ANNISTON WATERWORKS**

Clifton Osborne

#### **AREAWIDE COMMUNITY TRANSIT SYSTEM (ACTS)**

Shane Christian, EARPDC Transit Coordinator

# Citizens Advisory Committee (CAC)

## **CALHOUN COUNTY**

Gerry Lyons  
George Salmon  
Theodore Smart  
Edward Sturkie, Sr.  
Tim Huddleston – **Vice Chairman**  
Reuben Johnson  
Dr. David West  
Julie Borelli  
Anne Key  
Bill Williams

## **ANNISTON**

Miller Parnell – **Chairman**  
Phillip Keith  
James Jenkins  
Tony Ball  
5 Vacancies

## **HOBSON CITY**

Regina Jones  
Johnnie C. Phillips, Jr.  
Melissa Malone

## **JACKSONVILLE**

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

## **OXFORD**

Darryl League  
Bruce Britton  
Lem Burrell  
Lavoy Jordan  
Terry Parker  
4 Vacancies

## **WEAVER**

Frank Thomas  
Danielle Presley  
Greg Pierce

## **ANNISTON ARMY DEPOT**

Mike Matthews  
Dustin Gillihan  
Kevin Ashley, PE

Note: Advisory Committees serve at the pleasure of the MPO, and memberships may vary according to appointment practices and citizens' ability to serve. Therefore, it would not be uncommon for the makeup of individual committees to 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 Debra Riley, Chambers County Commission, Chair  
Commissioner Tim Burgess, Cherokee County Commission, Chair  
Commissioner Shane Davidson, Clay County Commission, Chair  
Commissioner Lane Kilgore, Cleburne County Commission, Chair  
Commissioner Lamar Daugherty, Coosa County Commission, Chair  
Commissioner Jamie Grant, Etowah County Commission, Chair  
Commissioner Derek Farr, 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  
Louis Davidson, LaFayette  
Mayor Jamie Heard, 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 Fambrough, Munford  
Mayor Tony White, Oak Grove  
Mayor Jim Heigl, Sylacauga  
Mayor Ashton Hall, 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, Sr.  
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**

Shontrill Lowe, FHWA, Division Administrator  
Wiley Brooks, ALDOT, Transportation Planning Engineer  
Steve Partridge, Gadsden/Etowah MPO Representative  
Nick Bowles, EARPDC MPO Chairman  
Elizabeth Wright, EARPDC MPO Representative

# East Alabama RPO Regional Technical Advisory Committee by District

## Northern District

Evan Morgan, Cherokee County Engineer  
Robert Nail, 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, Dadeville Street Superintendent  
George Green, LaFayette Streets, Sanitation,  
and Cemetery

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  
Eric Wright, EARPCD 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 Survey

## 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. Who supplies transportation services for your residents/clients? (Check all that apply)

The City uses City-owned vehicles to transport City residents

The City uses City-owned vehicles to transport residents outside of the City limits

The City contracts with another agency to transport City residents

The City contracts with another agency to transport residents outside of the City Limits

The City does not provide transportation services.

The County uses County-owned vehicles to transport residents

The County contracts with another agency to transport residents

The County does not provide transportation services.

Our agency transports our clients in vehicles we own.

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.

Other organizations provide transportation services:

Healthcare providers       Human service providers       Churches

4. Is your agency considering applying for transportation grant funds in 2025, 2026, or 2027?

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 5310, 5311, 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 unmet needs

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6. What solutions would you suggest for meeting these unmet needs?

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

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## Appendix E

### Meeting Items



East Alabama Regional Planning and Development Commission  
P.O. Box 2186, Anniston, AL 36202  
Phone: (256) 237 6741 • FAX: (256) 237 6763  
E-mail: [earpdc@earpdc.org](mailto:earpdc@earpdc.org)

memorandum

**To:** Organizations Serving the Elderly, People with Disabilities, and Low-Income Individuals  
**From:** Elizabeth Wright, Regional Transportation Planner  
**Date:** February 14, 2025  
**Re:** Regional Transportation Study

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The East Alabama Regional Planning and Development Commission (EARPDC) needs your help planning transportation improvements for the elderly, people with disabilities, and low-income individuals in your service area. Enclosed is a short survey to help us assess your community needs. If there is a more appropriate person to complete the survey, please pass it along to that person, who would become our contact.

**Please complete and return the survey by April 1, 2025.** EARPDC will conduct public meetings to review the survey and obtain additional information. Meetings will be held at the following locations, dates, and times:

- Thursday, April 17<sup>th</sup>, 11:00 a.m. – Calhoun Area MPO meeting
  - EARPDC, 1130 Quintard Avenue, Anniston, AL 36202
- Tuesday, April 22<sup>nd</sup>, 2:00 p.m. – East Alabama Regional HSCTP Meeting
  - Alexander City Municipal Complex, 281 James D Nabors Dr, Alexander City, AL 35010
- Thursday, April 24<sup>th</sup>, 10:00 a.m. – Gadsden-Etowah Area MPO meeting
  - Venue on Coosa Landing, 201 George Wallace Drive, Gadsden, AL 35903
- If you are unable to make any of the above meetings but would like to meet regarding the survey or any other potential issues with the transportation plan, please contact me at 256-237-6741 or [elizabeth.wright@earpdc.org](mailto:elizabeth.wright@earpdc.org) to set up a meeting.
- The finalized document will be submitted to ALDOT and the ARC after these meetings.

This survey will count toward your organization's participation in developing the *Coordinated Public Transit-Human Services Transportation Plan for the East Alabama Region*. ALDOT wants any entities that may apply for funding under FTA Section 5310 – Elderly Individuals and Individuals with Disabilities and/or FTA Section 5317 – New Freedom to participate in the planning process. For example, purchasing a new vehicle for your agency or purchasing transportation from someone else for your consumers. ALDOT also encourages organizations that operate a transit system under FTA Section 5311 (rural) to participate. Human service organizations are also encouraged to participate.

Thank you for sharing your organization's opinion about this crucial issue!

Please mail, fax, or scan and email your completed survey(s) by **April 1, 2025** to:

Mail: Elizabeth Wright, Regional Transportation Planner  
EARPDC  
PO Box 2186  
Anniston, AL 36202

Fax: 256-237-6763  
Email: [elizabeth.wright@earpdc.org](mailto:elizabeth.wright@earpdc.org)

AGENDA  
for the  
**Calhoun Area Metropolitan Planning Organization (MPO)**  
**April 17, 2025**  
11:00 a.m.

- I. Call to Order
- II. Verification of Quorum
- III. Recognition of Guests
- IV. Old Business
  - A. Review and approve minutes from March 20, 2025
  - B. TBA
- V. New Business
  - A. Review FY 24-27 TIP Spreadsheet and Administrative Modifications
  - B. Resolution 878: Amending the FY25 UPWP to add FY24 Rollover Funds
- 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. Comments or Issues from Member Jurisdictions or Attendees
  - E. June Meeting Scheduling
  - F. Human Services Coordinated Transportation Plan
  - G. TBA
- VII. Next MPO Meeting – May 22, 2025
- VIII. Adjourn

SIGN-IN SHEET

**Calhoun Area Metropolitan Planning Organization (MPO)**

East Alabama Regional Planning and Development Commission

~~March 20-2025~~ - 11:00 a.m.

April 17, 2025

NAME	ORGANIZATION	EMAIL ADDRESS & PHONE NO.	Email Notices?
Jeff Chambers	City of Decatur		
Chris Gann	Calhoun Co.		
Zaid M. Dounney	Oxford		
Josh Babbly	Sackville		
Tanya McClary	Calhoun Co.		
Mikel Boggs	ALDOT		
Leann Downing	City of Anniston		
Cathy McQuady	Predmont Health Care		
Wiley Brooks	ALDOT		

**GADSDEN-ETOWAH AREA  
METROPOLITAN PLANNING ORGANIZATION  
MEETING AGENDA  
10:00 a.m.  
April 24, 2025**

**1. Opening Comments**

- i. Gadsden-Etowah Metropolitan Planning Organization Chairperson

**2. Roll Call of Voting GEMPO Members**

- i. Review / Approval of Minutes of February 13, 2025 Meeting

**3. TCC (Technical Coordinating Committee) Report and Project Updates**

- i. \*GEMPO project sponsors and Alabama Department of Transportation Staff will give information on local GEMPO projects to aid in the planning process of future GEMPO projects.
- ii. Local TIP Projects (Project Spreadsheet)

**4. Alabama Department of Transportation Planning Information**

\*Alabama Department of Transportation Staff and GEMPO Staff will comment on and receive questions on local ALDOT projects to aid in the planning for future GEMPO projects.

- A. Gadsden Eastern Connector (formerly I-759 Extension)
- B. State Route 77 Bridge over the Coosa River
- C. US-411 Improvements with RCI design at Appalachian Highway (reduced conflict intersection)
- D. ALDOT Traffic Signal & Operation Equipment Installation project/TISMO project on SR-1, SR-77, I-59 and I-759
- E. Other Projects of Interest

**5. Transportation Planning Updates**

- i. Current Projects
- ii. Urbanized Transit Program Report
  - a) Grant Updates
  - b) Monthly Ridership
- iii. Advisory Committees
  - a) Citizen's Advisory Committee Update
- iv. Elizabeth Wright – East Alabama Regional Planning Commission
- v. Resolutions:
  - 0425-01: Intersection Improvements (Acceleration Lane and left/right turn lanes) at SR-1 (US-431) & Sand Valley Road & Duck Springs Road (PE) (CN)
- vi. Administrative Modifications

**6. Closing Comments**

Next GEMPO Meeting June 12, 2025

Cadalen-Etowah MPO Meeting  
April 24, 2025

Name	Representing	Email Address
1. <u>BRIAN ROSENBAUM</u>	<u>ETOWAH CA</u>	<u></u>
2. <u>ROBERT NADE</u>	<u>ETOWAH CO.</u>	<u></u>
3. <u>Tim Ramsey</u>	<u>Et Co Comm</u>	<u></u>
4. <u>MARK McADAMS</u>	<u>VOLKERT</u>	<u></u>
5. <u>Paul Linder</u>	<u>GG MPO</u>	<u></u>
6. <u>Jason Nicholson</u>	<u>Attolle</u>	<u>jnichol@attolle.com</u>
7. <u>Danny Wayman</u>	<u>Glencoe</u>	<u></u>
8. <u>Joe Tarsilew</u>	<u>RBC</u>	<u></u>
9. <u>ELIZABETH WRIGHT</u>	<u>EARPDC</u>	<u></u>
10. <u>Steve Fortidge</u>	<u>GEMPO</u>	<u></u>
11. <u>Scott Reeves</u>	<u>CITY OF HB</u>	<u></u>
12. <u>Heath Holt</u>	<u>City of Gadsden</u>	<u>hholth@cityofgadsden.com</u>
13. <u>Shelia Hartley</u>	<u>CEO of HeartH</u>	<u>shelia@heartH.com</u>
14. <u>Larry Ellis</u>	<u>ARDOT</u>	<u>ellis@ardot.com</u>
15. <u>Sally Burnett</u>	<u>ALDOT</u>	<u>burnetts@alab.state.gov</u>
16. <u>Paul Scott</u>	<u>Gadsden</u>	<u>p.scott@cityofgadsden.com</u>
17. <u>Gyan Wood</u>	<u>ALDOT</u>	<u></u>
18. <u>Donny Snyder</u>	<u>SS</u>	<u></u>
19. <u>MANI HAWES</u>	<u>THREE NORTH GROUP</u>	<u></u>
20. <u>Nick Hall</u>	<u>Gadsden</u>	<u></u>
21. <u>Curtis Vincent</u>	<u>ALDOT</u>	<u></u>
22. <u>Phil Colegrove</u>	<u>Reece City</u>	<u>Phil.Colegrove@cityofreece.com</u>
23. <u>Wiley Brooks</u>	<u>ALDOT</u>	<u></u>
24. <u></u>	<u></u>	<u></u>
25. <u></u>	<u></u>	<u></u>
26. <u></u>	<u></u>	<u></u>

