

Statewide Rural Transit Study

Alabama Department of Transportation

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SAIN
ASSOCIATES

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Executive Summary

The purpose of the study is to evaluate the existing rural transit service in Alabama, determine gaps in the current service, and develop recommendations to address current service gaps. The study includes an evaluation of demographics, funding, and technology. The study also evaluated the impacts of COVID-19, the Infrastructure Investment and Jobs Act (IIJA), and the economic and societal benefits of investing in rural transit.

Rural transit describes public transportation that provide services in areas with populations of 50,000 people or less by local bus, commuter bus, demand-response, Americans with Disabilities Act (ADA) paratransit, and vanpool/rideshare programs. Rural transit services give rural residents access to educational services, employment, healthcare appointments, and other vital services for transit-dependent populations, such as low-income households, zero-vehicle households, and households with disabilities.

The Alabama Department of Transportation (ALDOT) Local Transportation Bureau administers rural transit in Alabama with assistance from the University of Alabama at Huntsville, which works to ensure that the local partner transportation providers comply with all ALDOT and Federal Transit Administration (FTA) regulations. The FTA Section 5311 program provides funding for the rural transit program, while the section 5310 program provides funding for elderly individuals and individuals with disabilities.

The FTA Section 5311 program supports the states by providing capital, planning, and operating assistance for public transportation in rural areas with populations of less than 50,000. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. The eligible recipients include state and federally recognized Indian Tribes. Subrecipients may include state or local government authorities, nonprofit organizations, and public transportation or intercity bus service operators.

Public transit is a critical mobility concern throughout the state of Alabama. Public-funded services have two classifications: public transit and human services transportation (HST). The two services share a mutual fundamental purpose and similar operational characteristics; however, they serve different target populations and are funded and administered differently.

Public transit is a shared vehicle service that is open to all members of the general public for any trip. In Alabama's rural areas, public transit provides an on-demand service that requires advanced scheduling by the user. Typically, small buses or vans are used for the service, and these services provide vital connections between rural areas of the state and medical, educational, and employment opportunities concentrated in urban areas.

A public survey was completed as a part of the Intercity Bus Study to understand how the state's rural mobility needs are being met by the intercity bus system. The study surveyed intercity bus and rural transit users.

The age distribution of the riders surveyed was relatively evenly distributed among the 35 years and older age groups. The 35-54 age group was 25% of the riders. The 55-64 age group was 27% of the riders, while 29% of the riders were age 65 and older. Approximately, 19% percent of the riders were in the 19–24-year-old age group. Almost two-thirds of the riders were female, while 37% were male and roughly 2% preferred not to disclose their gender. Most of the riders reported an income level of \$0-\$25,000 a year. The remaining income proportion reflected 19% of the riders earn between \$25,000-\$50,000, 3% of the riders earn between \$50,000-\$75,000 and about 7% of the riders earn more than \$75,000 annually.

Approximately, 41% of the riders identified as retirees. 19% of the riders were employed full-time, while 18% of the riders were unemployed and 12% of the riders were employed part-time. 53% of the riders identified as White, not of Hispanic/Latino/a/x, or Spanish origin and 36% of the riders identified as Black or African American.

About 67% of the riders surveyed use public transportation three times per week or less. 18% of the riders use public transportation five or more times per week and 8% of the riders uses it more than ten times per week.

Most of the riders (40%) reported using public transportation for medical related purposes. 26% of the riders use it for work-related purposes and 17% and 14% of the trips are personal business and social/recreational uses, respectively.

About 85% of the respondents typically purchase their tickets and book their travel needs either by phone or online. However, 15% of the respondents usually purchase their tickets at the bus station. Most of the respondents typically acquire their information about public transportation via phone, computer, or smartphone app at 53%, 23%, and 17%, respectively.

86% percent of the respondents are satisfied with the public transportation service, while 5% of the respondents identified as not satisfied with the services provided.

Some of the terms used to describe riders most favorable, least favorable, and desired improvement items about the public transportation system are listed below.

Most Favorable Items	Least Favorable Items	Desirable Improvements
<ul style="list-style-type: none"> • Quick service • Good Drivers • Dependable • Convenient • Affordable • Clean • Friendly 	<ul style="list-style-type: none"> • Waiting • Overcrowding • Limited Hours • Limited-Service Area • Late Arrivals • Old Buses • No Weekends • No Holiday 	<ul style="list-style-type: none"> • Weekend Routes • Newer Buses • Extended Hours • App Improvements • More Routes • Holiday Routes • Increased Frequency • Increased Efficiency

According to the 2040 Statewide Transportation Plan, Alabama had over 2.2 million workers aged 16 years and older, or approximately 58 percent of the population, in March 2017. The Alabama Department of Labor Statistics recorded January 2017 preliminary seasonally adjusted unemployment rate for the state as 6.4 percent. The same report indicated that 22 counties had an unemployment rate of 6.5 percent and below, while another 22 counties had a rate of 8.0 percent and above.

The August 2022 preliminary seasonally adjusted unemployment rate has held steady at 2.6%, well below the August 2021 rate of 3.3%. The August 2022 rate represents 58,958 unemployed persons, which was a new record low compared to 59,359 in July 2022 and 74,505 in August 2021.

The economic impacts of transit investment were evaluated to illustrate the benefits of providing transit service to rural residents. Transit use benefits refer to the benefits accruing directly from riders' use of the transit system. Four benefits were chosen to be included in this category.

Income Lost Without Transit

- Calculates the income lost by riders that use the transit service to get to their place of employment and would be unable to make the trip without the service.
- Providing reliable transportation to rural areas offers more residents the ability to keep consistent employment.

Vehicle Operating Costs Savings

- Calculates the cost on a per-mile basis for those riders who would choose to use their personal vehicle or have a family member/friend drive them to their destination if transit was unavailable.
- Operating costs include fuel, maintenance, tires, and depreciation.

Access to Healthcare Benefits

- Quantifies the repercussions of a missed medical appointment.
- The metric considers appointments that would be forgone if transit was unavailable.
- Missed non-emergency medical trips can lead to significant health consequences for those that would be unable to access medical facilities in transit were unavailable.

Travel Time Savings from Walking/Biking

- Quantifies the amount of time saved using transit by riders who indicated that they would walk or bike if transit were unavailable.

The table on the following page summarizes the existing funding sources in Alabama. It outlines the federal and local sources and provides a funding comparison to some of the neighboring states.

FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
\$297,282	\$0	\$0	\$0	\$0	\$0
\$1,667,786	\$2,523,252	\$1,235,775	\$2,105,463	\$2,395,203	\$3,851,622
\$10,266,174	\$15,253,462	\$14,285,330	\$18,350,441	\$28,298,479	\$21,867,018
\$612,986	\$343,235	\$235,852	\$50,716	\$0	\$0
\$366,637	\$401,792	\$326,381	\$406,604	\$679,092	\$99,852
\$2,493,507	\$3,019,132	\$3,483,319	\$4,730,456	\$5,812,501	\$5,184,450
\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0
\$711,980	\$530,313	\$915,798	\$1,210,363	\$44,702	\$399,741
\$16,416,352	\$22,071,186	\$20,482,455	\$26,854,043	\$37,229,977	\$31,402,683

Source: ALDOT

Table E-1: Federal and Local Funding Sources

Table E-1 indicates expenditures for FY 2017 - FY 2022. The expenditures show an overall increase every year from FY2017 – FY 2021. The increase totaled \$20,813,625. FY 2022 shows a decrease to \$31,402,683.

One of the primary recommendations of this study is to expand rural transit service to the counties that currently do not have service. The cost of expanding the rural transit service to cover all the counties in the state was calculated using National Transit Database (NTD) data for nearby counties with similar characteristics. The average cost to purchase a vehicle according to the Transit Assist Management Plan (TAMP) was \$58,247 between 2016 and 2020. The average cost to operate the vehicles range from \$32,000 to \$65,000. The results of this analysis are summarized in the following tables and figures for the respective counties:

Counties without Rural Transit Service	Average Cost of Vehicle Purchase	Estimated Ridership	Estimated # of Vehicles	Average Cost to Operate Vehicles
Montgomery County	\$58,247	36,632	11	\$65,036
Elmore County	\$58,247	14,076	11	\$65,036
Bullock County	\$58,247	1,864	5	\$61,869
Bulter County	\$58,247	4,001	4	\$40,018
Crenshaw County	\$58,247	2,638	4	\$40,018
Mobile County	\$58,247	70,518	6	\$38,466
Tuscaloosa County	\$58,247	31,785	5	\$61,790
Fayette County	\$58,247	2,775	5	\$61,790
Limestone County	\$58,247	16,571	9	\$32,088

Table E-2: Estimated Implementation Costs

1 Introduction

Rural transit describes public transportation that provide services in areas with populations of 50,000 people or less by local bus, commuter bus, demand-response, Americans with Disabilities Act (ADA) paratransit, and vanpool/rideshare programs. Rural transit services give rural residents access to educational services, employment, healthcare appointments, and other vital services for transit-dependent populations, such as low-income households, zero-vehicle households, and households with disabilities.

The Alabama Department of Transportation (ALDOT) Local Transportation Bureau administers rural transit in Alabama with assistance from the University of Alabama at Huntsville, which works to ensure that the local partner transportation providers comply with all ALDOT and the Federal Transit Administration (FTA) regulations. The FTA Section 5311 program provides funding for the rural transit program, while the section 5310 program provides funding for elderly individuals and individuals with disabilities.

The FTA Section 5311 program supports the states by providing capital, planning, and operating assistance for public transportation in rural areas with populations of less than 50,000. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. The eligible recipients include state and federally recognized Indian Tribes. Subrecipients may include state or local government authorities, nonprofit organizations, and public transportation or intercity bus service operators.

Activities eligible for the 5311 programs include planning, capital improvements, operating expenses, job access, reverse commute projects, and the acquisition of public transportation services. The federal funding share for the 5311 programs is 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for ADA non-fixed route paratransit service. Section 5311 funds are available to the states during the fiscal year of apportionment plus two additional years (a total of three years). State Funds are allocated based on a formula that includes land area, population, revenue vehicle miles, and low-income individuals in rural areas. The 5311 program also provides requirements for intercity bus programs. Each state must spend at least 15 percent of its annual apportionment for the development and support of intercity bus transportation unless it can certify, after consultation with intercity bus service providers, that the intercity bus needs of the state are adequately met.

The FTA Section 5310 program supports the improvement of mobility for seniors and individuals with disabilities throughout the state. It also enhances the coordination of federally assisted programs and services to efficiently use federal resources. Private and public nonprofit agencies receiving Federal funding are required to coordinate transportation services with agencies that provide transportation services to the general public in Alabama. The eligible subrecipients include governmental agencies

approved by ALDOT to coordinate service, private non-profit agencies, and governmental authorities certifying to ALDOT that non-profit corporations or associations are readily available in an area to provide the service.

The eligible expenses for the 5310-program funding include capital expenses that support the provision of transportation services to meet the special needs of seniors and people with disabilities including: purchase of service, vehicle purchases, computer hardware and software, and the support of new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.

The ALDOT Transit Asset Management Plan (TAMP) outlines performance measures for the transit systems in the state and provides an inventory of existing transit vehicles, including age and condition.

1.1 Plan Purpose

The purpose of the study is to evaluate the existing rural transit service in Alabama, determine gaps in the current service, and develop recommendations to address current service gaps. The study includes an evaluation of demographics, funding, and technology. The study also evaluated the impacts of COVID-19, the Infrastructure Investment and Jobs Act (IIJA), and the economic and societal benefits of investing in rural transit.

1.2 Federal and State Planning Requirements and Transit Programs

FTA monitors grants and federally funded projects to confirm that grantees establish and follow federally mandated procedures, including:

- Demonstrating the legal, financial, and technical capacity to carry out programs and projects
- Providing technical inspection and supervision by qualified professionals of all work in progress
- Ensuring compliance with procurement requirements, including the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- Complying with all applicable civil rights statutes and implementing regulations
- Complying with applicable safety and asset management regulations

ALDOT is responsible for ensuring local transit agency compliance with federal requirements.

1.3 Locally Developed Plans

During the initiation of this study, data from relevant planning documents acquired from regional and local agencies were reviewed. These documents included the Human Services Transportation Plans for the following regional councils:

Alabama Association of Regional Councils (AARC)

Region 1: Northwest Alabama Council of Local Governments - NACOLG

Region 2: West Alabama Regional Commission - WARC

Region 3: Regional Planning Commission of Greater Birmingham - RPCGB

Region 4: East Alabama Regional Planning and Development Commission - EARPDC

Region 5: South Central Alabama Development Commission - SCADC

Region 6: Alabama-Tombigbee Regional Commission - ATRC

Region 7: Southeast Alabama Regional Planning and Development Commission - SEARP&DC

Region 8: South Alabama Regional Planning Commission - SARPC

Region 9: Central Alabama Regional Planning and Development Commission - CARPDC

Region 10: Lee-Russell Council of Governments - LRCOG

Region 11: North-Central Alabama Regional Council of Governments - NARCOG

Region 12: Top of Alabama Regional Council of Governments – TARCOG

Some of the common concerns mentioned in the Human Services Transportation Plans included:

- lack of service to the rural areas in several of the counties
- the need for weekend and early morning services
- education of general public (service available, how to use, application process, operation times, costs, contact information)
- the need for vehicle maintenance and a consistent means of providing drivers for the vehicles
- the need for the purchase of new and/or replacement vehicles
- access to additional wheelchair accessible vehicles.

2 Public Transportation Services in Alabama

This section describes the different types of public transit compared to the existing rural transit services in Alabama. The differences between intercity services (rail and bus), commuter services (rail and bus), heavy rail, light rail transit (LRT), bus rapid transit (BRT), streetcar, local bus, shuttle service, rural/micro-transit, and Uber/Lyft are summarized in this section.

2.1 Public Transit Overview

Public transit is a critical mobility concern throughout the state of Alabama. Public-funded services have two classifications: public transit and human services transportation (HST). The two services share a mutual fundamental purpose and similar operational characteristics; however, they serve different target populations and are funded and administered differently.

Public transit is a shared vehicle service that is open to all members of the general public for any trip. In Alabama's rural areas, public transit provides an on-demand service that requires advanced scheduling by the user. Typically, small buses or vans are used for the service, and these services provide vital connections between rural areas of the state and medical, educational, and employment opportunities concentrated in urban areas.

In the state's urban areas, public transit typically consists of fixed-route bus service. Throughout the state of Alabama, public transit users may take advantage of several types of transit systems such as intercity rail and bus, local bus, shuttle service, Uber/Lyft, etc.

Human Services Transportation (HST) is different from public transit in that it focuses on meeting the specialized transportation needs of specific populations. For example, HST programs strive to help meet the transportation needs of disadvantaged populations, including elderly individuals, those with low income, and persons with a disability. The covered services include daily commutes to and from work, medical appointments, shopping trips, educational institutions, or visits to senior centers. These types of trips provide curb-to-curb demand response systems and are not required to be open to the general public unless an area's public transit system offers the trip.

Alabama Medicaid operates the Non-emergency Medical Transportation (NEMT), which is regulated by the Alabama Department of Public Health (ADPH). This program helps eligible Medicaid recipients pay for rides to appointments such as dental and doctor offices, hospitals, and other medical services like dialysis and radiation treatments. During the past decade, ADPH has lost a large amount of federal and state funding from spending all of its funds allocated from the American Recovery and Reinvestment Act of 2009.

Alabama Department of Transportation

5311-Rural Public Transit

Public Transit
For Rural Areas

Funded by Federal, and Local Match

50% Federal / 50% Local Match for
rating expenses

80% Federal / 20% Local Match for
admin expenses

80% Federal / 20% Local Match for
capital equipment and transit
facilities

90% Federal for Clean Air Act (CAA)
and American with Disabilities Act
(ADA) equipment or facilities

90% Federal for bicycle related
projects

5310-Coordinated Transportation

Transportation for Seniors and
Individuals with Disabilities

Funded by Federal and Local
Match

80% Federal / 20% Local Match for
Capital Projects and Clean Air Act
(CAA) and American with
Disabilities Act (ADA) equipment or
facilities

Minimum 55% Federal Reserved for
"Traditional" Capital Projects –
Remaining 45% for "Non-
traditional" Projects

90% Federal/ 10% Local Funds for
bicycle related projects

Figure 1: Alabama Department of Transportation 5311/5310 Funding Sources

2.2 Rural Transit Services

Alabama currently has 28 rural transit providers that provide service to 58 out of 67 counties in the state. The rural transit service is provided as an on-demand service that requires advanced scheduling by the user. Typically, small buses or vans are used for

the service, and these services provide vital connections between rural areas of the state and medical, educational, and employment opportunities concentrated in urban areas.

Rural transit providers sometimes have the flexibility to operate outside of their county lines when needed. Approximately, 7 out of 28 of Alabama's rural public transit providers provide services to their riders outside their county lines. Operating hours typically vary with a start time between 5:00 am and 8:00 am and an end time between 4:00 pm and 6:00 pm, Monday- Friday. Saturday service is only offered by one county with limited-service hours.

3 Multimodal Connectivity

Intercity transportation directly complements public transit because it increases the level of connectivity for public transportation services. This includes services provided by bus, rail, air, on-demand transit, and private shuttle services.

This section provides an overview of the different types of multimodal connectivity services.

3.1 Intercity Rail

Intercity rail provides long distance travel between major metropolitan areas with interim station stops at smaller cities along the route. Figure 1 illustrates the AMTRAK network in the United States. AMTRAK is the primary provider of intercity rail in the US.

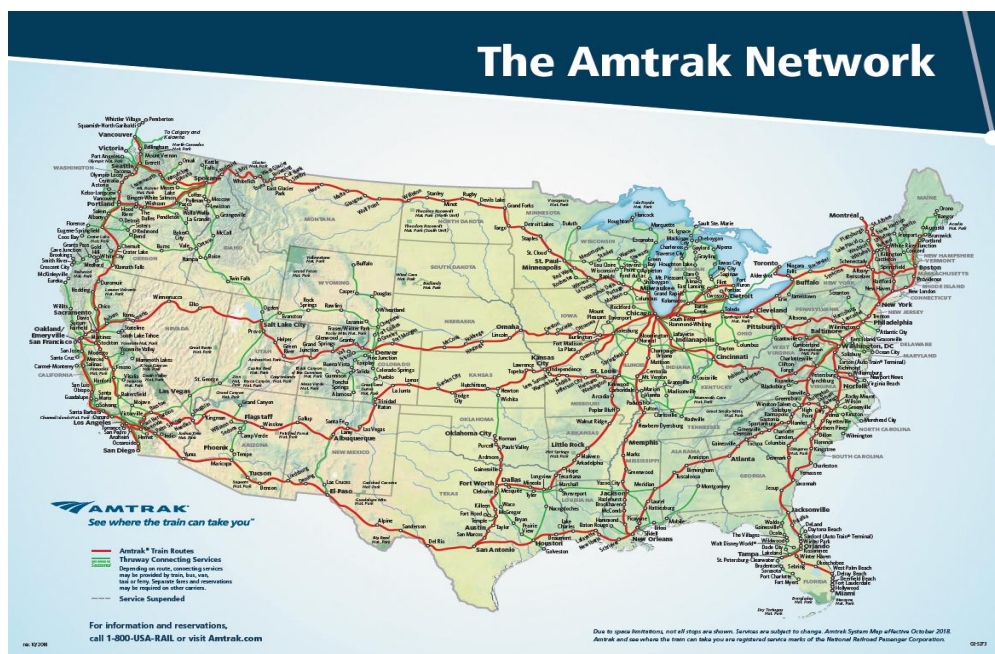


Figure 2: AMTRAK Map

Intercity rail provides amenities that are generally not available on regional or local rail transit service including:

- Luggage storage
- Snack Bar (typically sandwiches, pizza, candy, chips, etc.)
- Dining Car with table seating, menus, and waitstaff
- Sleeping cars for long distance travel
- Package shipping

3.2 Intercity Bus

Intercity bus provides similar service to intercity rail, but with greater geographic and temporal coverage. Intercity bus service is provided by Greyhound, Trailways, Megabus, BOLT, and numerous other regional carriers such as Jefferson Coach Lines and Coach USA.



Intercity bus provides some of the amenities that are typically provided with Intercity rail service including:

- Luggage storage
- Package shipping

Snack bars and/or restaurants are located at bus stations in urbanized areas and at some rural stations. Rural intercity bus stations are typically co-located in gas stations that provide these services.

3.3 Commuter Rail

Commuter rail is a regional rail service that connects suburban areas to Central Business Districts in large, urbanized areas such as New York, Chicago, Washington, DC,

Philadelphia, Boston, Los Angeles, Miami, and San Francisco. The service oftentimes shares tracks and stations with intercity rail though traveling shorter distances on average.



Stations for commuter rail are located at closer distances (usually near suburban town centers or major transit transfer locations) than intercity rail and provide service that is concentrated in the morning and evening commuting periods.

Capital investments including new facilities and maintenance for commuter rail are eligible for Section 5307 funds. Alabama currently does not have any commuter rail systems that would fall under this program.

3.4 Commuter Bus

Commuter bus serves a similar role as commuter rail though commuter bus service can be found in mid-sized and larger cities and metropolitan areas. Commuter bus routes are also oriented from suburban areas to a large Central Business District; however, commuter bus typically has minimal if any stops along the route and is designed to primarily provide non-stop transit service on heavily traveled commuter routes which makes the service more competitive with auto travel.

Capital investments including new facilities and maintenance for commuter bus are eligible for Section 5307 funds. Alabama currently does not have any commuter bus systems that would fall under this program.



3.5 Heavy Rail

Heavy rail is an urban transit service that typically provides premium transit services within the core urbanized areas of large metropolitan areas. The trains are powered by a third rail which requires the transit lines to be grade-separated for safety reasons. The stations are located closer together than commuter rail to provide urban accessibility and transfers to local bus routes and streetcar services. Some of the metropolitan areas with heavy rail service include New York City, Washington D.C. Atlanta, Miami, and Chicago.

Capital investments including new facilities and maintenance for heavy rail are eligible for Section 5307 funds. Alabama currently does not have any heavy rail systems that would fall under this program.





3.6 Light Rail Transit (LRT)

Light rail provides a similar transit service and experience as heavy rail, however light rail vehicles are typically smaller, lighter, and powered by overhead electric cables which allows LRT to operate at-grade or grade-separated. The flexibility of operating at-grade and the lower cost of vehicles reduces the overall cost per mile of LRT construction versus heavy rail construction. Metropolitan areas with LRT service include Dallas-Ft. Worth, Los Angeles, St. Louis, and Portland, Oregon.

Capital investments including new facilities and maintenance for light rail are eligible for Section 5307 funds. Alabama currently does not have any light rail systems that would fall under this program.



3.7 Bus Rapid Transit (BRT)

BRT describes a variety of premium bus transit service but typically includes the following characteristics to make the service comparable to LRT:

- Off-board fare collection
- Platform level stations
- Similar distances between stations as LRT
- Transit signal priority at intersections
- Unique branding
- Frequent headways

BRT originated in South America and has seen tremendous growth in the United States in recent years due to its flexibility and lower cost when compared to LRT or heavy rail systems. Metropolitan areas with BRT service include Pittsburgh, Los Angeles, Austin, Boston, Cleveland, and Seattle. A number of other BRT systems are in various stages of development across the U.S.

Capital investments including new facilities and maintenance for BRT rail are eligible for Section 5307 funds. The first BRT line in Alabama was recently constructed in Birmingham and was in operation in the Summer of 2022.



3.8 Streetcar

Streetcars were one of the original forms of transportation in the United States and was prevalent in most large cities in the early 1900s. Streetcar systems are similar to LRT in that they are powered by overhead electric cables that allow them to operate at-grade in mixed traffic. Streetcar vehicles are smaller than LRT vehicles which allows for greater flexibility in dense, urban environments but with reduced capacities when compared to LRT. Given these design characteristics, most modern streetcar systems are concentrated in central business districts or tourist areas to provide localized

mobility and connections to the regional transit network. Streetcar systems are present in cities including New Orleans, Toronto, Dallas, Milwaukee, Detroit, and San Francisco.

Capital investments including new facilities and maintenance for streetcar rail are eligible for Section 5307 funds. Alabama currently does not have any streetcar systems that would fall under this program.



3.9 Local Bus

Local bus is by far the most prevalent form of transit in the U.S. Cities ranging in size from under 50,000 to over 5,000,000 have local bus networks. Local bus is the backbone for the transit systems as local bus provides the most geographic coverage and accessibility across urban areas. Local buses stop as frequently as every block in downtown areas to every few blocks or more in lower density urban and suburban cities. While the systems provide the greatest accessibility to all resident in a particular region, the numerous stops along local routes make this mode less feasible for long distance, commuter type travel.

Capital investments including new facilities and maintenance for local bus are eligible for Section 5307 funds. Alabama cities with local bus service include Huntsville, Gadsden, Anniston, Birmingham, Tuscaloosa, Montgomery, Phenix City, and Mobile.



3.10 Shuttle Service

Shuttle service describes a range of transit services that are typically designed to serve a specific niche in the urban region such as universities, airports, downtown areas, tourist areas, and major employment centers. The service is often provided by the private sector with smaller vehicles than buses, typically vans or minivans.

As these are typically private services, they are not eligible for FTA Section 5307 or 5311 funding.





3.11 Rural/Micro-transit

Rural/Micro-transit is a bus demand responsive transport vehicle for hire. Micro-transit service offers highly flexible routing and/or highly flexible scheduling of minibus vehicles shared with other passengers in urban areas. Rural transit also offers highly flexible routing in rural areas but requires 24-48 hours advanced scheduling. Rural transit service connects residents in rural counties to medical, educational, and employment opportunities in urban areas. Rural and micro-transit providers build routes ad-hoc exclusively so as to only match each demand (trip) and supply (driven vehicle) and extend the efficiency and accessibility of the transit service. Possible pick-up/drop-off stops are restricted for micro-transit (usually within a geofenced area), and transit can be provided either as a stop-to-stop service or curb-to-curb service.

FTA Section 5311 funding is available to support capital, planning, and operating expenses for eligible rural transit providers. In Alabama, the administration of FTA Section 5311 funds is administered by ALDOT.





3.12 Uber/Lyft

Uber/Lyft are mobility as a service providers that have developed a business model where riders request pickup via a phone app. Once the request is made, a network of drivers is polled, and an available driver is assigned the pickup based on proximity and availability. Uber/Lyft relies on private drivers who use their own vehicles. The drivers are reimbursed by Uber/Lyft primarily as a function of the time of day and length of journey. Uber has also recently launched Uber Transit which is a similar service as Micro-transit.

As these are typically private services, they are not eligible for FTA Section 5307 funding.





Figure 3: Availability of Transportation Network Companies Map

4 Alabama Multimodal Services

Alabama has alternative modes of transportation that are not directly operated by ALDOT, which are the state's transit, intercity bus, passenger rail and aviation systems.

Alabama's 2040 Statewide Transportation Plan Summary addresses the related transportation conditions and needs across the state, which are listed below.

4.1 Transit and Intercity Bus

Public transportation is available to a large portion of the state's residents. Alabama offers fixed route transit services, demand response service, and rural demand response services in certain counties. Alabama's deficiency in public transportation is the lack of service. Some of the common needs include:

- Expanding service and adding routes in unserved areas
- Extending service operation hours and days, especially evenings and weekends
- Decreasing headways
- Increasing opportunities for regional/intercity connections into neighboring counties.

Increasing funding opportunities is also a barrier to the expansion of transit services. Although Alabama is able to take advantage of federal transit funds, ALDOT's current funding structure prohibits it from spending State transportation funds on transit. The lack of state supported funding causes local jurisdictions to absorb the bulk of the burden of transit funding. The lower population densities and distributed trip origins/destinations characteristic of many areas in the state result in higher operating costs, further exacerbating the funding complications.

Urban transit service is provided in Huntsville, Gadsden, Anniston, Birmingham, Tuscaloosa, Montgomery, Phenix City, and Mobile. The service is currently all local bus or shuttle service with the exception of the Birmingham Express Bus Rapid Transit (BRT) line in Birmingham.





Figure 4: Anniston Local Transit System Map

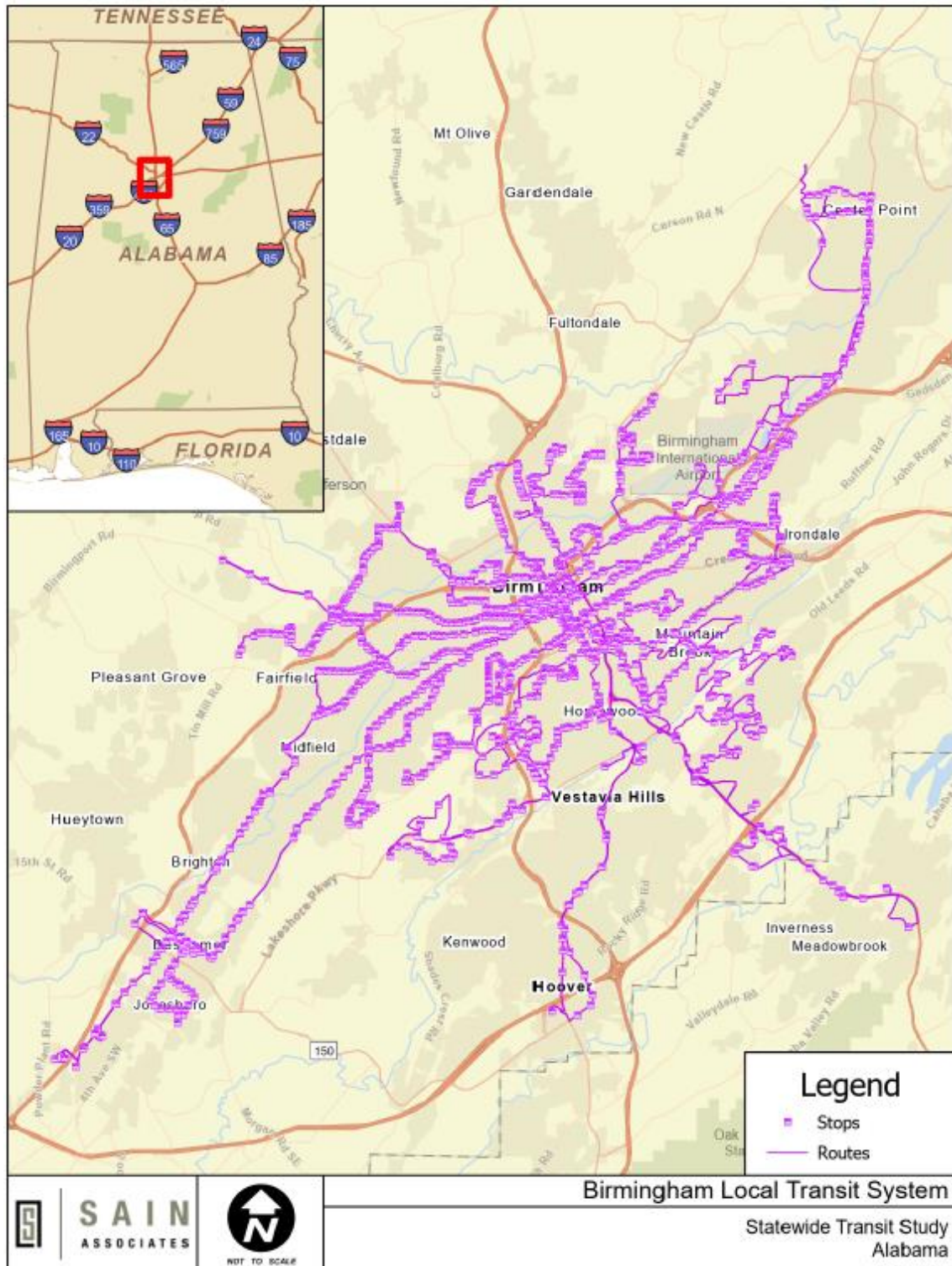


Figure 5: Birmingham Local Transit System Map



Figure 6: Gadsden Local Transit System Map

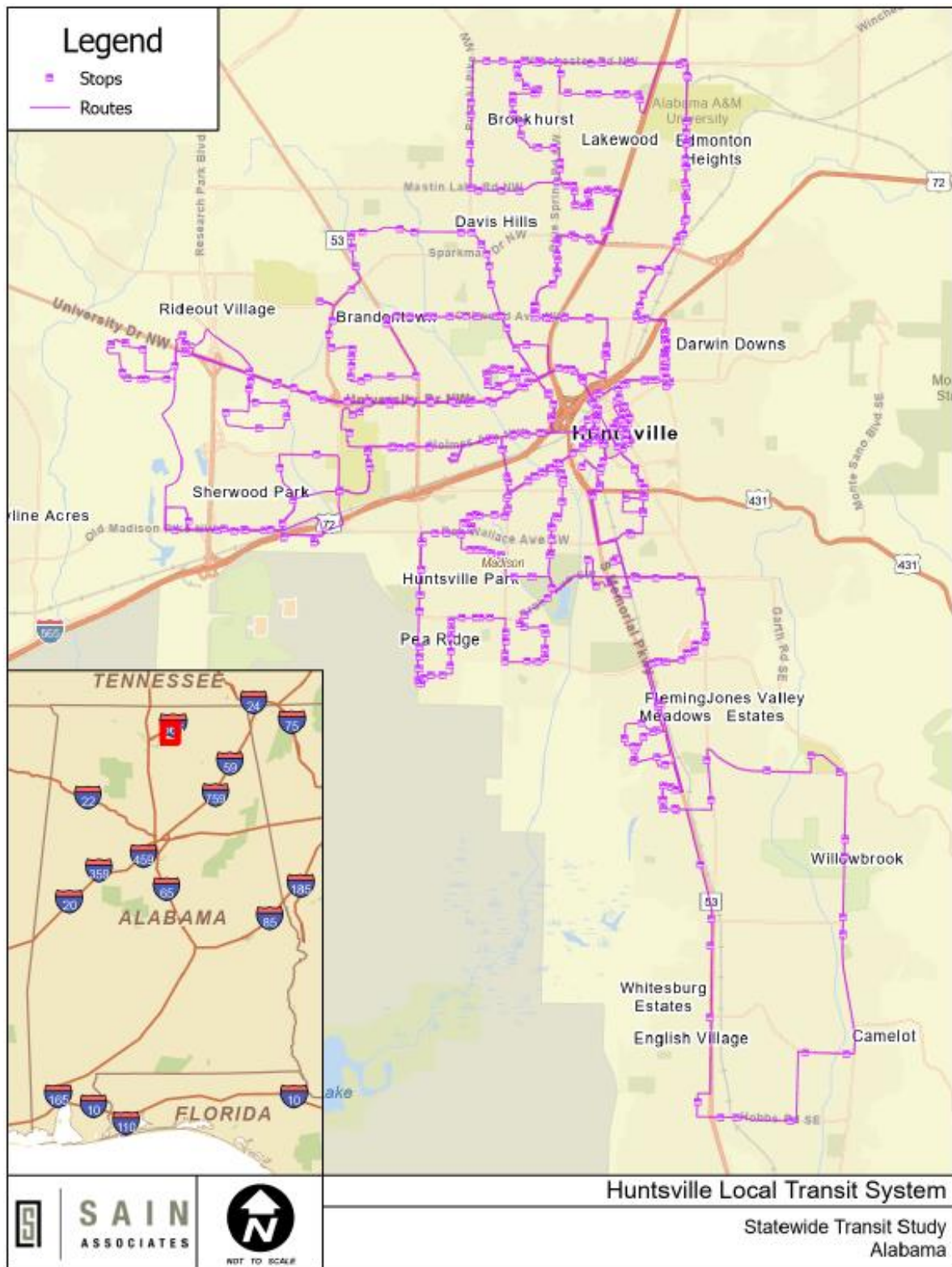


Figure 7: Huntsville Local Transit System Map

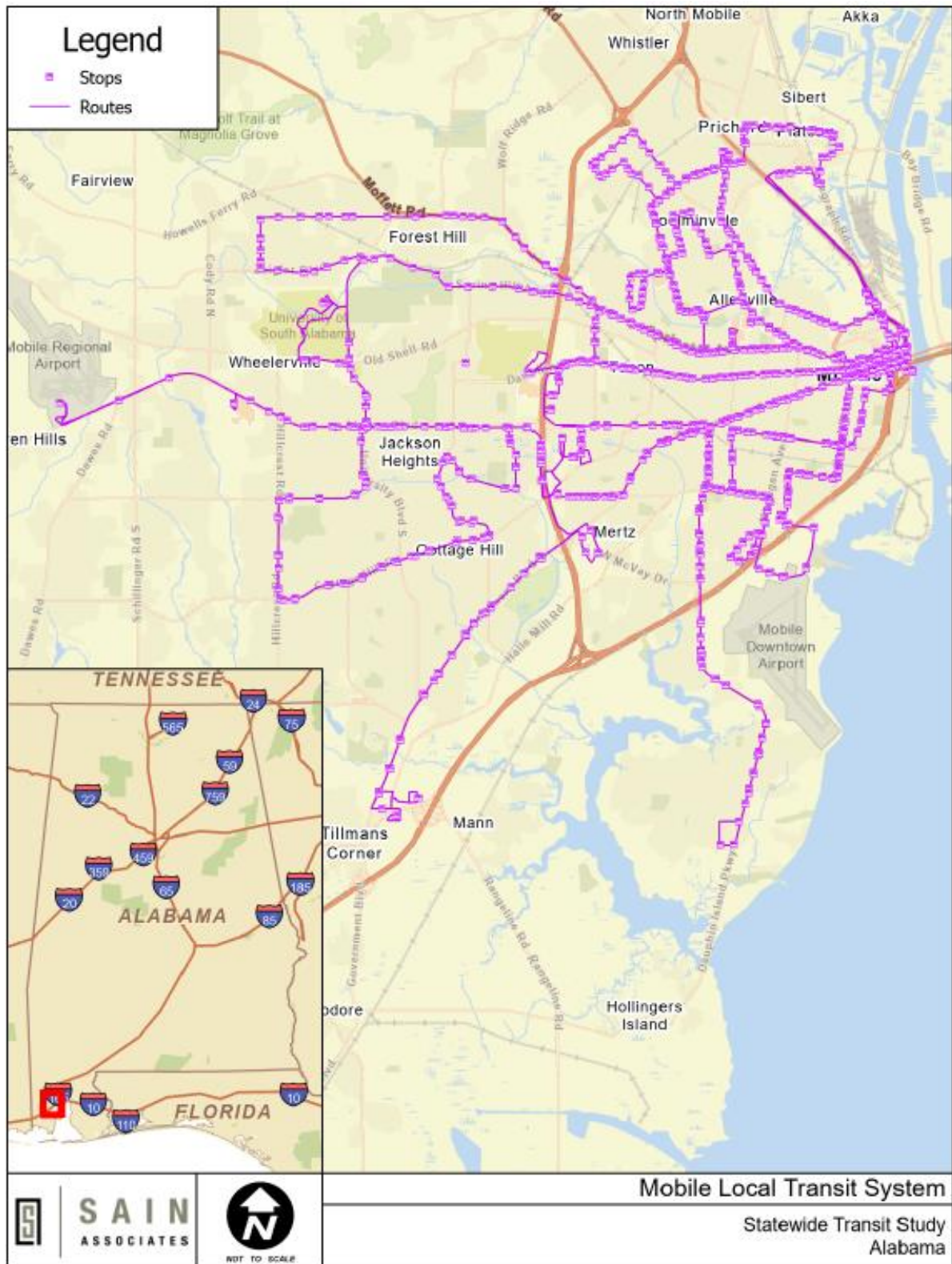


Figure 8: Mobile Local Transit System Map

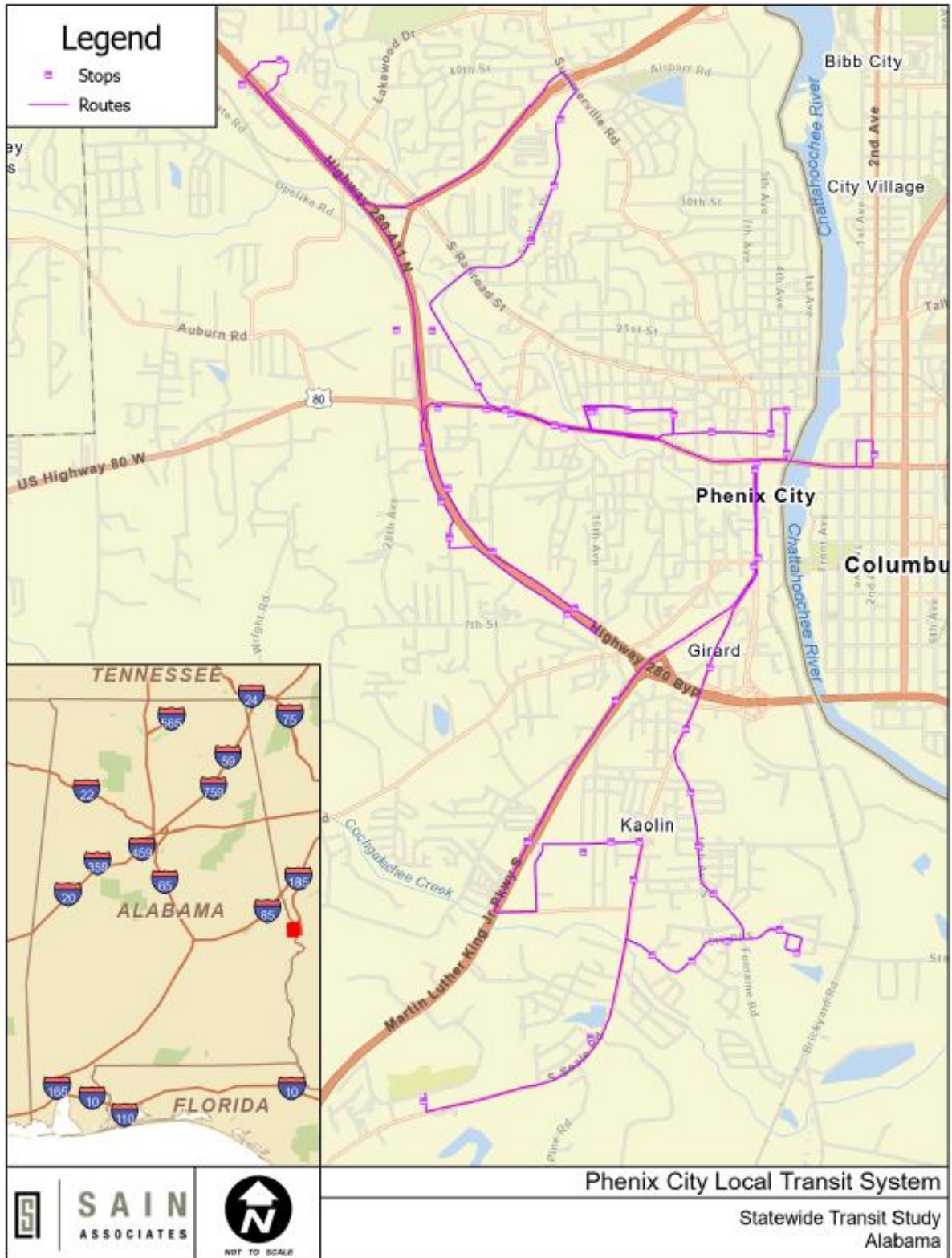


Figure 9: Phenix City Local Transit System Map

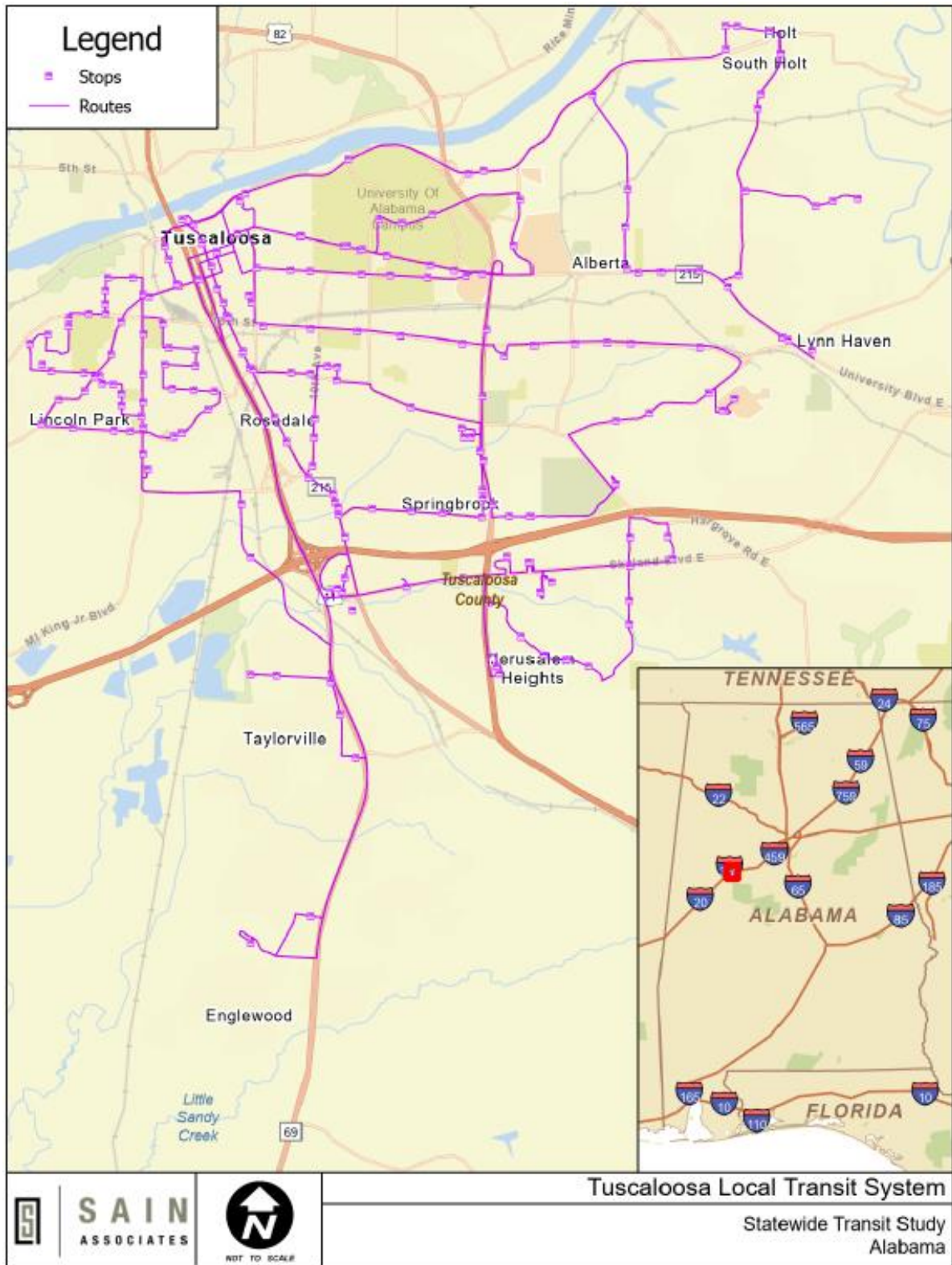


Figure 10: Tuscaloosa Local Transit System Map



Intercity bus service is regularly scheduled bus service for the general public. It operates with limited stops on fixed routes, connects communities not in close proximity, has the capacity to handle passenger baggage, and provides meaningful connections to the national intercity network.

Source: Voice of America

Intercity service providers can provide service in a variety of bus sizes ranging from full-size over-the-road coaches to paratransit size vans that serve smaller, rural communities. Smaller public and private providers can supplement the core network with shorter distance service. Local public transit service is generally not considered to be intercity bus, though these services can supplement the intercity bus network. Likewise, commuter service, charters, or tour services are not generally considered to be intercity bus. Even though these buses often travel between cities, they typically do not make meaningful connections to the national intercity bus network.

Greyhound is currently the only scheduled intercity bus service operating on a nationwide level in North America. Greyhound serves 48 states within the U.S. and offers services in Canada and Mexico as well. This service serves as a key mode of transportation for many residents traveling from city to city within the state of Alabama and across the U.S. Currently, approximately 30 cities in Alabama are home to a Greyhound bus stop, some of which are operated by West Alabama Public Transportation. These Greyhound bus stops are seen in three kinds of facilities, including Greyhound stations, partner stations, and curbside stops. Tickets are sold at the Greyhound stations and partner stations where a sales agent is present. Most of Alabama's Greyhound stops feature curbside stop locations, where no ticket sales occur. Most Greyhound ticket sales occur online. Three fare options are available through online booking of tickets, including Economy, Economy Extra, and Flexible. The

Flexible booking option allows for refundable tickets. Both the Economy Extra and Flexible options allow for priority boarding and free same day ticket exchange.

For children traveling, Greyhound categorizes children into three groups, including those under 2 years old, ages 2 to 11, and ages 12 to 16. Riders of ages 17 and older are classified as adults. Children under 2 years old can ride for free if they can sit on someone's lap and not occupy a seat. Children aged 2 to 11 must be accompanied by someone 17 years of age or older. Children between the ages of 12 to 16 are allowed to travel without the presence of an adult but with certain restrictions. Greyhound allows for carry-on baggage (one bag up to 25 pounds) and additional baggage (up to three bags, each with a maximum of 50 pounds) to be stored under the bus. Excess, overweight, or oversized baggage can be shipped for a fee through Greyhound's package shipping company, the Greyhound Package Express. Greyhound accommodates riders with disabilities per ADA guidelines.

4.2 Passenger Rail

Amtrak is a transportation service offering intercity transit using the rail system. Amtrak serves 46 states within the United States, including operating state-supported corridor services in 17 states. Three Amtrak stations are located in the state of Alabama. These stations, located in Anniston, Birmingham, and Tuscaloosa, are a part of the Crescent Route, one of the many Amtrak routes across the United States. The Crescent Route runs from New York City to New Orleans. The nearest connection points outside of Alabama are Atlanta, Georgia to the east and Meridian, Mississippi to the west. Tickets are generally purchased either online, over the phone, or at the stations. Amtrak classifies its passengers into four age ranges, including Infants (younger than 2 years old) Child (2 to 12 years of age), Youth (13 to 15 of age), and Adult (16 years of age and older). Adults, youth, and children are all considered to be fare-paying passengers, while those classified as infants are not charged a fare. For unaccompanied Youth passengers, Amtrak requires that special policies be followed for booking. Special rates are available for children and infants riding with adults based on different adult-to-child and adult-to-infant ratios. Amtrak generally allows for carry-on baggage and checked baggage, with checked baggage available from most stations. Carry-on baggage options allow for two personal items and two carry-on bags. Checked baggage service allows for two free bags with additional bags for an added fee. Amtrak accommodates passengers with disabilities per ADA guidelines.

4.3 Micro-transit

Alabama's first micro-transit service recently launched as a transportation pilot program in Birmingham on December 3, 2019. Birmingham's On-Demand service is powered by Via, which is a leader in on-demand public mobility. This service creates an additional layer of services for residents in the City of Birmingham. Residents are able to book a shared ride for a flat rate fee of \$1.50. This service was developed in Birmingham to

complement and extend public transportation for select areas of the city. The This service operates under the partnership with the Community Foundation of Greater Birmingham and Via. The program serves riders Monday/Friday from 6 a.m. to 8 p.m. and Saturday 10 a.m. to 8 p.m., using handicap accessible-vehicles and Mercedes Metris vans.

4.4 Bus Rapid Transit

Alabama's Bus Rapid Transit (BRT) is a new, regional public transit system developed to serve the communities of Birmingham and the surrounding areas. The service is called Birmingham Xpress (BX) and it connects 25 neighborhoods to employment and educational opportunities, healthcare centers, and other vital services along its corridor. This service is also available to provide access for visitors to explore Birmingham's historic and cultural locations. The service is expected to implement innovative system designs and technologies that will improve travel time, lower costs and enhance service appeal.

4.5 Shuttle Bus

Complimentary shuttle bus service is provided at Auburn University and the University of Alabama for students, faculty, staff, and visitors. The service is provided on-campus and to the surrounding communities. These services provide riders with real-time bus information via a phone app.

4.6 Other Shared Transportation Providers

Shared-ride airport shuttles are another mode of transportation in Alabama. Groome Transportation is an airport shuttle service that was founded in 1934 to provide school bus transportation near Richmond, Virginia. Groome has transformed its services to provide "safe, reliable, and convenient intercity airport transportation connecting regional cities to major hub airports." Groome's fleet includes 52 passenger motor coaches, 29 passenger minibuses or a 11 passenger Transit van, depending on the service location. Groome services 100 cities and 13 airports across the U.S., including five Alabama locations: Auburn, Birmingham, Maxwell AFB, Montgomery, and Tuscaloosa.

Lyft/Uber are Transportation Network Companies, also known as ride-hailing or ridesharing companies, that offer on-demand transportation services. Uber and Lyft services are scheduled via their respective ridership app for each company. Uber and Lyft do not maintain their own vehicle fleets or operate conventional dispatch centers. Uber and Lyft have established contracts with individual drivers and prices rides dynamically based on driver availability, rider demand, and other factors. These ridesharing services are requested as individual or shared. The individual option permits one person or group travelling together to request a ride from origin to destination. The shared ride option allows multiple unrelated parties with similar pickup and drop-off

locations to share a vehicle, usually at a discounted rate. Uber and Lyft services are provided in the following Alabama cities:

- Florence
- Huntsville
- Anniston
- Pell City
- Birmingham
- Tuscaloosa
- Opelika
- Montgomery
- Moundville
- Mobile
- Dothan

A taxi is a type of vehicle for hire with a driver that provides a non-shared ride service to a single passenger or a group of passengers. This service differs from public transportation where the pick-up and drop-off locations are decided by the service provider. Taxis convey passengers between locations of their choice. Alabama's taxi service is available in the following cities:

1. Birmingham
 - a. King Cab Co.
 - b. Birmingham Yellow Cab
 - c. Award Taxi Company
 - d. APEX Taxi Services
 - e. Need a Ride Transportation
 - f. Greater Birmingham Transportation Services, LLC
 - g. Helping Hands Transportation
 - h. Over the Mountain Sedan
 - i. Compassion Cabs of America
2. Montgomery
 - a. On Time Taxi
 - b. Paul's Taxi
 - c. Alabama River Region Cabs Inc.
 - d. Mb Taxi Cab
 - e. Concierge Service, Inc.
 - f. AAlabama Taxi
 - g. Let's Ride Taxi
 - h. TTS Tony's Transportation Service
3. Huntsville
 - a. Huntsville Cab Company

- b. American Cab Co.
 - c. The Taxi Lady
 - d. AAAA Cab Company
 - e. Madison City Cab
 - f. The 'Official' Madison Cab Company
 - g. Dyme Tyme
- 4. Florence
 - a. Quad Cities Taxi and Limousine Service
 - b. Quad City Taxi
 - c. AAA Cab
 - d. Haney's Yellow Cab of the Shoals
- 5. Tuscaloosa
 - a. Dunn's Taxi Service
 - b. A-1 Taxi Service
 - c. E & C Taxi Service LLC
 - d. Yellow Cab of Tuscaloosa
 - e. North River Taxi Service
- 6. Opelika
 - a. Tiger Taxi
 - b. Fast Service Cab Co.
 - c. Tiger Transportation
 - d. Twin City Taxi
 - e. Royal Transportation and Shuttle
 - f. AAA Yellow Cab
- 7. Sylacauga
 - a. Sylacauga Deluxe Cab Co Inc.
- 8. Dothan
 - a. Call-A-Cab
 - b. CheapTaxi
 - c. Dothan Cab Company
 - d. Wiregrass Safe Taxi
 - e. City Cab
 - f. Dothan Taxi and Transport
- 9. Enterprise
 - a. Enterprise AL Taxi N Delivery
 - b. Luxecab
 - c. Soul Taxi
- 10. Andalusia
 - a. Allens Taxi

11. Gadsden
 - a. TTS Taxi Service
 - b. Love's Taxi Service
12. Anniston
 - a. Andy's City Taxi
 - b. 10 Dollar Taxi in Alabama
13. Selma
 - a. Deluxe Cab
 - b. Eastside Cab Company
14. Moundville
 - a. Rush Hour Transit
15. Mobile
 - a. Allied Taxicabs LLC
 - b. Yellow Cab
 - c. K & K Taxi & Shuttle Service Inc.
 - d. Ctron's Taxi and Shuttle
 - e. Derek's Taxi and Transportation Services
16. Evergreen
 - a. Rob's Taxi Service
 - b. Krazy Dayz Taxi

Some of the cities and towns without taxi service include:

- Childersburg
- Alexander City
- Abbeville
- Fort Payne
- Eutaw
- Livingston
- York
- Butler
- Demopolis
- Thomasville
- Jackson
- Mount Vernon
- Creola
- Atmore
- Greensboro
- Marion
- Uniontown

5 Public Survey

A public survey was completed as a part of the Intercity Bus study to understand how the state's rural mobility needs are being met by the intercity bus system. The study surveyed intercity bus and rural transit users.

The age distribution of the riders surveyed was relatively evenly distributed among the 35 years and older age groups. The 35-54 age group was 25% of the riders. The 55-64 age group was 27% of the riders, while 29% of the riders were age 65 and older. Approximately, 19% percent of the riders were in the 19–24-year-old age group. Almost two-thirds of the riders were female, while 37% were male and roughly 2% preferred not to disclose their gender. Most of the riders reported an income level of \$0-\$25,000 a year. The remaining income proportion reflected 19% of the riders earn between \$25,000-\$50,000, 3% of the riders earn between \$50,000-\$75,000 and about 7% of the riders earn more than \$75,000 annually.

Approximately, 41% of the riders identified as retirees. 19% of the riders were employed full-time, while 18% of the riders were unemployed and 12% of the riders were employed part-time. 53% of the riders identified as White, not of Hispanic/Latino/a/x, or Spanish origin and 36% of the riders identified as Black or African American.

About 67% of the riders surveyed use public transportation three times per week or less. 18% of the riders use public transportation five or more times per week and 8% of the riders uses it more than ten times per week.

Most of the riders (40%) reported using public transportation for medical related purposes. 26% of the riders use it for work-related purposes and 17% and 14% of the trips are personal business and social/recreational uses, respectively.

About 85% of the respondents typically purchase their tickets and book their travel needs either by phone or online. However, 15% of the respondents usually purchase their tickets at the bus station. Most of the respondents typically acquire their information about public transportation via phone, computer, or smartphone app at 53%, 23%, and 17%, respectively.

86% percent of the respondents are satisfied with the public transportation service, while 5% of the respondents identified as not satisfied with the services provided.

Some of the terms used to describe riders most favorable, least favorable, and desired improvement items about the public transportation system are listed below.

Most Favorable Items	Least Favorable Items	Desirable Improvements
<ul style="list-style-type: none"> • Quick service • Good Drivers • Dependable • Convenient • Affordable • Clean • Friendly 	<ul style="list-style-type: none"> • Waiting • Overcrowding • Limited Hours • Limited-Service Area • Late Arrivals • Old Buses • No Weekends • No Holidays 	<ul style="list-style-type: none"> • Weekend Routes • Newer Buses • Extended Hours • App Improvements • More Routes • Holiday Routes • Increased Frequency • Increased Efficiency

6 State Profile

This section provides a statewide profile of the existing conditions and future trends regarding population, demographics, and employment.

6.1 Population Trends

The US Census Bureau approximated Alabama's population to be about 5.1 million in 2021. The percentage of population based on age is widespread throughout the state of Alabama. For the youth population, ages 15-19, most of the state is 5.1-10% population. Camden and Grove Hill, Alabama are areas with high concentration being more than 20% population for that age range. The percent population for ages 20-24 is relatively low in most of the state being 10% or less. Livingston and Huntsville, Alabama are areas where some of the highest concentrations are observed with a percent population of 15.1% or more for ages 20-24. For the elderly population, ages 65 & up, the percent population is 15% or more for most of the state. Focusing on major cities within the state of Alabama, the population per square mile varies. There are several areas within Huntsville, Birmingham, Montgomery, and Mobile having more than 4000 people per square mile.

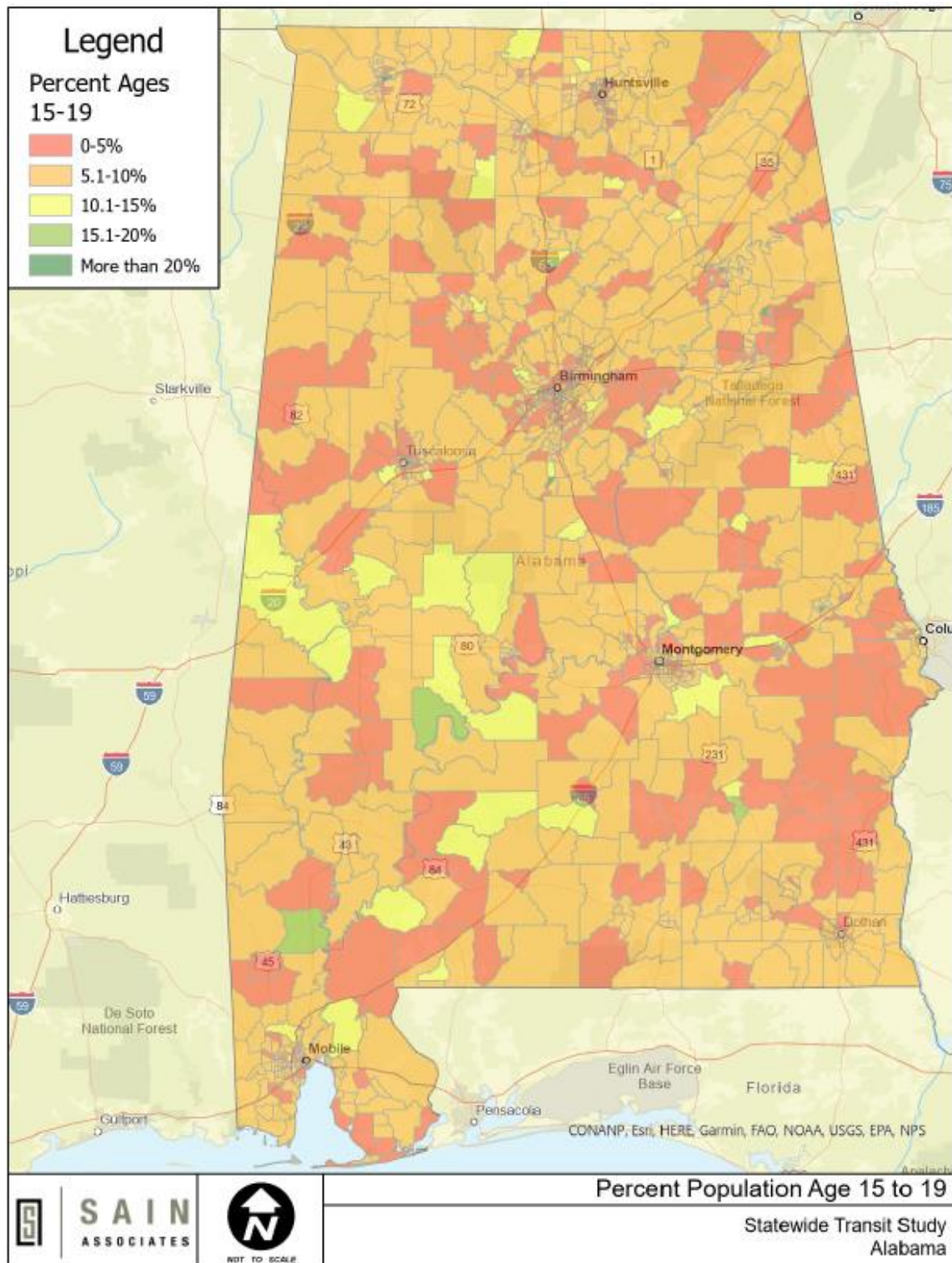


Figure 11: Percent Population Age 15 to 19 Map

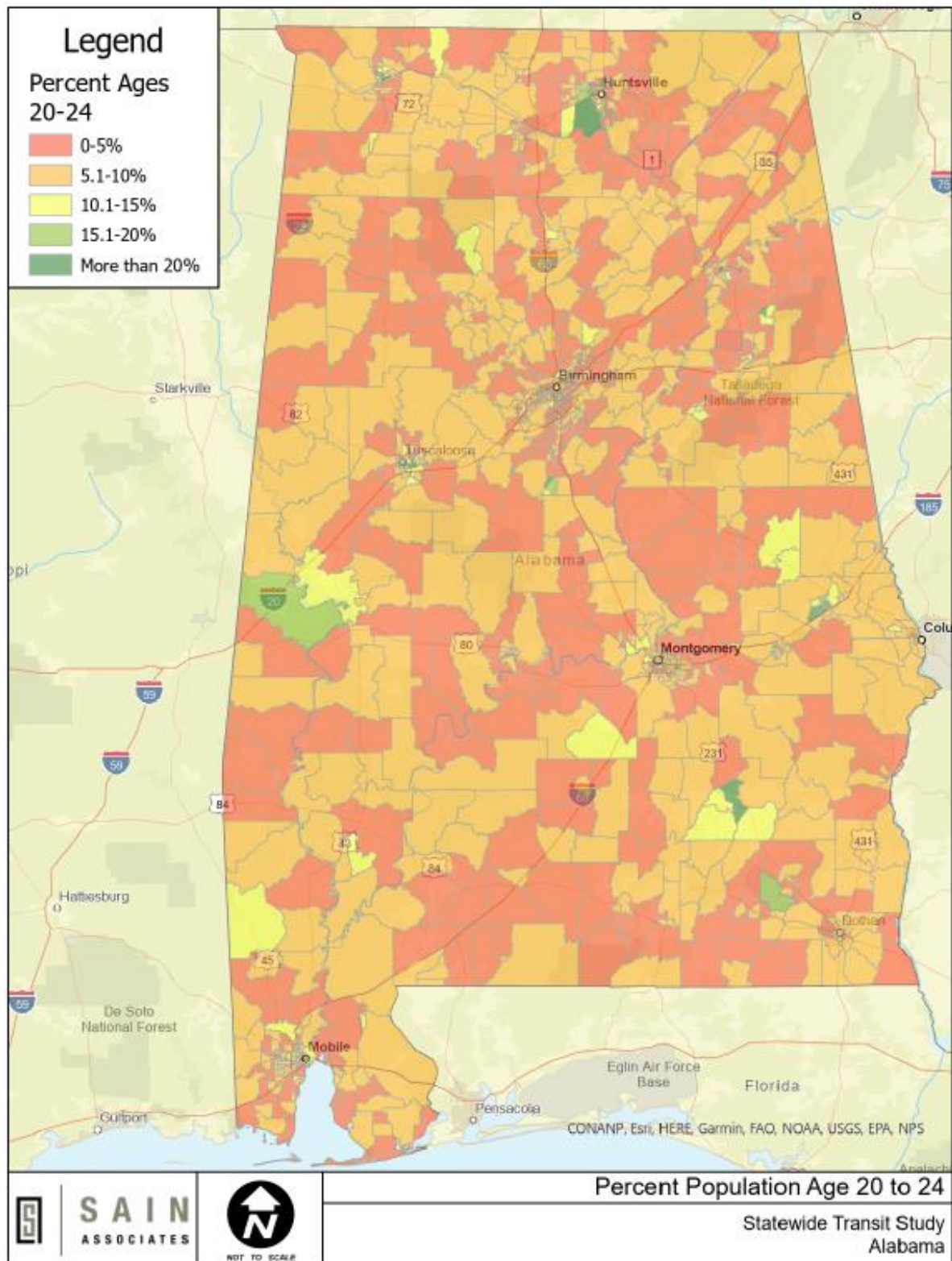


Figure 12: Percent Population Age 20 to 24 Map

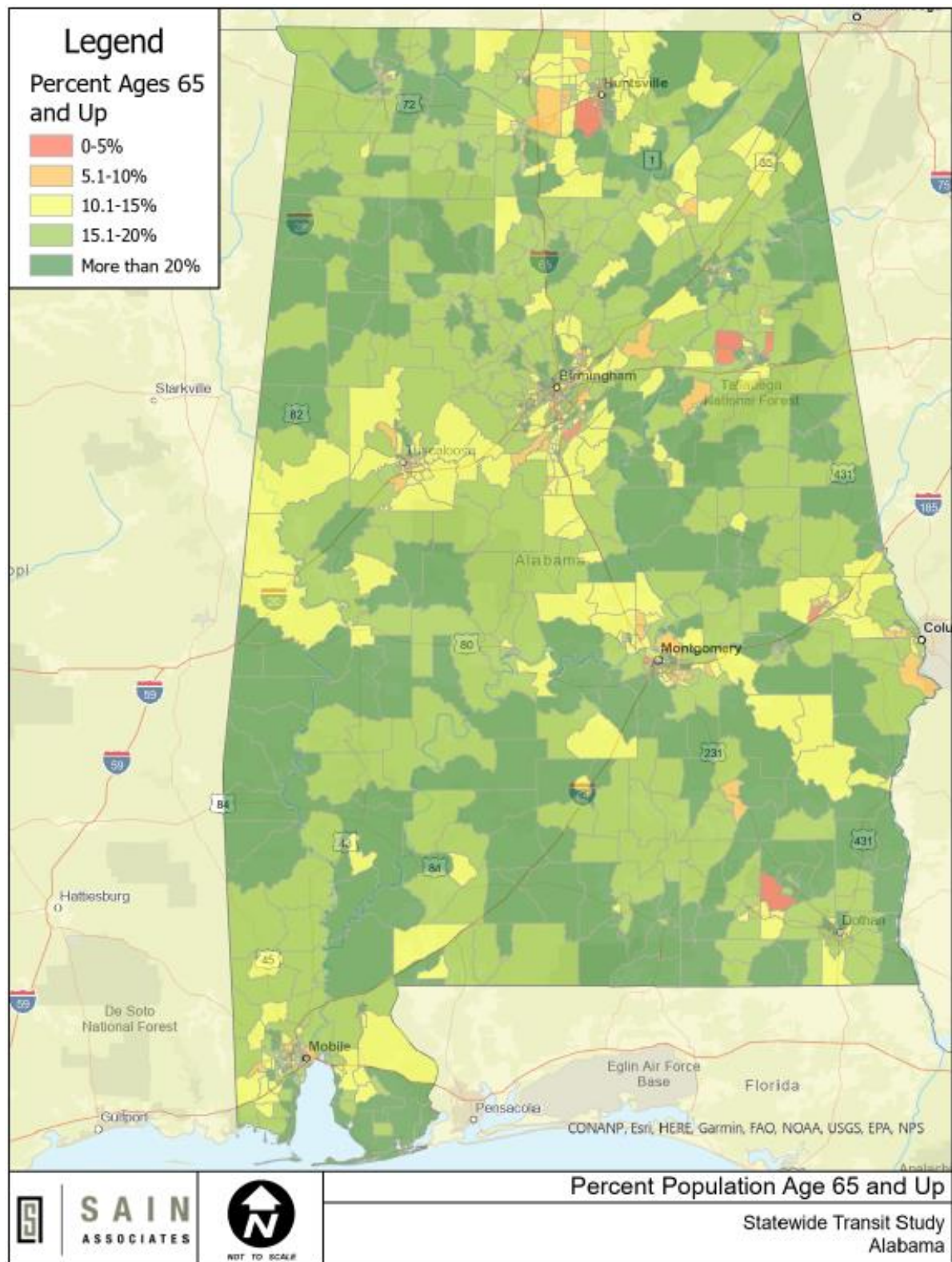


Figure 13: Percent Population Age 65 and Up Map

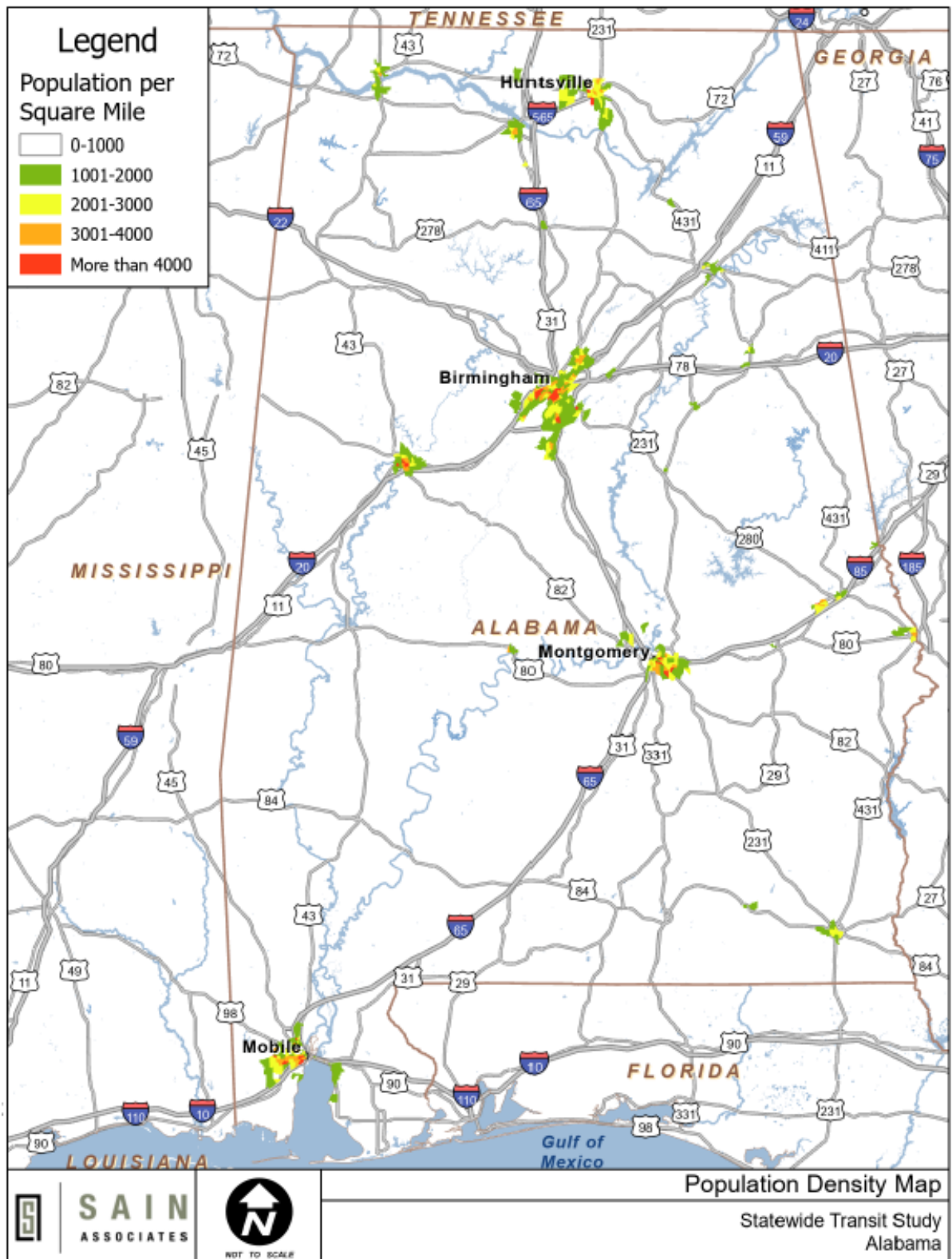


Figure 14: Population Density Map

Alabama's population is projected to grow more than 10 percent from 2010 to 2040, resulting in a 2040 population of 5,288,583, or an increase of over 500,000 residents.

As figure 15 shows, Alabama experienced more aggressive growth from 2000 to 2010 than expected from 2010 through 2040. The 2000-2010 rate of about 7.5 percent levels out somewhat to about 3.5 percent, which is expected to continue through 2040. Alabama's population density of 94.4 people per square mile placed it in the middle range of all states. Alabama had 1,848,325 households in 2015, with 2.55 persons per household.

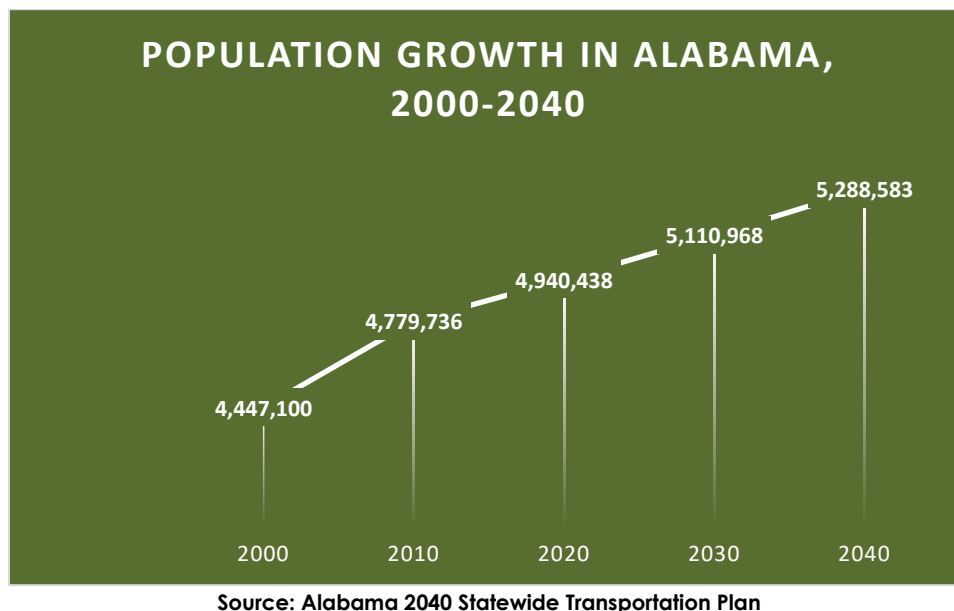


Figure 15: Population Growth in Alabama 2000-2040

6.2 Employment Trends

According to the 2040 Statewide Transportation Plan, Alabama had over 2.2 million workers aged 16 years and older, or approximately 58 percent of the population, in March 2017. The Alabama Department of Labor Statistics recorded January 2017 preliminary seasonally adjusted unemployment rate for the state as 6.4 percent. The same report indicated that 22 counties had an unemployment rate of 6.5 percent and below, while another 22 counties had a rate of 8.0 percent and above.

The August 2022 preliminary seasonally adjusted unemployment rate has held steady at 2.6%, well below the August 2021 rate of 3.3%. The August 2022 rate represents 58,958 unemployed persons, which was a new record low compared to 59,359 in July 2022 and 74,505 in August 2021.

The number of people employed reached a new record high of 2,234,669, an increase of 67,881 over the year. The civilian labor force increased to a new record high in August 2022, gaining 52,334 people over the year to 2,293,627.

Over the year, Alabama experienced a wage and salary employment increase of 36,800, with improvements in the construction sector (+9,800), the education and health services sector (+9,300), and the trade, transportation, and utilities sector (+7,100), among others. Monthly gains happened in the professional and business services sector (+3,100), the education and health services sector (2,700), and the government sector (+2,300), among others. Alabama Department of Labor reported a decline in the unemployment rate for all 67 counties over the year. The counties with the lowest unemployment rates are as follows: Shelby County at 2.0%, Marshall and Cullman Counties at 2.2%, and Morgan, Limestone, Chilton, and Blount Counties at 2.3%. Counties with the highest unemployment rates are Wilcox County at 10.0%, Lowndes County at 7.4%, and Perry County at 7.2%.

6.3 Socioeconomics

Alabama's 2010 household distribution was concentrated in the following areas: Birmingham, Huntsville, Madison, Montgomery, Mobile, Auburn/Opelika, Dothan, Fairhope, Tuscaloosa, Gadsden, Decatur, Muscle Shoals, and Athens.

Alabama's median household income was \$43,623 in 2015, while the mean was \$60,511. In 2015, the poverty threshold was approximately \$24,000 for a family of four (two adults and two children). More than 18 percent of Alabama's population is in poverty compared to over 15 percent of the United States. Forty-four of Alabama's 67 counties exceeds the state poverty rate of 18 percent, while eight counties are below the United States poverty rate of 15 percent. Shelby County has the state's lowest poverty rate, approximately 10 percent. Twenty-seven percent of those in poverty are under 18 years, and nearly 11 percent are 65 years and over.

6.4 Emerging Transit Trends and Practices

Investment in improving transportation, including rural transit and mobility within the State is crucial to cultivating and sustaining Alabama's economic standing and retaining our quality of life.

Investing in transportation, and rural transit in particular, could potentially provide several economic benefits, both by creating and sustaining employment opportunities and through the multiplier effects of opening access to new markets and improving the productivity of businesses.

Technological advances are impacting transportation systems, infrastructure, and service models. Advances in communications and connected vehicle technology enable more efficient and reliable rural transit service through the micro-transit model, investment in real-time information systems, improvements in battery technology for

low-emission, hybrid, and fully battery-operated electric buses, and autonomous vehicles, which will be further discussed in the following sections.

6.5 Micro-transit

Micro-transit uses ride share type vans that can be ordered on an app or called through a number. The micro-transit model “is meant to be integrated into public transportation, keeping the systems affordable and equitable.”

“Via’s micro-transit model is not meant to replace public transit in every city,” stated Chris Snyder, co-COO of Via. However, Via and many other similar organizations are working hard to change the fact that some cities with more than 100,000 people like Arlington, Texas; Cape Coral, Florida; and Broken Arrow, Oklahoma are without public transportation. Via is now serving over 600 cities across the world, including Birmingham, Alabama, providing individualized solutions to each city’s transit needs.

6.6 Realtime Information

Real-time systems provide transit customers with reliable, up-to-date information regarding their local transit agencies. This information assists transit riders with making better informed pre-trip and in-route decisions. Real-time systems provide additional benefits for transit agencies such as improved customer service; increased customer satisfaction; increased operation revenues; allows riders to reduce waiting time at transit stops during unfavorable conditions (at night, in unlit areas, etc.); and increases ridership.

6.7 Electric Buses

Electric vehicles use a battery pack to store the electrical energy that powers the motor. The vehicles are charged by being plugged into an electric power source. The U.S. Environmental Protection Agency categorizes all-electric vehicles as zero-emission vehicles because they produce no direct exhaust or tailpipe. The types of electric vehicles range from compact cars and sedans to sport utility vehicles (SUVs) and pick-up trucks. The four types of electric vehicles that are available on the market are:

- Battery Electric Vehicles (BEVs)
- Plug-In Hybrid Electric Vehicles (PHEVs)
- Hybrid Electric Vehicles (HEVs)
- Fuel Cell Electric Vehicles (FCEVs)

Electric vehicle benefits include lower maintenance and operating costs, a variety in charging locations, an increased range of vehicle options, and a backup power source that’s available during outages or natural disasters. Three vital benefits for the community are health benefits from improved air quality, lower greenhouse gas emissions, and economic development opportunities from offering people a place to charge their vehicles.

Electric buses are a part of the low-or no-emission (low-no) grant program, which funds the deployment of zero-emission and low-emission transit buses and supporting equipment and facilities. In June 2021, the U.S. Department of Transportation's (USDOT) Federal Transit Administration (FTA) announced approximately \$182 million in funding to support the low-or no-emission program. These electric buses are expected to provide cleaner, more efficient transit service in communities across the county.

6.8 Autonomous Vehicles

Autonomous vehicles, also known as self-driving cars, can potentially revolutionize transportation mobility and safety, according to the National Conference of State Legislators. Lawmakers around the country are reflecting on the consequences of driverless cars, including how existing laws and systems may need modification to facilitate the adoption of this new technology. Autonomous vehicle benefits include not only mobility and safety, but also economic, societal, and environmental benefits.

7 Performance Assessment

The regionalization of rural transit planning and service delivery can expand service for riders and realize efficiencies for providers. Individual transit system service boundaries are often bound by county and city lines. This limits the ability of transit services to meet the day-to-day transportation needs of many rural residents. At least eight of the transit service providers in Alabama have expressed that they currently do not provide transportation services across county lines. Vehicle and staffing limitations are some of the capacity issues that causes the needs of the rural transit riders to go unmet. Performance measures developed for this study reflect this reality and are categorized as follows:

- Implementation of service in currently unserved areas
- Increase in geographic coverage of service
- Increase in service hours
- Technology-ease of use
- Reduction of lead time to reserve service
- Bus/Equipment conditions
- Integration with intercity bus and urban transit

8 Needs and Gap Assessment

This section contains an overview of the Human Services Plan coordinated under the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program, the Alabama Association of Regional Councils (AARC) information, and the community identified and rural transit needs.

8.1 Human Services Plan

The Human Services plan is coordinated under the Section 5310 program. The Alabama Department of Transportation (ALDOT) and the Alabama Association of Regional Councils (AARC) work together to assist with the coordination plans that are required to have all stakeholders involved. This includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public. The schedules, agendas, and process strategies are coordinated with the Statewide Transit Development Plan.

The Alabama State Management Plan (SMP) is used to outline the State of Alabama's procedures for the effective administration of the Federal Transit Administration (FTA) programs at 49 U.S.C. Sections (§), 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities Program), 5311 (Formula Grants for Rural Areas Program), 5311 (b)(3) (Rural Transportation Assistance Program), and 5339 (Bus and Bus Facilities Program). The SMP provides public information on the State's administration of FTA programs and serves as the basic reference document used in FTA oversight. This document describes the State's mission, goals, objectives, policies, and administrative guidelines. The SMP provides information to subrecipients regarding state and federal program requirements.

The Federal Transit Administration (FTA) is responsible for providing overall policy and program guidance, apportioning funds annually to the states, developing and implementing financial management procedures, initiating, and managing program support activities, and conducting national program reviews and evaluations. The FTA Regional offices handle day-to-day responsibilities for the administration of public transit programs.

The Alabama Department of Transportation (ALDOT) has been designated by the Governor as the administrator of all FTA programs affecting rural and small urban areas. ALDOT shares a partnership role with local governments and their representatives committed to operating public transportation programs. As the administrator of FTA funds, ALDOT is responsible for the organization and management of these programs. ALDOT functions as a conduit for funds and financial programming. ALDOT also responds to information requests by the Federal funding agency (FTA) and to the State Legislature.

The Alabama Transit Program's goal is listed as the following:

“To enhance the quality of life for Alabama's citizen's by providing passenger transportation service, where desirable and feasible, and to facilitate greater access to needed goods and services. Elements considered in assessing feasibility include funding availability, population density, minimum population, and significant demographic issues (the number of elderly persons and persons with disabilities, unemployment rate, personal income, and distance to services).

The rural planning process in Alabama allows for direct participation and involvement of non-metropolitan local officials through the Councils of Government (COGs) in developing regional transportation plans and priorities. This process is separate and discrete from the public involvement process.

Each COG is responsible for maintaining a regional transportation advisory committee with representatives from local government, elected officials, transportation providers, and special interest groups. The transportation advisory committee plays a critical role in identifying, analyzing, and prioritizing transportation needs and goals for the region. As a result of the transportation advisory committees, COG boards and local governments/elected officials are directly consulted and given an opportunity to identify transportation needs.

Rural communities that are not a part of the urbanized area of MPOs are included in the Councils of Governments (COGs). COGs provide a planning process, reviewed periodically by ALDOT, to ensure that federal and state regulations and guidelines for transportation planning in rural areas are met. Among their many duties, each COG is responsible for providing a public forum and serving as an advisory board to review funding applications from local agencies within their region and prioritizing projects for ALDOT review and concurrence. Projects approved by ALDOT are included in the State Transportation Improvement Plan (STIP) as applicable. There are 12 Regional Councils of Government in Alabama. There information is shown in Table 1.

Alabama Association of Regional Councils (AARC):

Region 1: NACOLG Northwest Alabama Council of Local Governments P. O. Box 2603 Muscle Shoals, AL 35662 (256) 389-0500 http://www.nacolg.org/ Counties: Colbert, Franklin, Lauderdale, Marion, and Winston	Region 2: WARC West Alabama Regional Commission 4200 Highway 69 North, Suite 1 P.O. Box 509 Northport, AL 35476 (205) 333-2990 http://warc.info/ Counties: Bibb, Fayette, Greene, Hale, Lamar, Pickens, and Tuscaloosa
Region 3: RPCGB Regional Planning Commission of Greater Birmingham Two North Twentieth	Region 4: EARPDC East Alabama Regional Planning and Development Commission P.O. Box 2186

2 Twentieth Street N., Suite 1200 Birmingham, AL 35203 (205) 251-8139 http://www.rpcgb.org/ Counties: Blount, Chilton, Jefferson, Shelby, St. Clair, and Walker	Anniston, AL 36202 (256) 237-6741 http://www.earpdc.org/ Counties: Calhoun, Chambers, Cherokee, Clay, Cleburne, Tallapoosa, Coosa, Etowah, Randolph, and Talladega
Region 5: SCADC South Central Alabama Development Commission 5900 Carmichael Place Montgomery, AL 36117 (334) 244-6903 http://scadc.net/ Counties: Bullock, Butler, Crenshaw, Lowndes, Macon, and Pike	Region 6: ATRC Alabama-Tombigbee Regional Commission 107 Broad Street Camden, AL 36726 (334) 682-4234 http://www.atrcregion6.com/ Counties: Choctaw, Clarke, Conecuh, Dallas, Marengo, Monroe, Perry, Sumter, Washington, and Wilcox
Region 7: SEARP&DC Southeast Alabama Regional Planning and Development Commission P. O. Box 1406 Dothan, AL 36302 (334) 794-4093 http://www.searpc.org/ Counties: Barbour, Coffee, Covington, Dale, Geneva, Henry, and Houston	Region 8: SARPC South Alabama Regional Planning Commission P. O. Box 1665 Mobile, AL 36633 (251) 433-6541 http://sarpc.org/ Counties: Mobile, Baldwin, and Escambia
Region 9: CARPDC Central Alabama Regional Planning and Development Commission 430 South Court Street Montgomery, AL 36104 (334) 262-4300 http://carpdc.com/ Counties: Autauga, Elmore, and Montgomery	Region 10: LRCOG Lee-Russell Council of Governments 2207 Gateway Drive Opelika, AL 36801 (334) 749-5264 http://www.lrcog.com/ Counties: Lee and Russell
Region 11: NARCOG North-Central Alabama Regional Council of Governments P. O. Box C Decatur, AL 35602 (256) 355-4515 http://www.narcog.org/ Counties: Cullman, Lawrence, and Morgan	Region 12: TARCOG Top of Alabama Regional Council of Governments 5075 Research Drive NW Huntsville, AL 35805 (256) 830-0818 http://tarcog.us/ Counties: DeKalb, Jackson, Limestone, Madison, and Marshall

Table 1: Alabama Association of Regional Councils (AARC)

In addition to the AARC, the larger urbanized areas of the state are represented by Metropolitan Planning Organizations (MPOs). The following counties are the most populated counties in Alabama.

**Regional Planning Commission of Greater Birmingham:
Jefferson County**

Jefferson County is a part of the Regional Planning Commission of Greater Birmingham, along with Blount County, Chilton County, Shelby County, St. Clair County, and Walker County. Jefferson County is the largest county in the six-county region and is the most populated county in Alabama with a 2020 population of 674,721. Jefferson County covers 1,119 square miles, mostly urban, with an average density of 589 people per square mile.

**Top of Alabama Regional Council of Governments:
Madison County**

Madison County is a part of the Top of Council Alabama Regional Council of Governments (TARCOG) Region, who also includes Dekalb County, Jackson County, Limestone County, and Marshall County. Madison County is in the heart of the Tennessee Valley, which is centrally located in the northernmost part of Alabama. Madison County has 804.9 square miles of land. Madison County is the third most populated county in Alabama with a 2020 population of 388,153. Huntsville is the county seat of Madison County and is classified as the largest city in Alabama.

**South Alabama Regional Planning Commission:
Mobile County**

Mobile County is located in the southern part of Alabama. The City of Mobile is the county seat and Alabama only seaport. Mobile is a part of the South Alabama Regional Planning Commission, which also includes Baldwin County and Escambia County. Mobile has eleven incorporated cities: Bayou La Batre, Chickasaw, Citronelle, Creola, Dauphin Island, Mobile, Mount Vernon, Prichard, Saraland, Satsuma and Semmes; and there are four unincorporated communities: Eight Mile, Grand Bay, Theodore and Tillman's Corner.

**Central Alabama Regional Planning and Development Commission:
Montgomery County**

Montgomery County is a part of the Central Alabama Regional Planning and Development Commission, along with Autauga County, Elmore County. Montgomery County is comprised of 800 square miles and has a population density of 294 persons per square mile. Montgomery County has a 2020 population of 228,954.

8.2 Community Identified Needs

The statewide gap analysis indicated that there is a total of 9 counties that do not have rural transit service. The gap analysis was completed using data and input from transit providers, current riders, and other stakeholders. Several of the counties (Bullock, Butler, Crenshaw, Elmore, and Montgomery) that are without transit service are located in the southeastern portion of the state, along with one county (Limestone) in north Alabama, one county (Mobile) in south Alabama, and two counties (Fayette and Tuscaloosa) in the western part of the state.

These counties are a part of the following Alabama Association of Regional Councils (AARC):

- Region 2: West Alabama Regional Commission - Fayette County and Tuscaloosa County
- Region 5: South Central Alabama Development Commission - Bullock County, Butler County, and Crenshaw County
- Region 8: South Alabama Regional Planning Commission- Mobile County
- Region 9: Central Alabama Regional Planning and Development Commission – Elmore County and Montgomery County
- Region 12: Top of Alabama Regional Council of Governments: Limestone County

8.3 Rural Transit Needs

Those unserved and underserved areas of Alabama cause many residents to go without access to medical service providers, higher education and employment opportunities, and shopping centers. Many of the common concerns mentioned in the human services transportation plan are the following:

- lack of service to the rural areas in several of the counties
- the need for weekend and early morning services
- education of general public (service available, how to use, application process, operation times, costs, contact information)
- the need for vehicle maintenance and a consistent means of providing drivers for the vehicles
- the need for the purchase of new and/or replacement vehicles
- access to additional wheelchair accessible vehicles

The rural transit needs were identified through:

- A review of the Human Services Plans
- A Transit Provider Questionnaire
- Maps with Geographic assessments of trip destinations of each super region
- A Public Survey

The Transit Provider Questionnaire was conducted over a 7-month period in 2022. The questions covered the following topics: service hours; service areas and frequent

destinations; specialized services offered outside of normal service areas/hours; number of drivers and vehicles; and service areas across county lines, if any. Many providers submitted responses that aligned with limited-service hours and the service area being limited to their respective county only.

9 Geographic Analysis

The section provides the service description of the rural transportation systems and popular service areas. This section also includes a map of the transit agency offices located throughout Alabama and the maps of the major destinations for the Birmingham, Huntsville, Mobile and Montgomery regions listed in Figures 16-21.

9.1 Service Description:

Autauga County Rural Transportation

The hours of operation are Monday-Friday, 5:00am-5:30pm. There are a total of 10 drivers with 2 open positions and 14 vehicles in the fleet.

Baldwin Regional Area Transit System (BRATS)

The hours of operation are Monday-Friday, 7:00am-5:30pm. There are a total of 36 drivers and a variety of 46 vehicles averaging about 16 passengers each in the fleet.

Eufaula/Barbour Transit Authority

The hours of operation are Monday-Friday, 6:00am-5:00pm. There are a total of 3 drivers and 5 vehicles, 2 minivans and 3 modified buses, in the fleet.

Blount County Public Transportation

The hours of operation are Monday-Friday, 8:00am-3:30pm. There are a total of 9 drivers and 10 vehicles, 2 non-modified and 8 modified buses, in the fleet.

Area Wide Community Transportation Service

This program serves multiple areas within East Alabama. There is a range of hours of operation for each county. The city of Piedmont's hours of operation are Monday-Friday, 7:30am-3:30pm. Cherokee County's hours of operation are Monday-Friday, 7:30am-3:30pm. Clay County's hours of operation are Monday-Friday, 8:00am-4:00pm. Cleburne County's hours of operation are Monday-Friday, 7:00am-4:00pm. Coosa County's hours of operations are Monday-Friday, 7:00am-4:30pm. Talladega County services operate Monday-Friday with various hours of operations.

Chilton County Transit

The hours of operation are Monday-Friday, 5:30am-4:00pm.

NACOLG's Transit

The hours of operation are Monday-Friday, 7:00am-4:15pm.

ATRC Rural Transportation

The hours of operation are Monday-Friday, 7:00am-4:00pm.

Covington Area Transit System (CATS)

The hours of operation are Monday-Friday, 8:00am-5:00pm. There are a total of 4 drivers and 5 vehicles holding 15 passengers each in the fleet.

Cullman Area Rural Transportation Service (CARTS)

The hours of operation are Monday-Friday, 6:30am-2:30pm. There are a total of 37 vehicles ranging in size, 36 being equipped with accessible lifts, in the fleet.

Dekalb County Rural Transportation

The hours of operation are Monday-Friday, 7:45am-4:15pm. There are a total of 8 drivers, 6 full-time and 2 part-time, and 10 vehicles, 9 buses and 1 van, in the fleet.

Escambia County Alabama Transit System (ECATS)

The hours of operation are Monday-Friday, 6:00am-4:00pm. There are a total of 16 drivers and 11 vehicles holding 15 passengers each in the fleet.

Etowah County Rural Area Transportation

The hours of operation are Monday-Friday, 8:00am-4:30pm.

West Alabama Public Transportation

The hours of operations are Monday-Saturday with hours depending on the needs of the passengers.

Wiregrass Transit Authority

The hours of operation are Monday-Friday, 6:00am-6:00pm. There are a total of 16 drivers and 16 vehicles, 14 active and 2 spares, in the fleet.

Jackson County Rural Transportation

The hours of operation are Monday-Friday, 7:00am-4:30pm. There are a total of 6 drivers and 10 vehicles, 9 buses and 1 van, in the fleet.

ClasTran

The hours of operation are Monday-Friday, 7:00am-5:00pm. There are a total of 25 drivers and 40 vehicles in the fleet.

Macon County Rural Transportation

The hours of operation are Monday-Friday, 8:00am-4:30pm. There are a total of 9 drivers and 6 vehicles holding 16 passengers each in the fleet.

Transportation for Rural Areas of Madison County

The hours of operation are Monday-Friday, 7:00am-3:30pm. There are a total of 7 drivers and 10 vehicles, 9 modified vans and 1 minivan, in the fleet.

Guntersville Public Transportation

The hours of operation are Monday-Friday, 7:00am-3:30pm. There are a total of 6 drivers and 6 vehicles holding 10-12 passengers each in the fleet.

NARCOG Regional Transit Agency

The hours of operation are Monday-Friday, 7:30am-5:00pm. There are a total of 26 drivers and 43 vehicles in the fleet.

HELP, Inc.

The hours of operation are Monday-Friday, 7:00am-4:00pm. There are a total of 4 drivers and 5 vehicles holding 21-25 passengers each in the fleet.

Pike Area Transit System

The hours of operation are Monday-Friday, 5:00am-5:00pm.

Lee-Russell Public Transit & Phenix City Express

The normal operating hours are Monday-Friday, 6:00am-6:00pm for Auburn/Opelika and 8:00am-4:00pm for Phenix City. There are a total of 30 drivers and 28 vehicles in the fleet.

St. Clair County Rural Transportation

The hours of operation are Monday-Friday, 6:00am-6:00pm.

Area Referral and Information Service for The Elderly

The hours of operation are Monday-Friday, 8:00am-4:00pm excluding Wednesday 8:00am-12:00pm. There are a total of 5 drivers and 5 vehicles holding 12-14 passengers each in the fleet.

Walker County Rural Transportation Program

The hours of operation are Monday-Friday, 6:00am-6:00pm and Saturday, 6:00am-12:00pm. There are a total of 4 drivers and 3 vehicles holding 12 passengers each in the fleet.

Washington County Rural Public Transportation

The hours of operation are Monday-Friday, 8:00am-4:00pm. There are a total of 7 drivers and 6 vehicles holding 10 passengers each in the fleet.

9.2 Popular Service Areas

- Autauga County
 - Walmart: 1903 Cobbs Ford Rd, Prattville, AL, 36066
 - Fresenius Kidney Care Prattville - 692 Covered Bridge Pkwy, Prattville, AL, 36066
 - Prattville Community Dialysis / Physicians Choice Dialysis of Prattville - 1815 Glynwood Dr, Prattville, AL, 36066
 - DaVita Pdi-Prattville - 600 McQueen Smith Rd S, Prattville, AL, 36066
- Baldwin County
 - South Baldwin Regional Medical Center - 1613 N McKenzie St, Foley, AL, 36535
 - DaVita South Baldwin Dialysis Center - 150 W Peachtree Ave, Foley, AL, 36535
 - Fresenius Kidney Care Foley - 230 E Fern Ave, Foley, AL, 36535
- Blount County
 - Oneonta Senior Center - 1 Ingram Avenue East, Oneonta, AL, 35121
 - Snead Senior Center - 268 Richman Drive, Altoona, AL, 35952
 - Blountsville Senior Center - 171 Water Street, Blountsville, AL, 35031
 - Locust Fork Senior Center - 29829 AL-79, Locust Fork, AL, 35097
 - Walmart - 2453 2nd Avenue East, Oneonta, AL, 35121
 - Hospital – Ascension St. Vincent's - 150 Gilbreath Dr, Oneonta, AL, 35121
- Covington County
 - Carolina (36420)
 - Andalusia (36421)
 - Horn Hill (36467)
 - Florala (36442)
 - Lockhart (36455)
 - Red Level (36474)
 - River Falls (36476)
- DeKalb County
 - DeKalb Regional Medical Center - 200 Medical Center Dr SW, Fort Payne, AL, 35968
 - Walmart - 2001 Glenn Blvd SW, Fort Payne, AL, 35968
- Dothan
 - Troy University – 500 University Dr, Dothan, AL, 36303
 - Wallace Community College – 1141 Wallace Dr, Dothan, AL, 36303
 - Southeast Health – 1108 Ross Clark Cir, Dothan, AL, 36301

- Escambia County
 - Brewton (36427)
 - Atmore (36502)
 - Flomaton (36441)
 - Huxford (36543)
- Eufaula
 - Medical Center Barbour - 820 W Washington St, Eufaula, AL, 36027
 - DaVita Eufaula Dialysis - 220 S Orange Ave, Eufaula, AL, 36027
 - DaVita Barbour County Dialysis - 1218 S Eufaula Ave, Eufaula, AL, 36027
- Houston County
- Jackson County
 - Fresenius Kidney Care – 20998 John T. Reid Parkway, Scottsboro, AL, 35768
 - Junaid Memon MD – 1508 S Broad St, Scottsboro, AL, 35768
 - Highlands Medical Center – 380 Woods Cove Rd, Scottsboro, AL, 35768
 - Mountain Lakes Behavioral Health – 508 Gregory St, Scottsboro, AL, 35768
 - Mountain Lakes Behavioral Health (Dutton) – 4886 AL HWY 40, Dutton, AL 35744
 - Scottsboro Senior Center – 146 Rita Williams Drive, Scottsboro, AL, 35769
 - Healthpointe Primary Care – 24020 John T. Reid Parkway, Scottsboro, AL, 35768
 - Alan J Wayne MD – 915 S Broad ST, Scottsboro, AL, 35768
 - Walmart Super Center – 24833 John T. Reid Parkway, Scottsboro, AL, 35768
 - Foodland – 1402 County Park Rd, Scottsboro, AL, 35769
- Jefferson/Shelby County
 - UAB Hospital – 1802 6th Ave S, Birmingham, AL, 35233
 - VA Hospital – 700 19th St S, Birmingham, AL, 35233
 - Kirkland Clinic – 2124 6th Ave S, Birmingham, AL, 35233
- Lee and Russell Counties
 - Auburn University – 23 Samford Hall, Auburn, AL 36849
 - Smiths Station Senior Center - 3172 Lee Rd 242, Smiths Station, AL, 36877
 - Opelika Senior Citizen's Center - 201 Samford Way, Opelika, AL, 36801
 - The Phoenix at Opelika - Willow View Dr, Opelika, AL, 36801
 - Area Agency On Aging - 2207 Gateway Dr, Opelika, AL, 36801
 - Boykin Senior Center - 400 Boykin St, Auburn, AL, 36832
 - East Alabama Services-The Elderly - 1300 Commerce Dr, Auburn, AL, 36830
 - Beulah Senior Center - 4848 Co Rd 270, Valley, AL, 36854
 - Valley Senior Center - 504 Combs St, Valley, AL, 36854
 - Fresenius Kidney Care Auburn - 211 E University Dr, Auburn, AL, 36832
 - Physicians Choice Dialysis of Auburn - 1562 Professional Pkwy, Auburn, AL, 36830
 - Fresenius Kidney Care Opelika - 2609 Village Professional Dr Ste 2, Opelika, AL, 36801

- Macon County
 - Tuskegee Dialysis Center - 802 East Martin Luther King Hwy, Tuskegee, AL, 36083
 - Crane Rehab - 301 Wright Street, Tuskegee, AL, 36083
 - Piggly Wiggly - 202 South Elm Street #A, Tuskegee, AL 36083
 - Family Foods - 302 East Martin Luther King Highway, Tuskegee, AL, 36083
- Madison County
 - Fresenius Kidney Care West Madison - 29569 Huntsville Brownsferry Rd, Madison, AL 35756
 - Fresenius Kidney Care Odyssey - 40 Hughes Rd, Madison, AL 35758
 - Mental Health Center - 4101 Telstar Cir SW, Huntsville, AL 35805
- Marshall County
 - Walmart - 11697 Us Hwy 431, Guntersville AL, 35976
 - Publix - 2300 Gunter Ave, Guntersville AL, 35976
 - Foodland Plus - 14214 Southgate Plaza, Guntersville, AL, 35976
 - Piggly Wiggly - 1455 Sunset Drive, Guntersville, AL, 35976
 - Aldi - 1100 US Hwy 431, Guntersville, AL, 35976
 - Marshall Medical Center North - 8000 AL Hwy 69, Guntersville, AL, 35976
 - Lakeside Clinic - 2337 Homer Clayton Drive, Guntersville, AL, 35976
 - Premiere Family - Care 2017 O'Brig Avenue, Guntersville, AL, 35976
 - Guntersville Family - Practice 1241 Blount Avenue, Guntersville, AL, 35976
 - Marshall Medical Center South - 2505 US Hwy 431, Boaz, AL, 35957
- Morgan & Lawrence County
 - Fresenius Kidney Care Tranquility - 11839 Highway 231 431 N, Meridianville, AL, 35759
 - Clearview Cancer Institute - 3601 CCI Dr NW, Huntsville, AL, 35805
 - Wellstone: Day Treatment - 4040 Memorial Pkwy SW, Huntsville, AL, 35802
 - Huntsville Madison County Senior Center Inc: Adult Daycare - 2200 Drake Avenue SW, Huntsville, AL, 35805
 - New Market Senior Center - 3687 Winchester Road, New Market, AL, 35761
- Tallapoosa County
 - Russell Medical Center - 3316 US-280, Alexander City, AL, 35010
 - Walmart - 2643 US-280, Alexander City, AL, 35010
 - Winn-Dixie - 1061 US-280, Alexander City, AL, 35010
- Walker County
 - Walker Baptist Hospital - 3400 Hwy 78 E, Jasper, AL 35501
- Washington County
 - Springhill Medical Center – 3719 Dauphin St, Mobile, AL, 36608
 - Fresenius Kidney Care Tombigbee – 215 Walker Springs Rd, Jackson, AL, 36545
 - Veterans Center on Demopolis Ave in Mobile
 - Timothy Murphy - 209 Celeste Road, Fairland

- Azalea Health – 1758 SpringHill Ave, Mobile, AL, 36607

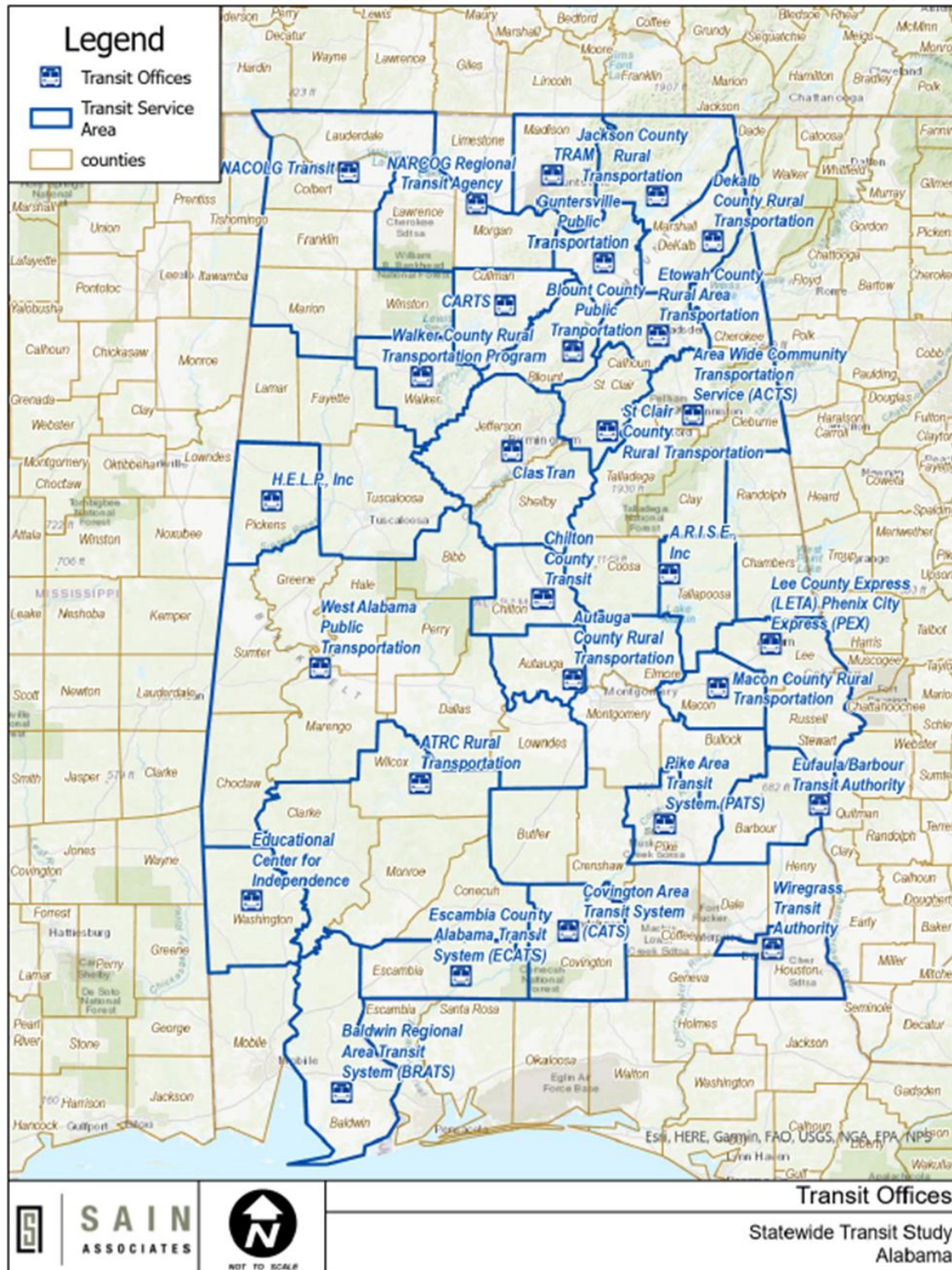


Figure 16: Transit Offices Map

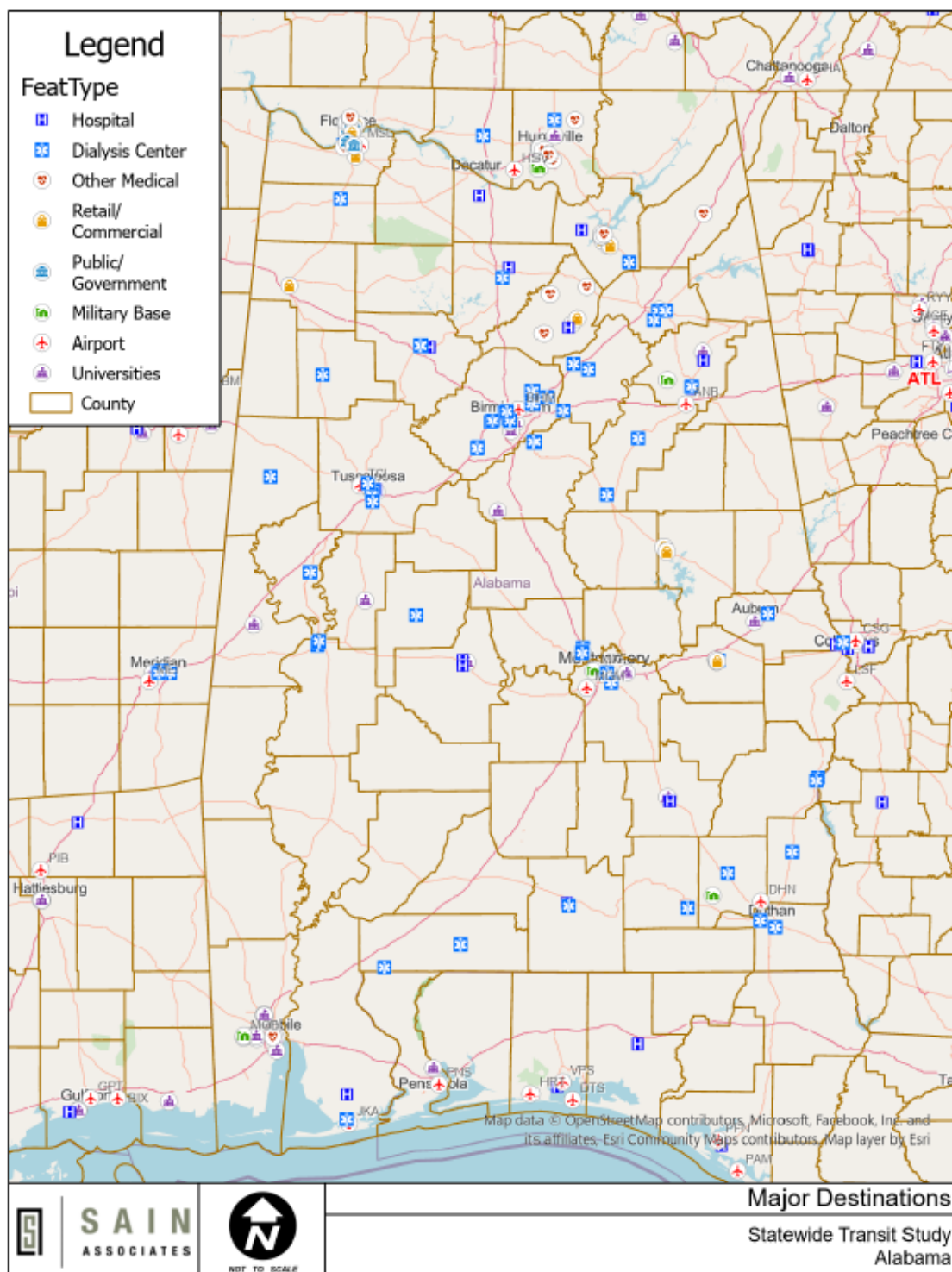


Figure 17: Major Destinations Map

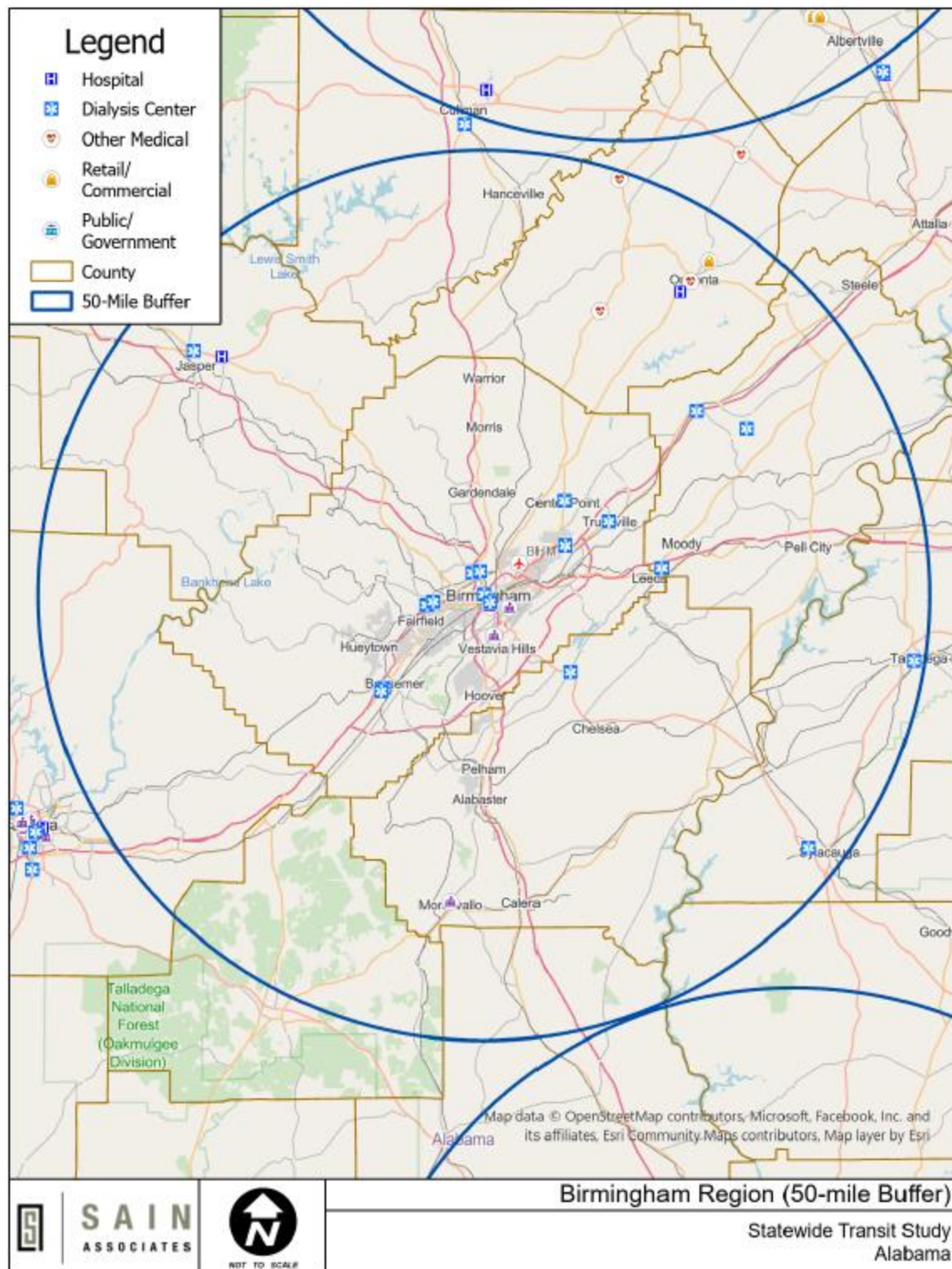


Figure 18: Birmingham Region Map

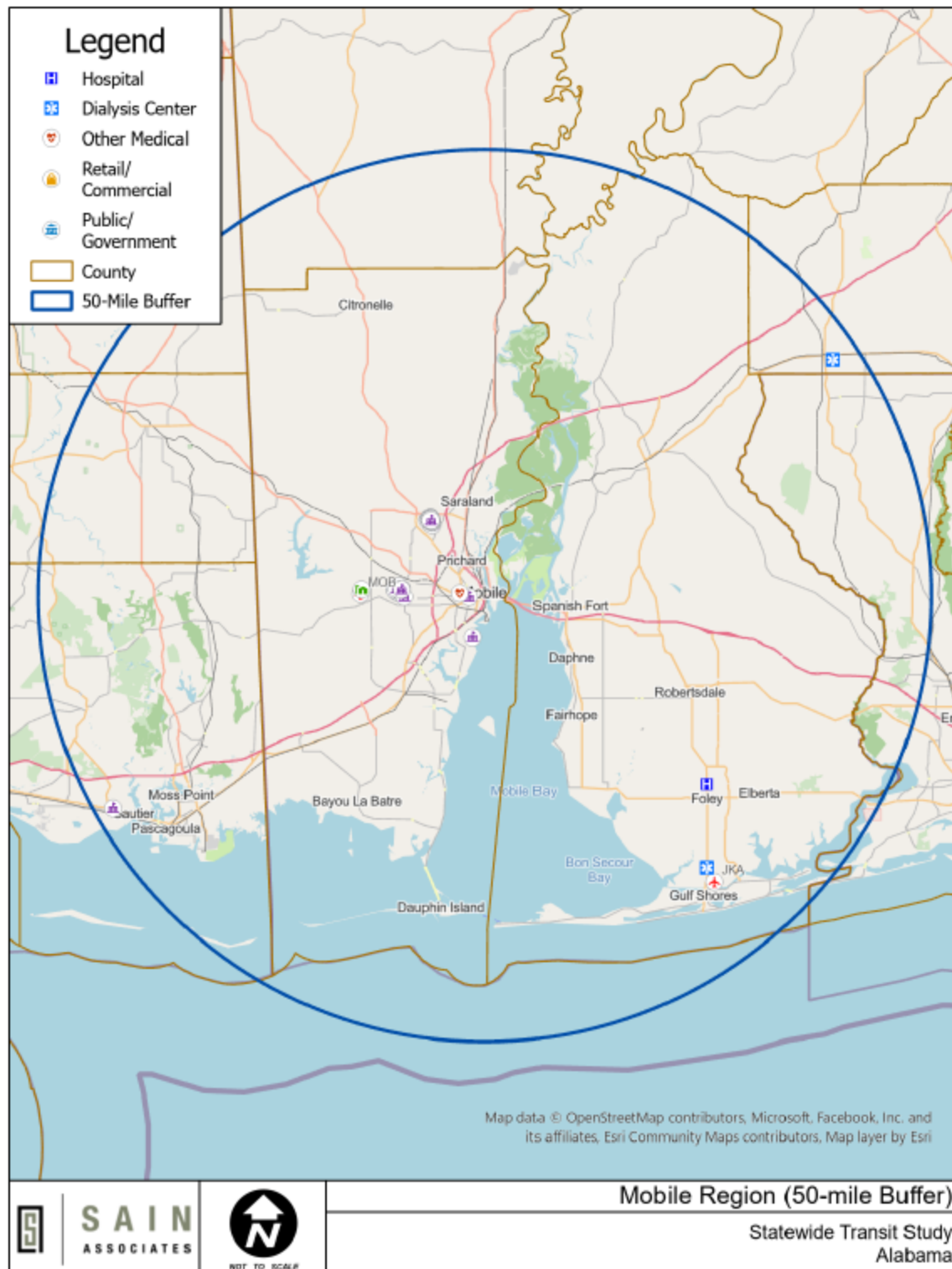


Figure 20: Mobile Region Map

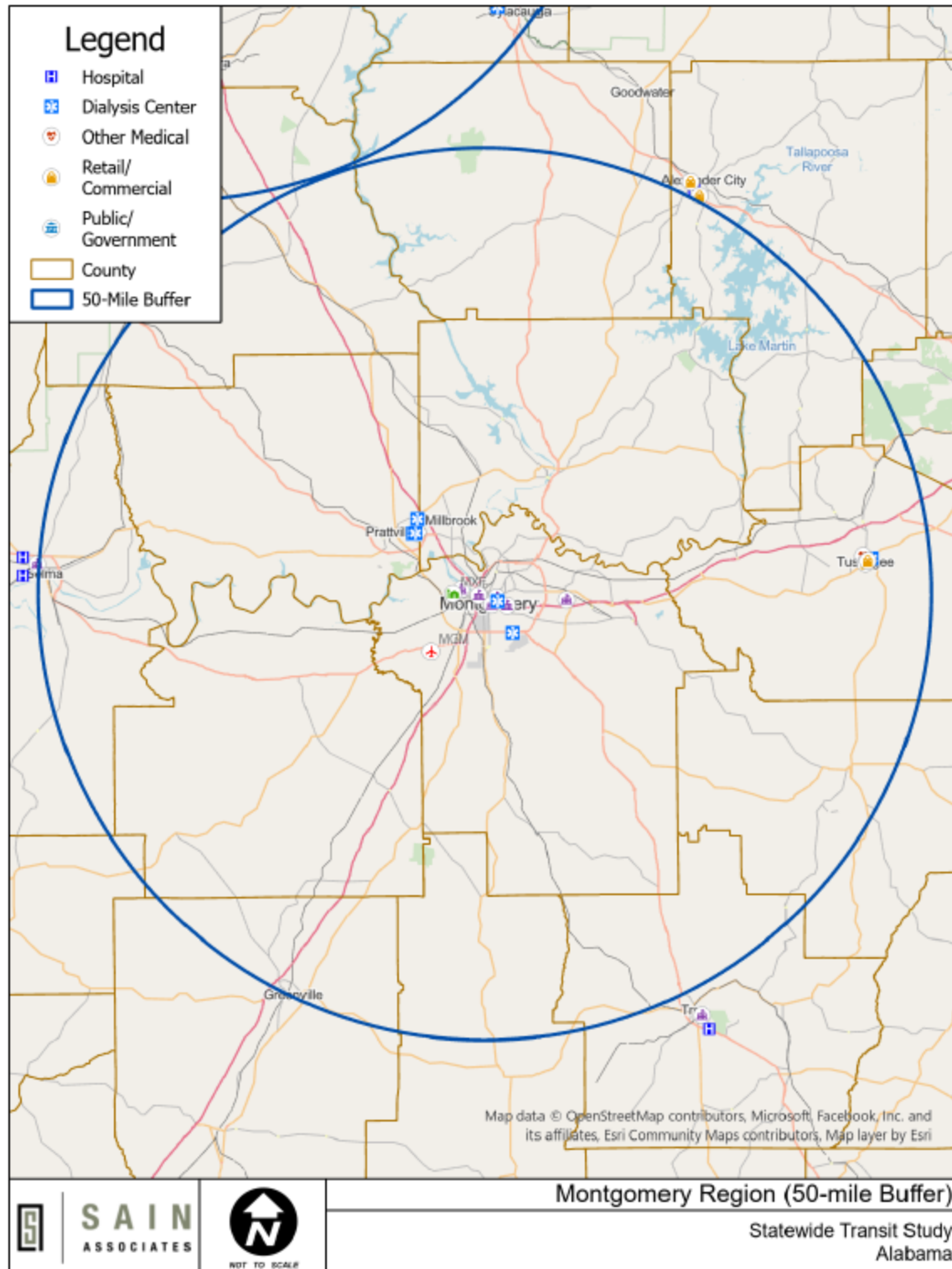


Figure 21: Montgomery Region Map

10 Transit Funding Options

This section discusses the existing funding sources in Alabama. It outlines the federal and local sources and provides a funding comparison to some of the neighboring states.

10.1 Federal and Local Transit Funding Sources in Alabama

FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
\$297,282	\$0	\$0	\$0	\$0	\$0
\$1,667,786	\$2,523,252	\$1,235,775	\$2,105,463	\$2,395,203	\$3,851,622
\$10,266,174	\$15,253,462	\$14,285,330	\$18,350,441	\$28,298,479	\$21,867,018
\$612,986	\$343,235	\$235,852	\$50,716	\$0	\$0
\$366,637	\$401,792	\$326,381	\$406,604	\$679,092	\$99,852
\$2,493,507	\$3,019,132	\$3,483,319	\$4,730,456	\$5,812,501	\$5,184,450
\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0
\$711,980	\$530,313	\$915,798	\$1,210,363	\$44,702	\$399,741
\$16,416,352	\$22,071,186	\$20,482,455	\$26,854,043	\$37,229,977	\$31,402,683

Source: ALDOT

Table 2: Federal and Local Funding Sources

Table 2 indicates expenditures for FY 2017 - FY 2022. The expenditures show an overall increase every year from FY2017 – FY 2021. The increase totaled \$20,813,625. FY 2022 shows a decrease to \$31,402,683.

In Table 3 below, State admin funds shows \$0 apportionments for FY18 – FY22 for 5307 funding. Federal 5307 funding fluctuated from FY18 – FY22 with trends of an increase from FY18 to FY19 and then a decrease in FY20 and FY21. FY22 illustrated a significant increase of \$5,327,278, specifically for 5307 funds for cities with a population of 50K-199,999K. 5310 programs (pop. 50K-199,999, pop. <50K, and Huntsville) State Admin and Federal funding show an increase every year during the 5-year period. The 5311 Rural Program shows a trend of an increase in funding for both State Admin and Federal Funding from FY18 – FY22, while also receiving Coronavirus Aid, Relief, and Economic Security (CARES) Act and the American Rescue Plan (ARP) Act.

	FY22 Full Apportionments		Apportionments ARP		FY21 Apportionments		Apportionments CRRSAA		Apportionments CARES ACT		FY20 Apportionments		FY19 Apportionments		FY18 Apportionments	
Program	Funding	State Admin	Funding	State Admin	Funding	State Admin	Funding	State Admin	Funding	State Admin	Funding	State Admin	Funding	State Admin	Funding	State Admin
**/5307/P OP 50K- 199,999 Phenix City	\$797,806		\$316,031	\$0	\$620,321	\$0	\$0	\$0	\$2,208,126	\$0	\$779,355	\$0	\$967,428	\$0	\$798,141	\$0
**/5307/P OP 50K- 199,999	\$11,063,978		\$1,553,774	\$0	\$5,736,700	\$0	\$0	\$0	\$17,015,523	\$0	\$6,011,890	\$0	\$6,405,858	\$0	\$6,138,203	\$0
*5310/POP 50K-199,999	\$1,715,184	\$171,518	\$206,157	\$20,616	\$1,194,292	\$119,429	\$206,154	\$20,615			\$1,188,107	\$118,811	\$1,162,225	\$116,223	\$1,143,543	\$114,354
*5310/POP<50 K	\$2,441,218	\$244,122	\$292,332	\$29,233	\$1,711,488	\$171,149	\$292,327	\$29,233			\$1,684,742	\$168,474	\$1,638,050	\$163,805	\$1,593,574	\$159,357
*5310/HUNTSV ILLE	\$395,584	\$39,558	\$46,125	\$4,613	\$271,010	\$27,101	\$46,124	\$4,612			\$265,821	\$26,582	\$257,898	\$25,790	\$252,184	\$25,218
*5311/RURAL 5311(B)(3)/RTA P	\$22,282,367	\$2,228,237	\$845,789	\$84,579	\$18,097,393	\$1,809,739	\$0	\$0	\$54,126,485	\$5,412,649	\$18,064,552	\$1,806,455	\$17,799,272	\$1,779,927	\$16,409,874	\$1,640,987
*5311@3/ Appalachian	\$384,271		\$147,552	\$0	\$306,694	\$0	\$0				\$306,694		\$300,153		\$275,032	
*5311(F) intercity special allocation ARP ONLY	\$6,564,671	\$656,467		\$0	\$5,000,000		\$0		\$5,000,000	\$500,000	\$5,000,000		\$5,000,000	\$0	\$5,000,000	\$0
5339/POP 50K- 199,999			\$2,465,668	\$246,567	\$0	\$0	\$0	\$0	\$0	\$0	\$991,684				\$1,040,171	
*5316/ POP 50K-199,999			\$0	\$0	\$0	\$0	\$0									
*5316/POP <50K			\$0	\$0	\$0	\$0	\$0									
*5317/POP 50K-199,999			\$0	\$0	\$0	\$0	\$0									
*5317/POP<50 K			\$0	\$0	\$0	\$0	\$0									
5339/ State Allocation	\$4,000,000		\$0	\$0	\$3,500,000	\$0	\$0				\$3,500,000		\$3,500,000		\$3,500,000	

Source: ALDOT

Table 3: FTA Apportionments

10.2 Funding Comparison to Other States

Alabama is one of the few states that does not provide funding for public transit services. The Alabama State Constitution limits funding sources by prohibiting fuel taxes from being used for anything except road maintenance or construction. Alabama's transit service is funded through the Federal Transit Administration (FTA) funding, local donations, private sources, and grants. The FTA program funds are distributed to the Alabama Department of Transportation (ALDOT) who then distributes the funds based on a specified competitive grant program. Federal funding only requires a partial or no local match, which allows states to leverage the Federal funds with minimum or no investment. Table 4 shows FY2013-FY2017 federal and state funding amounts for Alabama and neighboring states (Georgia, Mississippi, Florida, and South Carolina).

State	FY2013		FY2014		FY2015		FY2016		FY2017	
	Federal \$	State \$	Federal \$	State \$	Federal \$	State \$	Federal \$	State \$	Federal \$	State \$
Alabama	\$52,485,588	\$0	\$53,136,769	\$0	\$52,834,038	\$0	\$53,237,400	\$0	\$58,955,578	\$0
Georgia	\$177,187,438	\$2,949,962	\$175,704,187	\$3,342,964	\$173,920,647	\$3,047,836	\$183,572,673	\$3,071,913	\$201,980,007	\$90,989,316
Mississippi	\$27,680,751	\$1,600,000	\$28,251,557	\$1,600,000	\$29,086,528	\$1,613,000	\$29,251,905	\$1,628,000	\$33,378,403	\$1,600,000
Florida	\$373,375,872	\$189,254,448	\$400,444,903	\$229,673,093	\$413,709,385	\$271,179,216	\$391,278,651	\$346,922,736	\$437,148,033	\$353,244,238
South Carolina	\$45,870,943	\$6,000,000	\$46,671,973	\$6,000,000	\$47,041,495	\$6,000,000	\$58,386,427	\$6,000,000	\$56,531,953	\$6,500,000

Source: Federal Transit Administration FAST Act Fiscal Year Apportionments/Allocations by State for Selected FTA Programs

Table 4: Federal and State Funding for Public Transit Comparison

Compared to neighboring states, the average mean salary for transit drivers in Alabama is about \$33,750 falling short of most southeastern states except Mississippi.

Alabama's average salary is about 9% more of Mississippi and 1% less of South Carolina. Florida, Tennessee, and Georgia hold some of the highest annual salaries compared to Alabama. Florida averaging about \$43,190 is about 28% more than Alabama. Tennessee and Georgia average a comparable annual salary of about \$40,000 which is about 17% more than Alabama. Alabama's annual salary for transit drivers is less than most but remains consistent with surrounding states.

11 Strategies

This section identifies and describes strategies intended to address the needs and gaps in the rural counties that are without transit services in Alabama.

11.1 Transit Service Expansion Strategies

Expanding the rural transit service to cover all the counties in the state is a priority for ALDOT and would ensure some level of transit service is available statewide. It is recommended that service be expanded to the following unserved counties:

- Bullock
- Butler
- Crenshaw
- Elmore
- Montgomery
- Limestone
- Mobile
- Fayette
- Tuscaloosa

Given the geographic location of the counties without service, it is recommended that new rural transit agencies be explored for the Tuscaloosa and Montgomery areas. A rural transit agency in the Montgomery area would yield the additional potential benefit of reducing the service area of WAPT which has the largest geographic area in the state.

11.2 Transit Service Enhancement Strategies

Out of the 28 existing rural transit providers, eight do not provide service outside of the county that they are based in. This limitation is a result of the current funding and political environment where there are no state dollars allocated to transit in Alabama. Based on a review of the popular destinations in relation to county lines, the following rural transit providers were determined to be the most likely candidates to increase the existing service beyond county lines:

- NARCOG (to Limestone County)
- BRATS (to Mobile County)

12 The Experience



Sain staff rode a West Alabama Public Transportation (WAPT) bus on Saturday, November 12, 2022. The bus arrived at the Burger King at 6:00 A.M sharp. The bus driver was professionally, personable, and very dedicated to his job. The riders all knew him (and each other) personally, and he took pride in on-time arrival and getting riders to their dialysis appointments on time. The bus was not branded as a WAPT bus, but as a Guntersville Seniors bus that was clearly aging. The bus driver mentioned that keeping and maintaining buses is an ongoing challenge, and that the director had to purchase the bus from Guntersville to provide the necessary rural transit service in his region.

The first pickup was at a rural location outside of Selma. Given the age of the

bus and the conditions of the driveway, accessing the pickup was challenging, and likely even more of a challenge in wet conditions. The second and third pickups were in the City of Selma. The second pickup required a wheelchair lift, which the driver had to operate manually at times as the automated function did not always work. Based on these observations, the following recommendations were developed for rural transit service enhancement:

- Brand all rural transit buses with an ALDOT themed logo
- Consider rebranding all rural transit buses with the same branding statewide for consistency
- Establish guidelines for maximum mileage and years of service
- Continue and enhance vehicle maintenance training for bus drivers



- Consider adding some off-road vehicles to the fleet to serve rural residents with dirt or gravel driveways
- Develop an application that allows riders to book travel and view real-time bus information including ETA; develop alerts to notify riders when the bus is close
- Develop plan to migrate to EV vehicles incrementally

13 Investment Scenarios

This section outlines the overall purpose of the literature review of the Alabama Statewide Rural Study's Economic Impact Analysis and the return on investment on the benefits that the transit systems provide, the literature review of previous economic impact studies from other states, the economic benefits and the cost-benefit analysis of rural and small urban transit, the key concepts derived from the literature review, and the transit use and transit supply benefits.

13.1 Economic Benefits of Investing in Transit

Investing in transit can stimulate a significant economic growth spurt. Investment in transit expands service, improves mobility, creates and/or sustains jobs, reduces traffic congestion, and provides cost-savings for households and businesses due to the improvement of transportation system performance.

13.2 Purpose of this Literature Review

The overall purpose of the Alabama Statewide Rural Study is to conduct an Economic Impact Analysis (EIA) and calculate a return on investment (ROI) on the benefits that the transit systems in the state provide. Transit service provides benefits for:

- The individual riders,
- Their communities,
- The economies that they support.

The literature review was used to research studies with similar goals to set the foundation for the Alabama study. An EIA is beneficial in that it assesses the value of implementing a new project or program and can be used as a measure of sustainability by determining the quality-of-life enhancements and if a more prosperous economy will be the outcome of implementing a new program. A return on investment shows whether the quantifiable benefits exceed the investment or costs to implement the service.

The State of Alabama can benefit from such an analysis to determine the economic impact that providing additional transportation services will have on the overall state. According to the U.S. Census Bureau's 2021 American Community Survey 5-Year estimates, 5.6 percent of households in Alabama do not possess a vehicle, and 31.5 percent of households only have one vehicle available. This leaves a significant portion of the state's residents needing reliable transportation.

Transit service can provide a considerable monetary benefit for those that choose to use the service instead of using more costly means of transportation. Allowing individuals to maintain independence and the ability to reach employment.

13.3 Literature Review Sources

Studies that focus on measuring the economic impact of transit agencies are limited, especially those focusing on rural service areas. Previous studies that measured the economic impact of transit in the state of Alabama were not found. A combination of economic impact studies from other states and national publications containing methodologies for conducting these types of studies were found. Some national publications also had standard data figures that could be used in the absence of more localized data. The following sources were the primary focus of the literature review used to develop the methodology and key concepts for the Alabama study.

13.4 Measuring the Economic Benefits of Rural and Small Urban Transit Services in Greater Minnesota

The Minnesota study's objectives were similar to those of the Alabama study and focused on rural areas. The study was completed in 2020, and its main objective was to measure the economic benefits of Minnesota's rural and small urban transit services. The study began by identifying six rural or small urban transit systems to use as case studies. Surveys were sent to the stakeholders of these agencies, who were asked to rank the importance of various transit benefits and provide their transit use information. The highest-ranked benefits were included in the study. The responses on transit use were used to develop assumptions on rider behavior that could be applied to other agencies outside the case studies. Methodologies for obtaining quantified values were then developed for the benefits chosen to be included in the study. Benefits were split into Mobility and Efficiency categories. Mobility benefits focused on trips that would be forgone without transit. Efficiency benefits originate from the riders choosing to use transit to make their trip instead of another mode of transportation. The different benefit categories were summed to obtain a total quantified benefit value. This total was divided by the cost of the transit system to give a benefit-cost ratio. The six case studies all produced positive benefit-cost ratios between 1.5 and 4.2. Finally, the methods and data from this study were developed into a tool. This allowed the tool to be distributed throughout the state so different interested parties could get results for the agencies they wished to obtain.

13.5 National Center for Transit Research – Cost-Benefit Analysis of Rural and Small Urban Transit

Another similar study focused on rural transit was the National Center for Transit Research *Cost-Benefit Analysis of Rural and Small Urban Transit*, completed in 2014. Unlike the Minnesota study that focused on a specific geographic area, this study

developed a cost-benefit analysis approach that could be used nationwide. First, the researchers collected transit benefits from previous studies and categorized them into three main groups. The benefit groups were transportation cost savings, low-cost mobility benefits, and economic impact benefits. Some of the benefits included in the study were vehicle operating cost savings, time savings from chauffeuring, emission reductions, safety costs, forgone trips, and transit generation of economic activity. Many of these benefits require assumptions to be made on how riders would react if transit were no longer available. Estimates were gathered from many national sources to provide reliable assumptions for assumptions such as the percentage of riders that would forego a trip if transit were unavailable.

The study used a standard cost-benefit methodology to calculate its results. The quantified benefits for each category were added together and then divided by the costs of the transit agencies. A benefit-cost ratio of over one shows a net positive result of the benefits outweighing the cost of the service. This study differentiated results between fixed-route and demand response services.

13.6 Key Concepts Used From The Literature Review

Many of the concepts used in conducting the Alabama Statewide Rural Transit Study came from the Minnesota and National Center for Transit Research (NCTR) studies. It was decided to make a tool so that the process and calculations were automated and could be easily repeated by others. The tool also allows for data and assumptions used in calculations to be easily updated by the user. The Alabama Transit Economic Impact Quick Response Tool was created in Microsoft Excel so most users would have prior experience using the software.

The tool calculates a return-on-investment percentage for each transit agency in the state of Alabama. As in both covered studies, the tool totals the quantified benefits provided by the transit agencies. The total quantified benefits divided by the agency's costs gives the ROI percentage. A percentage over 100 indicates that the benefits outweigh the costs. As in the NCTR study, the calculation of benefits in the tool is separated between fixed-route and demand response modes due to the different nature of the service and the different customer bases that they typically serve.

The Minnesota and NCTR divided their benefits into different groups. The Alabama study grouped benefits into two categories: Transit Use Benefits and Transit Supply Benefits.

13.7 Transit Use Benefits

Transit use benefits refer to the benefits accruing directly from riders' use of the transit system. Four benefits were chosen to be included in this category.

Income Lost Without Transit

- Calculates the income lost by riders that use the transit service to get to their place of employment and would be unable to make the trip without the service.
- Providing reliable transportation to rural areas offers more residents the ability to keep consistent employment.

Vehicle Operating Costs Savings

- Calculates the cost on a per-mile basis for those riders who would choose to use their personal vehicle or have a family member/friend drive them to their destination if transit was unavailable.
- Operating costs include fuel, maintenance, tires, and depreciation.

Access to Healthcare Benefits

- Quantifies the repercussions of a missed medical appointment.
- The metric considers appointments that would be forgone if transit was unavailable.
- Missed non-emergency medical trips can lead to significant health consequences for those that would be unable to access medical facilities in transit were unavailable.

Travel Time Savings from Walking/Biking

- Quantifies the amount of time saved using transit by riders who indicated that they would walk or bike if transit were unavailable.

13.8 Transit Supply Benefits

Transit Supply Metrics benefit the community and larger economy of the examined area. Six benefits were chosen to be included in this category.

Family Member/Friend Time Savings:

- Calculates the amount of time a family member or friend would spend providing transportation for a rider who would rely on them for trips if transit became unavailable.

Avoided Environmental Costs:

- Measures the added emissions costs if a transit rider were to take their personal vehicle, get a ride from a family member/friend, or get a ride from a rideshare/taxi.
- Emissions included in the per-mile cost estimate include carbon dioxide (CO₂), particulate matter 2.5 (PM_{2.5}), and nitrogen oxide (NO_x).

- Although transit vehicles produce some of these same pollutants, the shared trip nature of transit service reduces the impact per rider.

Wages Created from Transit Jobs

- Transit agencies provide many different employment opportunities in a variety of fields.
- Wages Created from Transit Jobs sums the wages earned by the transit agency drivers, mechanics, and administrative staff.
- Transit jobs are usually good-paying, stable jobs that allow those employed to provide a meaningful service to their community.

Public Assistance Cost Savings:

- Calculates the potential public assistance costs resulting from workers losing employment if transit is unavailable.
- Only transit riders who indicated they would have no other means of getting to their job if transit were unavailable were counted.
- The metric uses the Supplemental Nutrition Assistance Program (SNAP) and the Temporary Assistance for Needy Families (TANF) program maximums to calculate the public assistance costs.

Local Shopping Expenses Lost Without Transit:

- Provides the potential amount of lost income that local businesses could experience if no transit service were provided.
- The metric uses riders who indicated they would forgo their trip if transit were not provided.
- Improved access to these businesses can increase the potential customer base.

Reduced Crash Fatalities

- The risk of a fatal crash is lower in a transit vehicle than in an automobile.
- Compares the monetized value of a crash fatality risk in an automobile to the crash fatality risk in transit.
- Transit service can provide a safer means of reaching destinations, especially for aging populations and those with medical conditions that increase the risk of an accident when operating an automobile.

14 Funding Rural Transit

Public transportation systems in Alabama rely heavily on federal and local sources of funds in addition to passenger fares. Alabama, alongside Nevada and Hawaii, is one of three states in the United States that offer no statewide financial support for public transportation.

In 2018, the Alabama Legislature created the Public Transportation Fund (PTTF) as a dedicated source of state funding to support public transportation investments in Alabama. However, the PTTF has no source of revenue allocated to fund improvements. Current ALDOT spending directives allocate funds primarily to the State's roadway system. Annual legislative measures to identify and allocate a source of funds to the PTTF have failed to move past legislative committees as recently as the 2022 Legislative Session.

14.1 Current Funding Programs

Federal transportation programs are Alabama's most significant funding source for transit systems. The Federal Transit Administration (FTA) offers formula-based grants to support rural and urban operations:

- **Formula Grants for Rural Areas (5311)** – provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000.
- **Rural Transportation Assistance Program (5311(b)(3))** – provides funding to states for developing training, technical assistance, research, and related support services in rural areas.
- **Tribal Transit Formula Grants (5311(c)(1)(B))** – Provides funding to federally recognized Indian tribes to provide public transportation services on and around Indian reservations or tribal land in rural areas. Funding is set aside within the 5311 Rural Areas Program.
- **Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310)** – provides funding to assist private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities.
- **Urbanized Area Formula Grants (5307)** – provides funding to public transit systems in census-designated Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, and operating expenses in select cases.

14.2 Peer Funding Levels

Louisiana

- No direct state funding
- LA DOTD flexes \$5 million annually in federal highway funds to transit through the Parish Transportation Fund for local administration

- LA DOTD administers the 5310 and 5311 programs for rural transportation
- Urban transit systems directly receive 5307 urbanized area funds

Mississippi

- MDOT administers the 5310 and 5311 programs for rural transportation
- Approximately \$26 to \$28 million annually in FTA funds
- Approximately \$22.1 million in local funding to deliver transit services
- Multi-Modal Transportation Improvement Program
 - Competitive grant program to fund capital projects
 - Approximately \$1.6 million available out of \$10 million in annual appropriations

Georgia

- No dedicated state transit funding source
- Approximately \$3 million in annual funds from the state's general fund
- Transit is funded primarily through passenger fares, federal funds, local sales taxes, and locally generated property taxes and fees
- Approximately \$14.5 million annual commitment from the state for transit, primarily spent on Xpress commuter bus in the Atlanta region

14.3 Funding Opportunities

There are alternative funding options available to provide transit services in the area.

The Infrastructure Investment and Jobs Act (IIJA) offers discretionary grant programs that can aid with the operation cost of transit services. There is a projected 2% increase of funds awarded each year, totaling an increase of \$613 million by the fiscal year end of 2026. There are various funding sources available for apportionment that the state of Alabama can benefit from. Within the IIJA, over 25 funding sources are made open to urban and rural areas.

The Bus and Bus Facility Program makes funding available to states, designated recipients, and local government entities that operate a fixed-route bus service. This fund can assist with replacing, rehabilitating, and purchasing new buses or parts for the current fixed routes.

The Capital Investment Grants Program funds fixed guideway investments, including streetcars and bus rapid transit. These could be transit service ideas explored to provide additional fixed-route ridership in rural areas.

The Enhanced Mobility of Seniors and Individuals with Disabilities Grant Program provides funding open to local agencies for transportation services catered to meet the transportation needs of seniors and individuals with disabilities in all areas. Projects

that improve access to fixed-route services for seniors and disabled individuals within the community can be eligible for funding.

The Innovative Coordinated Access and Mobility pilot program funds capital projects to improve coordination and enhance access and mobility for older adults, disabled individuals, and people of low income to vital community services. Activities eligible under this program include projects designed to provide transportation for the disadvantaged population that improves the available transportation services and non-emergency medical transportation services.

The Bipartisan Infrastructure Law provides a significant boost to FTA funding programs. Alabama will benefit from increased 5307 and 5311 funds for operating assistance, and new discretionary competitive grants will be available through FTA like Capital Investment Grants and State of Good Repair Grants.

There are additional funding sources outside of grant programs that the State of Alabama can explore to provide transportation services. The table below reveals standard sources other states use to fund transportation services and operations.

Funding Source	Description
General Funds	State general funds are comprised of income, sales, property, and other state and local taxes. Using general funds for transit requires approval from the state legislature.
Bond proceeds	Revenue bonds can be issued by a transit agency or local government and secured by repayment from the transit agency. Using bond proceeds for transit may require a public referendum.
Gas Tax	Changes to laws or policies that forbid using gas tax funds for transit would have to occur to use funds from the International Fuel Tax Agreement (IFTA) for transit.
State transportation fund	A program like the Alabama Act Annual Grant Program can be produced for the use of transit services rather than only infrastructure.
Vehicle registration / license / title	A portion of vehicle registration funds could be appointed to use for public transit. For example, late fees and the 12% annualized interest could be allocated toward transit.
General sales tax	States may appropriate funds for transit services from their accrued sales tax.
Trust fund	The Alabama Penny Trust fund can be used towards programs that align with public health. With the approval of the State Health Officer and the State Board of Education, funds can be used to provide public transit services and enhance public health.
Motor vehicle	The Department of Revenue: Motor Vehicle Division can allocate funds from the IFTA for transit.

Funding Source	Description
Lottery	Lottery or legalized gambling may allot funds generated through said activities for transportation services.
Rideshare Tax / Surcharge	Increasing local taxes can raise funds for transit services and projects and should usually be voted on by the community.
Toll Revenue	Tolling interstate roadways is another reasonable option for funding transit services. This requires approval from the state Department of Transportation.
Corporate Franchise Tax / Fee	The state can use the corporate franchise taxes for transit services as long as it is written within Corporate tax policies by the Department of Revenue.
Corporate Income Taxes	The Department of Revenue can allocate corporate income taxes to fund transportation services.
Casino Taxes	Alabama legislative committee can amend Senate Bill 294 to incorporate transit services into the use of casino tax funds.
Congestion pricing	Alabama can introduce congestion pricing into the state by incorporating a fee to use express lanes in congested areas and use the proceeds to fund transportation services.

14.4 Investment Scenarios

The cost of expanding and improving rural transit service in the state will require additional funding. The current funding structure is an 80/20 federal/local split for capital expenditures and 50/50 for operating expenses. The current investment scenario was compared to peer states which include federal, state, and local funding allocations to support transit.

14.5 Implementation

The cost of expanding the rural transit service to cover all the counties in the state was calculated using NTD data for nearby counties with similar characteristics. The average cost to purchase a vehicle according to the Transit Assist Management Plan (TAMP) was \$58,247 between 2016 and 2020. The average cost to operate the vehicles range from \$32,000 to \$65,000. The results of this analysis are summarized in the following tables and figures for the respective counties:

Counties without Rural Transit Service	Average Cost of Vehicle Purchase	Estimated Ridership	Estimated # of Vehicles	Average Cost to Operate Vehicles
Montgomery County	\$58,247	36,632	11	\$65,036
Elmore County	\$58,247	14,076	11	\$65,036
Bullock County	\$58,247	1,864	5	\$61,869
Bulter County	\$58,247	4,001	4	\$40,018
Crenshaw County	\$58,247	2,638	4	\$40,018
Mobile County	\$58,247	70,518	6	\$38,466
Tuscaloosa County	\$58,247	31,785	5	\$61,790
Fayette County	\$58,247	2,775	5	\$61,790
Limestone County	\$58,247	16,571	9	\$32,088

Table 5: Estimated Implementation Costs

Autauga County Rural Transportation in comparison to Montgomery County and Elmore County:

RAW NTD DATA					
Year	Annual Unlinked Trips (UPT)	Annual Vehicle Revenue Miles (VRM)	Annual Vehicle Revenue Hours (VRH)	Operating Expenses (OE)	Number of Vehicles
2016	31,011	294,199	24,402	\$684,579	14
2017	40,120	285,754	19,785	\$650,377	10
2018	42,011	272,951	19,970	\$869,315	10
2019	43,848	272,175	22,478	\$715,397	10
2020	36,103	227,768	16,451	\$629,903	12
SERVICE EFFECTIVENESS MEASURES					
Year	Operating Expenses per Unlinked Trip (OE/UPT)	Unlinked Trips per Vehicle Revenue Mile (UPT/VRM)	Unlinked Trips per Vehicle Revenue Hours (UPT/VRH)		
2016	\$22.08	0.11	1.27		
2017	\$16.21	0.14	2.03		
2018	\$20.69	0.15	2.10		
2019	\$16.32	0.16	1.95		
2020	\$17.45	0.16	2.19		
% CHANGE IN SERVICE EFFECTIVENESS MEASURES					
Year	Δ OE/UPT	Δ UPT/VRM	Δ UPT/VRH		
2016-17	-26.57%	33.20%	59.56%		
2017-18	27.65%	9.63%	3.74%		
2018-19	-21.15%	4.67%	-7.27%		
2019-20	6.94%	-1.61%	12.50%		
2016-20	-20.96%	50.38%	72.69%		

Table 6: Autauga County Rural Transportation NTD Summary

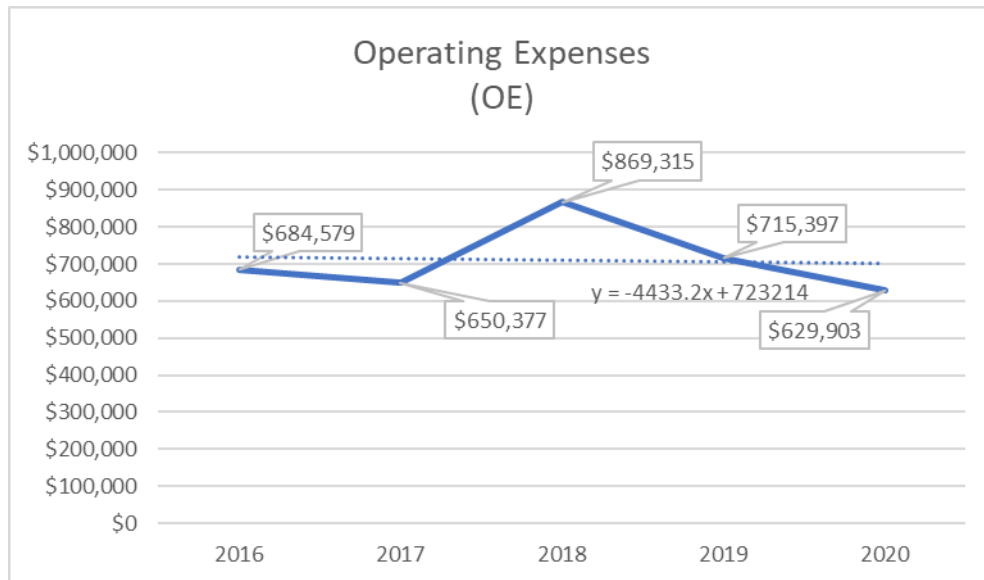


Figure 22: Autauga County Rural Transportation Operating Expenses

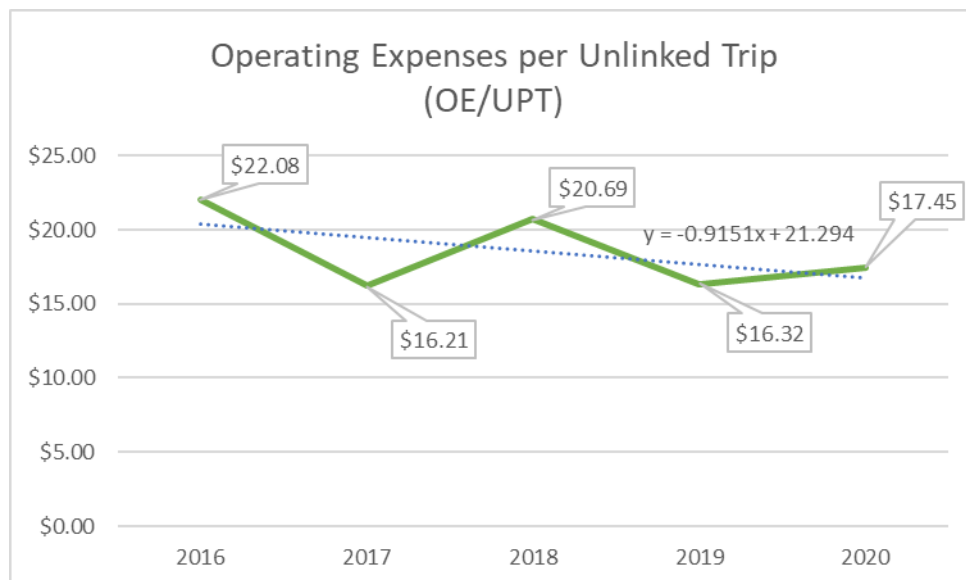


Figure 23: Autauga County Rural Transportation Operating Expenses per Unlinked Trip

FUNDING SOURCES					
Sources of Operating Funds Expended			Sources of Capital Funds Expended		
Source	Amount	%	Source	Amount	%
Fare revenues	\$ 28,294	4.5%	Fare revenues	\$ -	0.0%
Local funds	\$ 410,778	65.2%	Local funds	\$ 32,619	20.0%
State funds	\$ -	0.0%	State funds	\$ -	0.0%
Federal assistance	\$ 190,831	30.3%	Federal assistance	\$ 130,470	80.0%
Other funds	\$ -	0.0%	Other funds	\$ -	0.0%
Total expended	\$ 629,903	100%	Total expended	\$ 163,089	100%

Table 7: Autauga County Rural Transportation Funding Sources

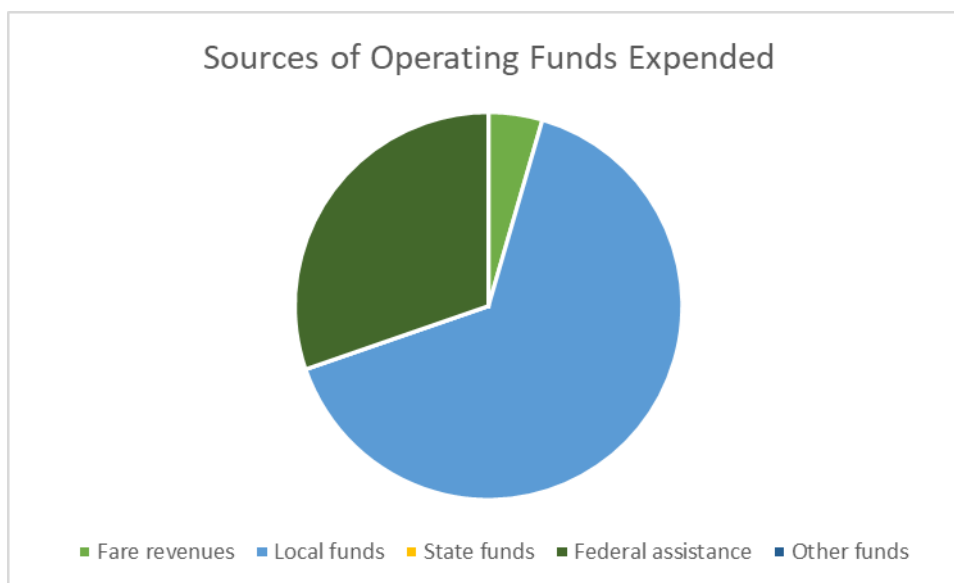


Figure 24: Autauga County Rural Transportation Sources of Operating Funds Expended

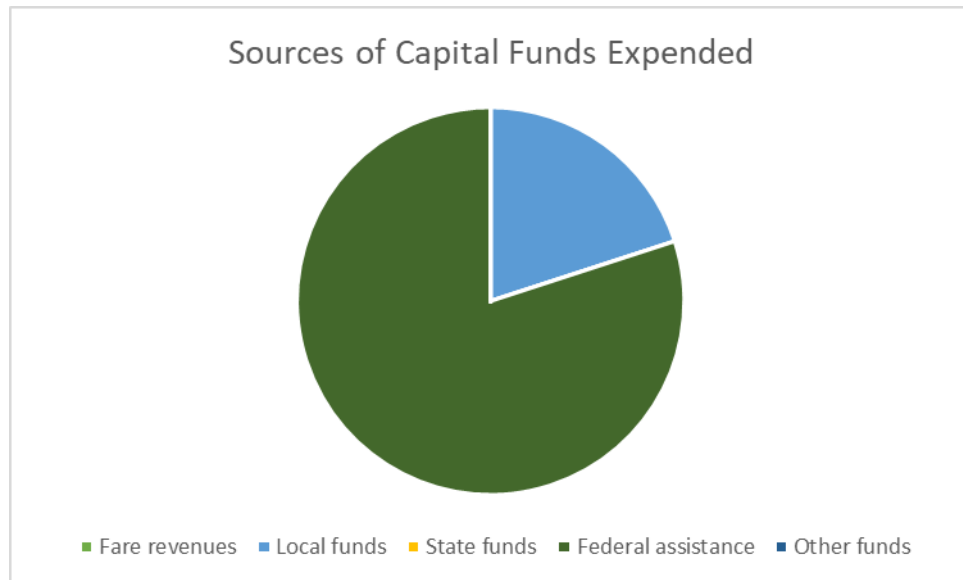


Figure 25: Autauga County Rural Transportation Sources of Capital Funds Expended

Eufaula/Barbour Transit Authority in comparison to Bullock County:

RAW NTD DATA					
Year	Annual Unlinked Trips (UPT)	Annual Vehicle Revenue Miles (VRM)	Annual Vehicle Revenue Hours (VRH)	Operating Expenses (OE)	Number of Vehicles
2016	9,157	28,307	1,664	\$182,967	6
2017	9,359	20,684	1,491	\$228,382	6
2018	6,141	12,706	1,222	\$232,990	3
2019	7,008	17,772	1,342	\$247,474	3
2020	3,351	9,230	731	\$186,416	5
SERVICE EFFECTIVENESS MEASURES					
Year	Operating Expenses per Unlinked Trip (OE/UPT)	Unlinked Trips per Vehicle Revenue Mile (UPT/VRM)	Unlinked Trips per Vehicle Revenue Hours (UPT/VRH)		
2016	\$19.98	0.32	5.50		
2017	\$24.40	0.45	6.28		
2018	\$37.94	0.48	5.03		
2019	\$35.31	0.39	5.22		
2020	\$55.63	0.36	4.58		
% CHANGE IN SERVICE EFFECTIVENESS MEASURES					
Year	Δ OE/UPT	Δ UPT/VRM	Δ UPT/VRH		
2016-17	22.13%	39.87%	14.06%		
2017-18	55.48%	6.82%	-19.94%		
2018-19	-6.92%	-18.41%	3.91%		
2019-20	57.53%	-7.93%	-12.22%		
2016-20	178.41%	12.23%	-16.70%		

Table 8: Eufaula/Barbour Transit Authority NTD Summary

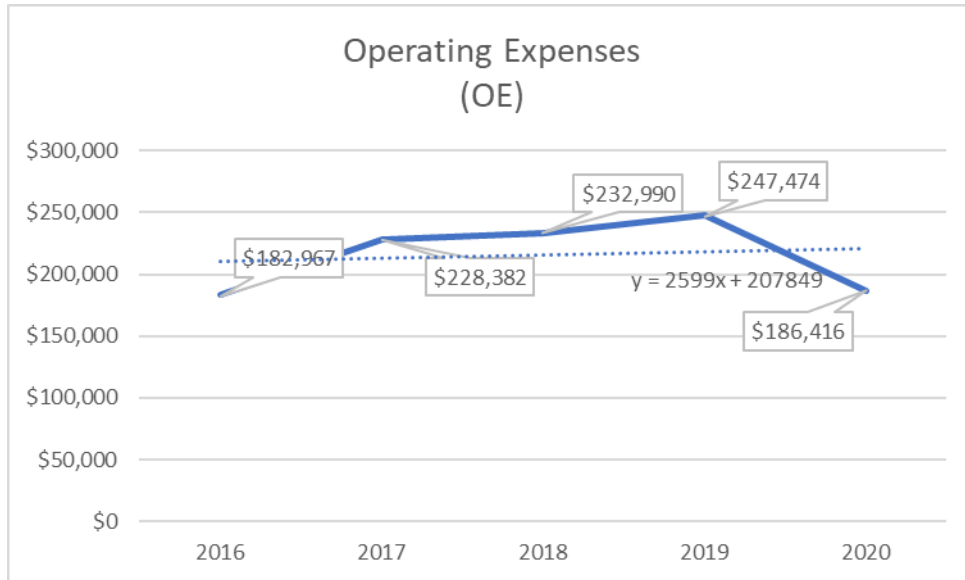


Figure 26: Eufaula/Barbour Transit Authority Operating Expenses

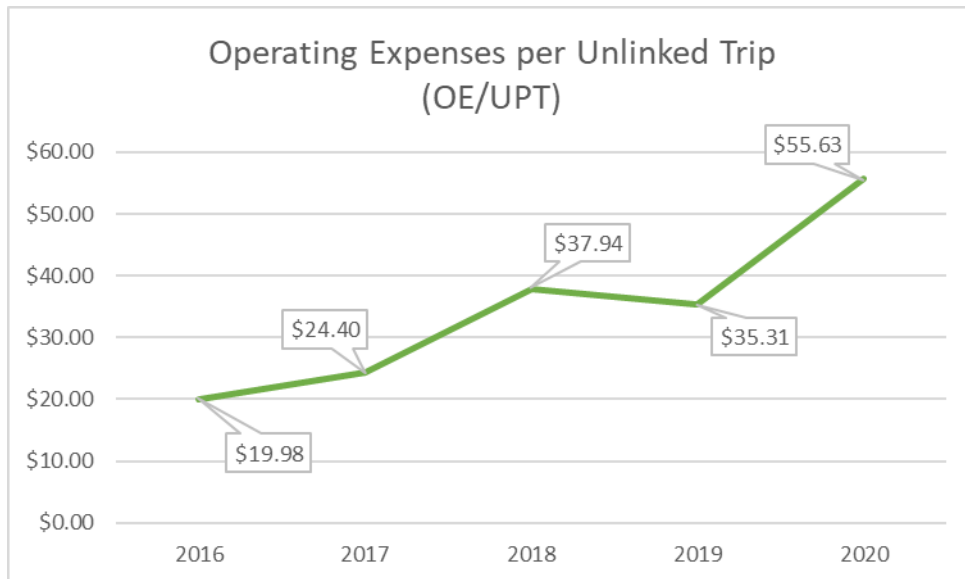


Figure 27: Eufaula/Barbour Transit Authority Operating Expenses per Unlinked Trip

FUNDING SOURCES					
Sources of Operating Funds Expended			Sources of Capital Funds Expended		
Source	Amount	%	Source	Amount	%
Fare revenues	\$ 5,521	3.0%	Fare revenues	\$ -	0.0%
Local funds	\$ 21,082	11.3%	Local funds	\$ -	0.0%
State funds	\$ -	0.0%	State funds	\$ -	0.0%
Federal assistance	\$ 159,810	85.7%	Federal assistance	\$ -	0.0%
Other funds	\$ -	0.0%	Other funds	\$ -	0.0%
Total expended	\$ 186,413	100%	Total expended	\$ -	0%

Table 9: Eufaula/Barbour Transit Authority Funding Sources

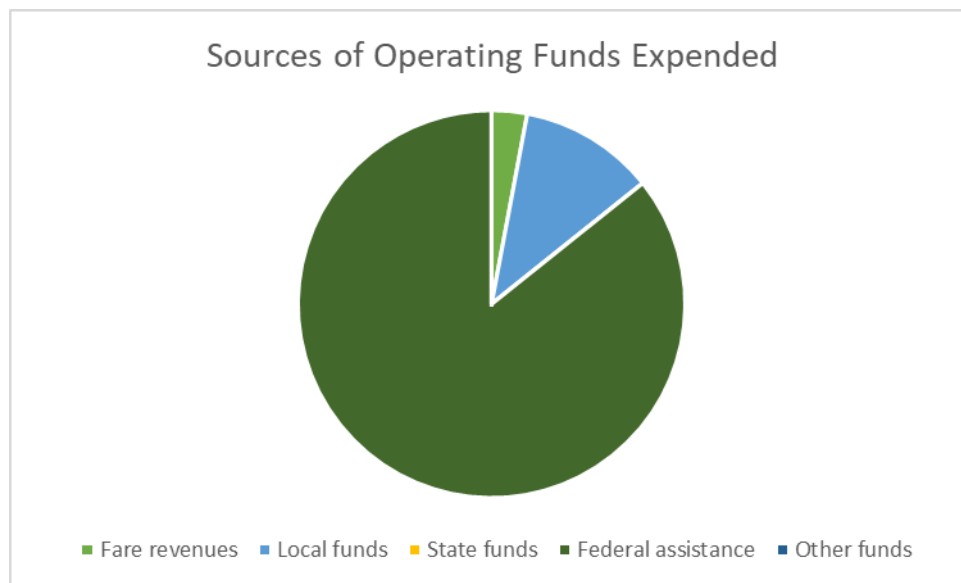


Figure 28: Eufaula/Barbour Transit Authority Sources of Operating Funds Expended

Covington Area Transit System (CATS) in comparison to Butler County and Crenshaw County:

RAW NTD DATA					
Year	Annual Unlinked Trips (UPT)	Annual Vehicle Revenue Miles (VRM)	Annual Vehicle Revenue Hours (VRH)	Operating Expenses (OE)	Number of Vehicles
2016	11,014	62,423	2,330	\$155,946	4
2017	11,712	66,061	2,337	\$165,222	4
2018	11,363	59,535	2,374	\$162,348	4
2019	9,251	66,030	2,555	\$160,070	4
2020	9,576	69,055	2,428	\$167,518	4
SERVICE EFFECTIVENESS MEASURES					
Year	Operating Expenses per Unlinked Trip (OE/UPT)	Unlinked Trips per Vehicle Revenue Mile (UPT/VRM)	Unlinked Trips per Vehicle Revenue Hours (UPT/VRH)		
2016	\$14.16	0.18	4.73		
2017	\$14.11	0.18	5.01		
2018	\$14.29	0.19	4.79		
2019	\$17.30	0.14	3.62		
2020	\$17.49	0.14	3.94		
% CHANGE IN SERVICE EFFECTIVENESS MEASURES					
Year	Δ OE/UPT	Δ UPT/VRM	Δ UPT/VRH		
2016-17	-0.37%	0.48%	6.02%		
2017-18	1.28%	7.66%	-4.49%		
2018-19	21.11%	-26.59%	-24.35%		
2019-20	1.10%	-1.02%	8.93%		
2016-20	23.55%	-21.41%	-16.57%		

Table 10: Covington Area Transit System (CATS) NTD Summary

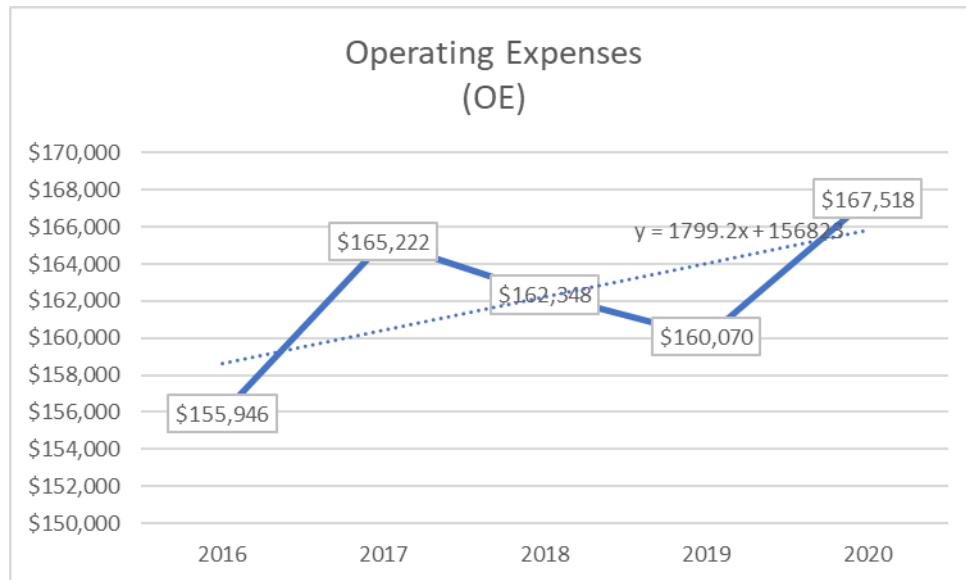


Figure 29: Covington Area Transit System (CATS) Operating Expenses

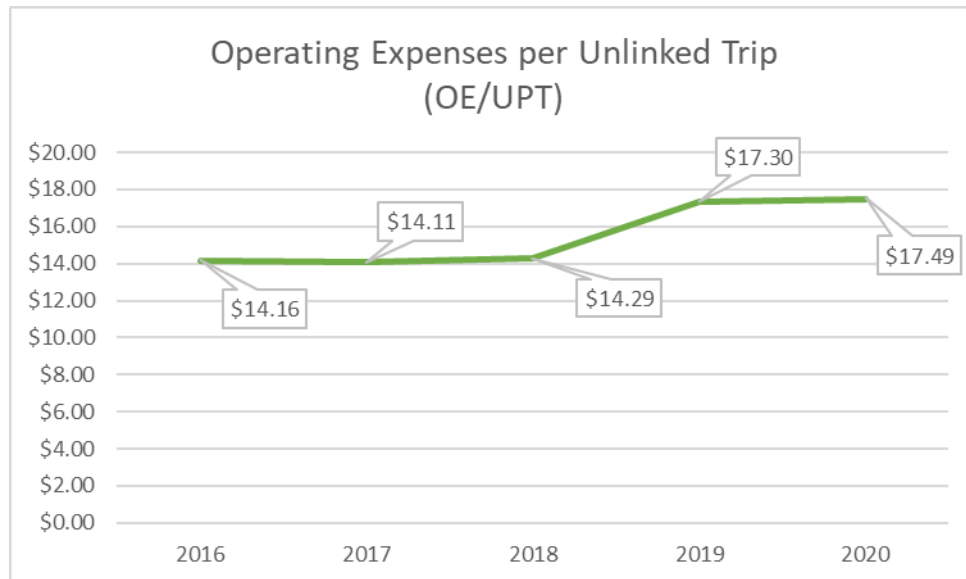


Figure 30: Covington Area Transit System (CATS) Operating Expenses per Unlinked Trip

FUNDING SOURCES					
Sources of Operating Funds Expended			Sources of Capital Funds Expended		
Source	Amount	%	Source	Amount	%
Fare revenues	\$ 30,666	18.3%	Fare revenues	\$ -	0.0%
Local funds	\$ 26,859	16.0%	Local funds	\$ 11,028	20.0%
State funds	\$ -	0.0%	State funds	\$ -	0.0%
Federal assistance	\$ 109,993	65.7%	Federal assistance	\$ 44,114	80.0%
Other funds	\$ -	0.0%	Other funds	\$ -	0.0%
Total expended	\$ 167,518	100%	Total expended	\$ 55,142	100%

Table 11: Covington Area Transit System (CATS) Funding Sources

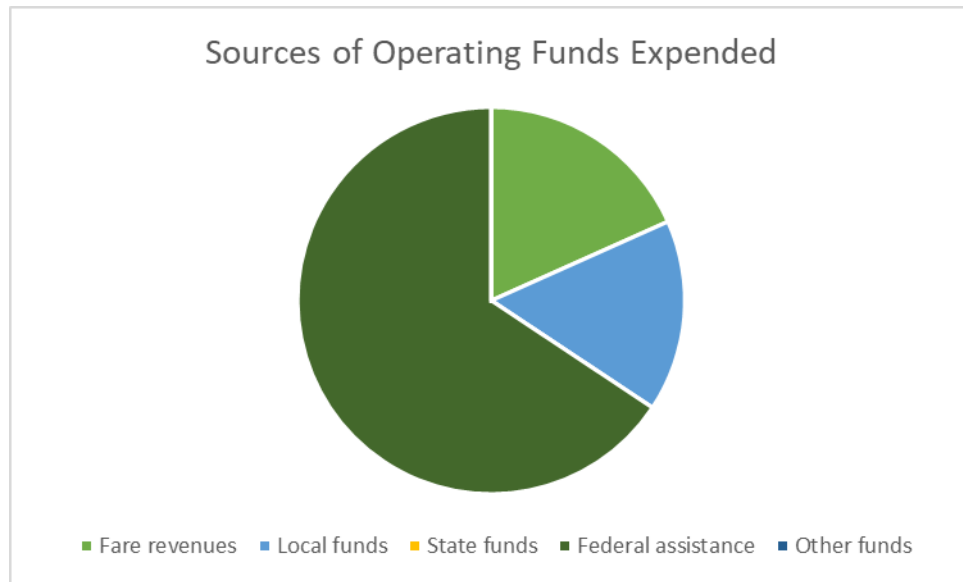


Figure 31: Covington Area Transit System (CATS) Sources of Operating Funds Expended

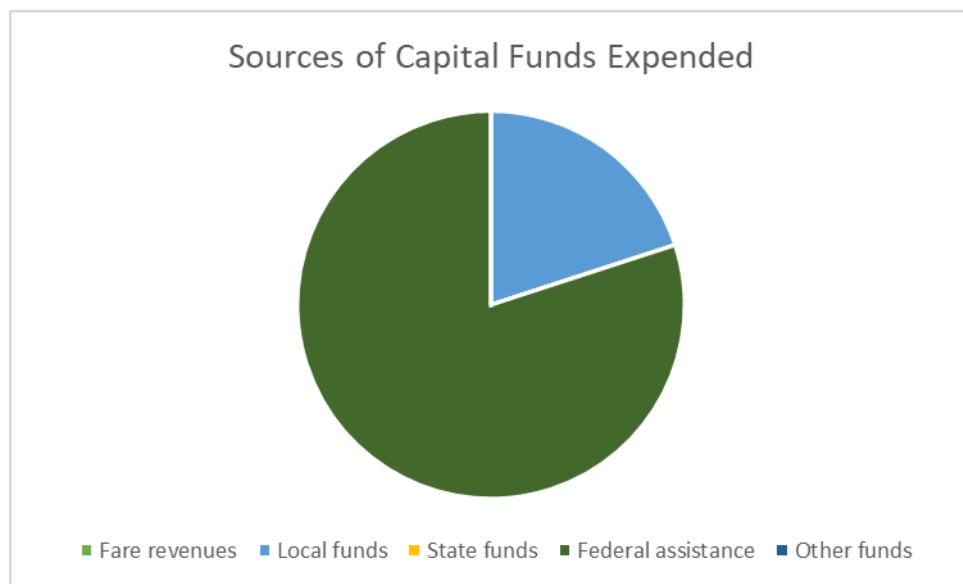


Figure 32: Covington Area Transit System (CATS) Sources of Capital Funds Expenses

Washington County Rural Public Transportation in comparison to Mobile County:

RAW NTD DATA					
Year	Annual Unlinked Trips (UPT)	Annual Vehicle Revenue Miles (VRM)	Annual Vehicle Revenue Hours (VRH)	Operating Expenses (OE)	Number of Vehicles
2016	11,304	98,196	3,147	\$198,417	5
2017	10,334	105,522	2,927	\$219,148	7
2018	11,992	111,597	2,291	\$222,802	7
2019	13,852	146,434	4,112	\$230,798	7
2020	4,922	85,354	2,519	\$207,471	6
SERVICE EFFECTIVENESS MEASURES					
Year	Operating Expenses per Unlinked Trip (OE/UPT)	Unlinked Trips per Vehicle Revenue Mile (UPT/VRM)	Unlinked Trips per Vehicle Revenue Hours (UPT/VRH)		
2016	\$17.55	0.12	3.59		
2017	\$21.21	0.10	3.53		
2018	\$18.58	0.11	5.23		
2019	\$16.66	0.09	3.37		
2020	\$42.15	0.06	1.95		
% CHANGE IN SERVICE EFFECTIVENESS MEASURES					
Year	Δ OE/UPT	Δ UPT/VRM	Δ UPT/VRH		
2016-17	20.82%	-14.93%	-1.71%		
2017-18	-12.39%	9.73%	48.26%		
2018-19	-10.32%	-11.97%	-35.64%		
2019-20	152.99%	-39.04%	-42.00%		
2016-20	140.14%	-49.91%	-45.60%		

Table 12: Washington County Rural Public Transportation NTD Summary

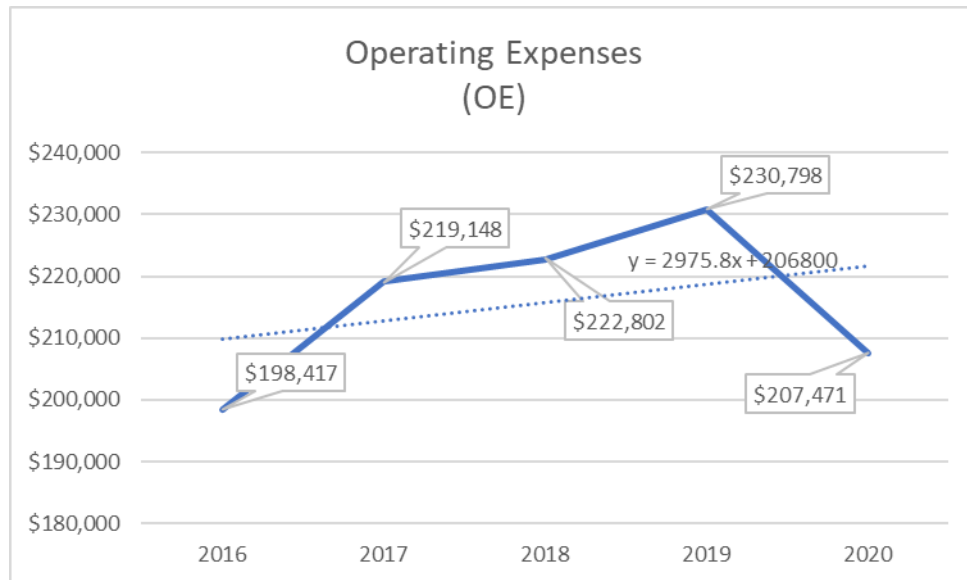


Figure 33: Washington County Rural Public Transportation Operating Expenses

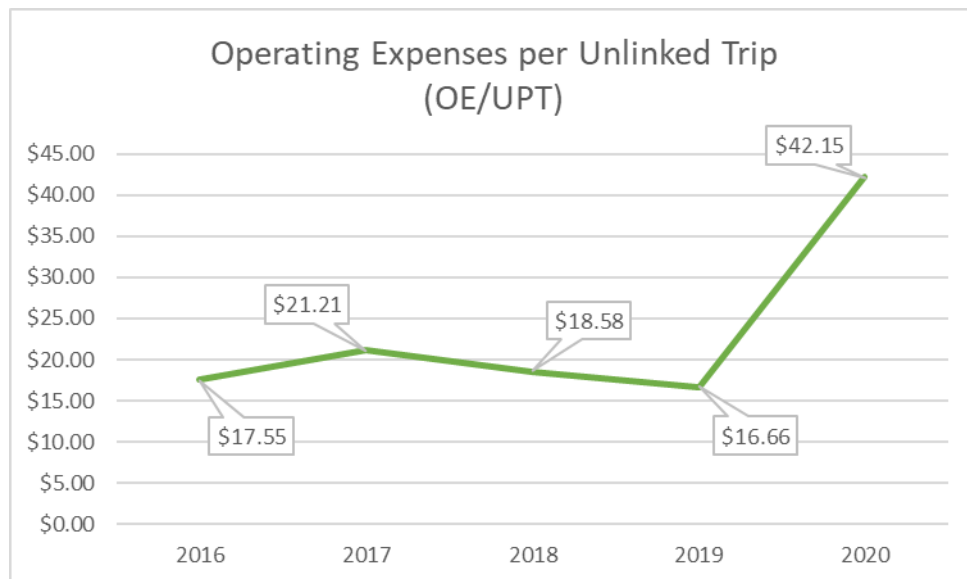


Figure 34: Washington County Rural Public Transportation Operating Expenses per Unlinked Trip

FUNDING SOURCES					
Sources of Operating Funds Expended			Sources of Capital Funds Expended		
Source	Amount	%	Source	Amount	%
Fare revenues	\$ 12,589	6.1%	Fare revenues	\$ -	0.0%
Local funds	\$ 39,297	18.9%	Local funds	\$ -	0.0%
State funds	\$ -	0.0%	State funds	\$ -	0.0%
Federal assistance	\$ 155,585	75.0%	Federal assistance	\$ -	0.0%
Other funds	\$ -	0.0%	Other funds	\$ -	0.0%
Total expended	\$ 207,471	100%	Total expended	\$ -	0%

Table 13: Washington County Rural Public Transportation Funding Sources

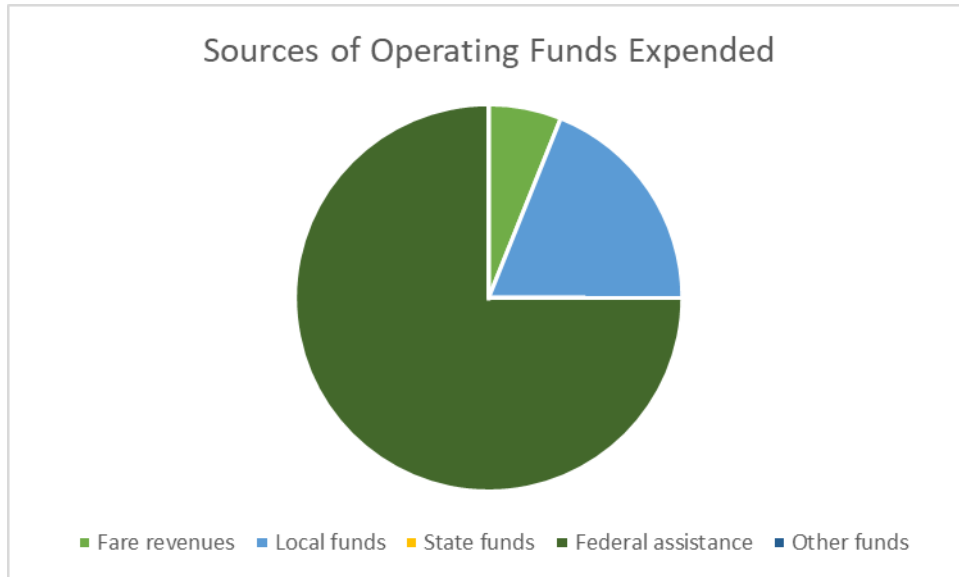


Figure 35: Washington County Rural Public Transportation Sources of Operating Funds Expended

H.E.L.P in comparison to Tuscaloosa County and Fayette County:

RAW NTD DATA					
Year	Annual Unlinked Trips (UPT)	Annual Vehicle Revenue Miles (VRM)	Annual Vehicle Revenue Hours (VRH)	Operating Expenses (OE)	Number of Vehicles
2016	12,741	58,481	3,425	\$208,182	7
2017	9,672	43,292	3,125	\$251,080	7
2018	10,058	52,966	3,263	\$243,242	4
2019	11,922	77,108	3,928	\$308,948	4
2020	11,137	93,463	4,759	\$262,358	4
SERVICE EFFECTIVENESS MEASURES					
Year	Operating Expenses per Unlinked Trip (OE/UPT)	Unlinked Trips per Vehicle Revenue Mile (UPT/VRM)	Unlinked Trips per Vehicle Revenue Hours (UPT/VRH)		
2016	\$16.34	0.22	3.72		
2017	\$25.96	0.22	3.10		
2018	\$24.18	0.19	3.08		
2019	\$25.91	0.15	3.04		
2020	\$23.56	0.12	2.34		
% CHANGE IN SERVICE EFFECTIVENESS MEASURES					
Year	Δ OE/UPT	Δ UPT/VRM	Δ UPT/VRH		
2016-17	58.88%	2.55%	-16.80%		
2017-18	-6.84%	-15.00%	-0.41%		
2018-19	7.15%	-18.58%	-1.53%		
2019-20	-9.09%	-22.93%	-22.90%		
2016-20	44.17%	-45.31%	-37.09%		

Table 14: H.E.L.P NTD Summary

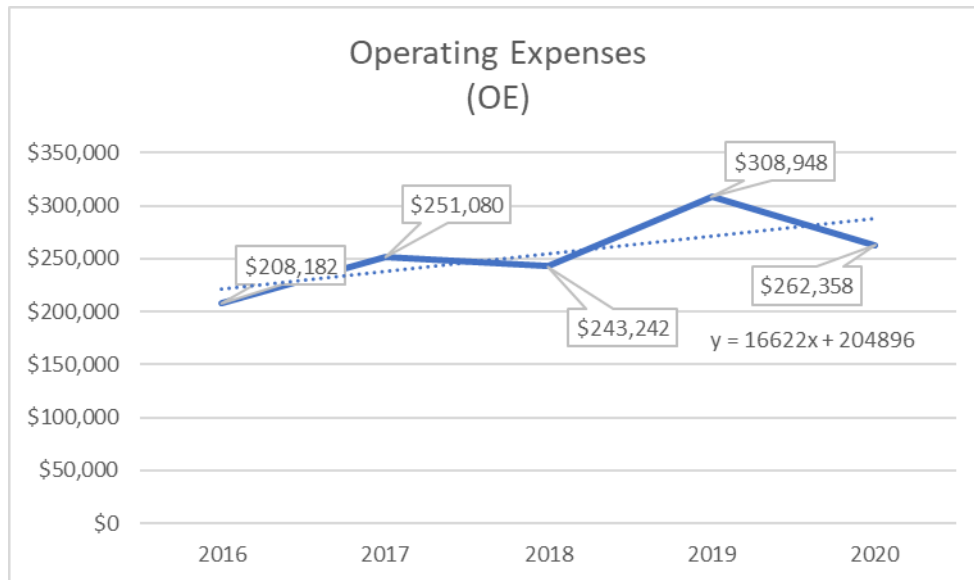


Figure 36: H.E.L.P Operating Expenses

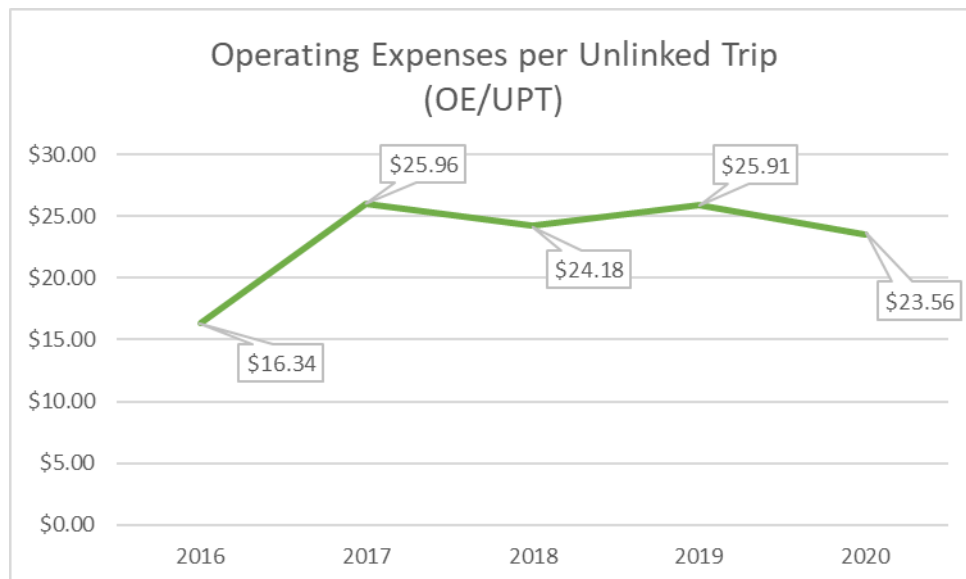


Figure 37: H.E.L.P Operating Expenses per Unlinked Trip

FUNDING SOURCES					
Sources of Operating Funds Expended			Sources of Capital Funds Expended		
Source	Amount	%	Source	Amount	%
Fare revenues	\$ 8,353	3.2%	Fare revenues	\$ -	0.0%
Local funds	\$ 44,318	16.9%	Local funds	\$ -	0.0%
State funds	\$ -	0.0%	State funds	\$ -	0.0%
Federal assistance	\$ 209,687	79.9%	Federal assistance	\$ -	0.0%
Other funds	\$ -	0.0%	Other funds	\$ -	0.0%
Total expended	\$ 262,358	100%	Total expended	\$ -	0%

Table 15: H.E.L.P Funding Sources

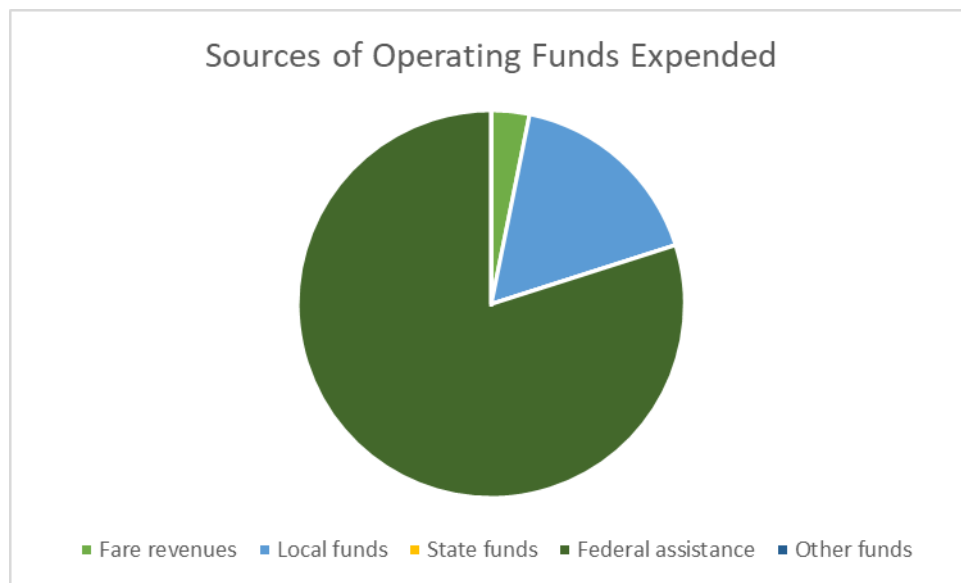


Figure 38: H.E.L.P Sources of Operating Funds Expended

TRAM in comparison to Limestone County:

RAW NTD DATA					
Year	Annual Unlinked Trips (UPT)	Annual Vehicle Revenue Miles (VRM)	Annual Vehicle Revenue Hours (VRH)	Operating Expenses (OE)	Number of Vehicles
2016	17,713	197,146	7,028	\$345,612	9
2017	16,865	180,956	5,119	\$333,966	9
2018	18,068	188,956	5,106	\$313,220	10
2019	17,569	178,558	6,607	\$288,788	9
2020	8,484	119,954	4,023	\$347,071	7
SERVICE EFFECTIVENESS MEASURES					
Year	Operating Expenses per Unlinked Trip (OE/UPT)	Unlinked Trips per Vehicle Revenue Mile (UPT/VRM)	Unlinked Trips per Vehicle Revenue Hours (UPT/VRH)		
2016	\$19.51	0.10	2.50		
2017	\$19.80	0.10	3.30		
2018	\$17.34	0.10	3.50		
2019	\$16.44	0.10	2.70		
2020	\$40.91	0.10	2.10		
% CHANGE IN SERVICE EFFECTIVENESS MEASURES					
Year	Δ OE/UPT	Δ UPT/VRM	Δ UPT/VRH		
2016-17	1.49%	0.00%	32.00%		
2017-18	-12.46%	-4.38%	6.06%		
2018-19	-5.18%	2.90%	-22.86%		
2019-20	148.88%	1.63%	-22.22%		
2016-20	109.66%	0.00%	-16.00%		

Table 16: TRAM NTD Summary

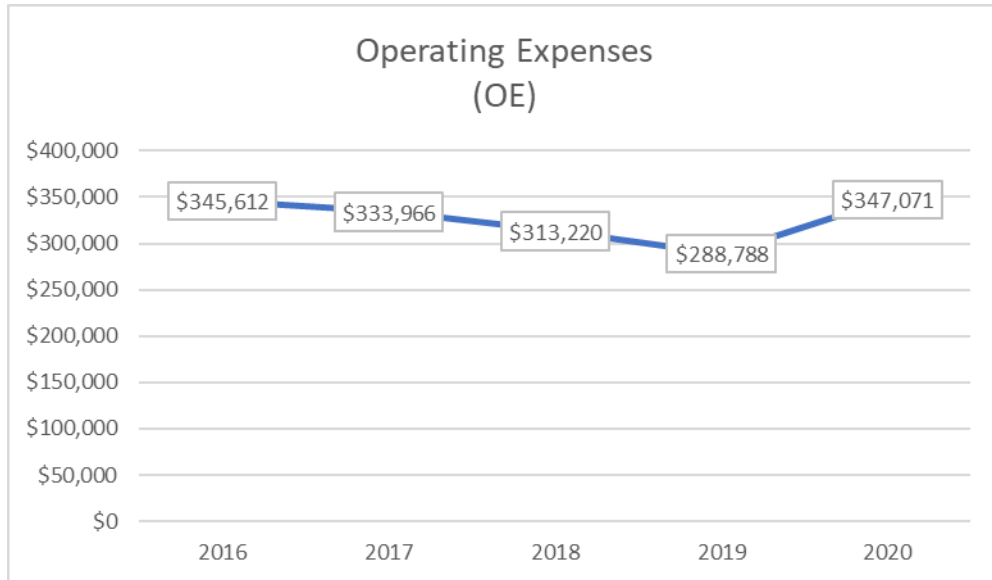


Figure 39: TRAM Operating Expenses

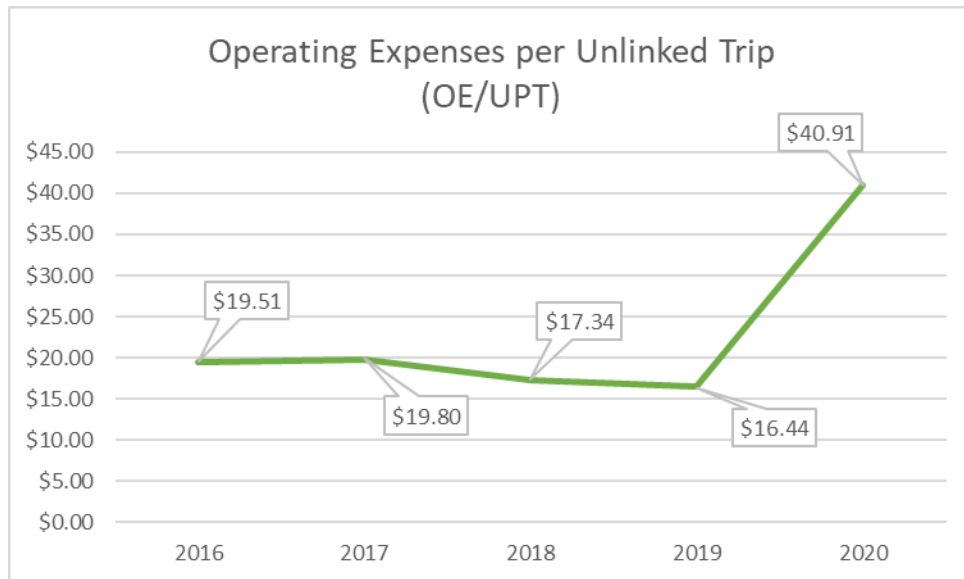


Figure 40: TRAM Operating Expenses per Unlinked Trip

FUNDING SOURCES					
Sources of Operating Funds Expended			Sources of Capital Funds Expended		
Source	Amount	%	Source	Amount	%
Fares/directly generated	\$ 40,513	11.7%	Fares/directly generated	\$ -	0.0%
Local funds	\$ 64,948	18.7%	Local funds	\$ 22,462	20.0%
State funds	\$ -	0.0%	State funds	\$ -	0.0%
Federal assistance	\$ 241,610	69.6%	Federal assistance	\$ 89,852	80.0%
Other funds		0.0%	Other funds		0.0%
Total expended	\$ 347,071	100%	Total expended	\$ 112,314	100%

Table 17: TRAM Funding Sources

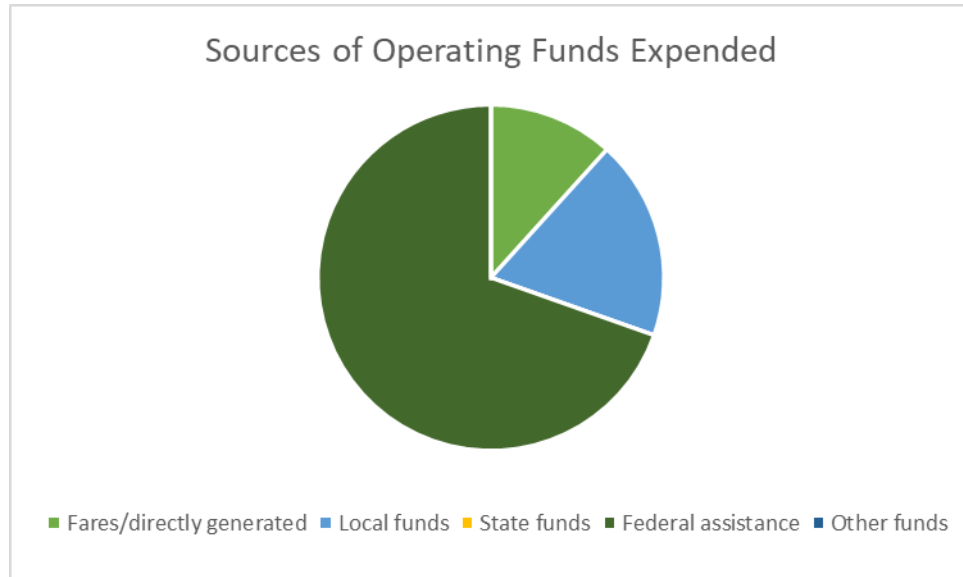


Figure 41: TRAM Sources of Operating Funds Expended

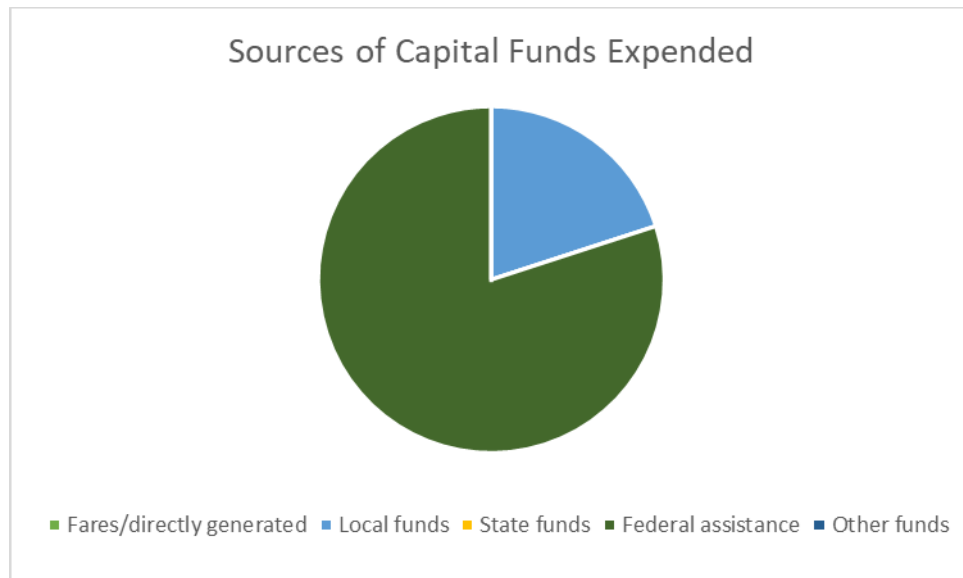


Figure 42: TRAM Sources of Capital Funds Expended

Additional factors to consider for implementing rural transit service in all counties in Alabama are the costs of the bus drivers' salary (Figure 43), the cost, the maintenance, and the management of the vehicles, which is listed in the Transit Asset Management Plan (TAMP), Section 15 (Figures 44-48 and Tables 18-27).

As previously stated in Section 10.3, Alabama has the second lowest salary range for transit and intercity bus drivers in comparison to neighboring states, according to the Bureau of Labor Statistics. Alabama's annual mean salary for bus drivers is \$33,750 as shown in Figure 43.

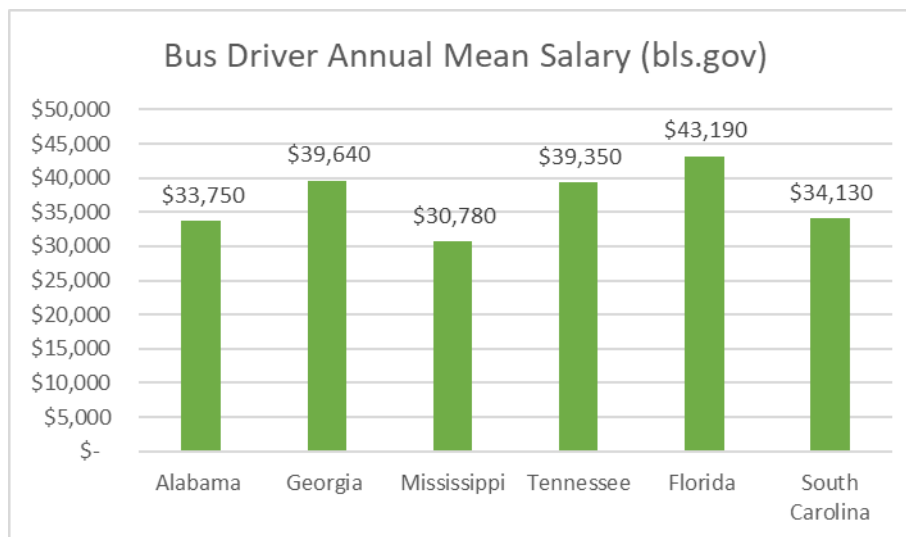


Figure 43: Bus Driver Annual Mean Salary

15 ALDOT TAMP Summary

This section outlines the summary of the ALDOT Transit Asset Management Plan, which includes Federal Guidance from the Federal Transit Administration, the ALDOT Tier II Subrecipients, Future Investment Analysis Projections of the Fleet, and the Facilities Summary.

In August 2021, the Alabama Department of Transportation (ALDOT) published their Federal Transit Administration (FTA) Section 5311 and 5307 Group-Sponsored Transit Asset Management Plan Fiscal Year 2020 Update. This publishing updated the previously developed Transit Asset Management Plan published in 2018. Section 5307 represents the Urbanized Area Formula Funding program, which is reserved for incorporated areas with a population greater than 50,000 people. Section 5311 represents the Formula Grants for Rural Areas funding program, which is reserved for areas with a population less than 50,000. Federal matches are available for capital projects (80%/20%), operating assistance (50%/50%), and ADA non-fixed route paratransit service (80%/20%) through this program.

According to the Transit Cooperative Research Program (TCRP) Report 172, the process for developing a Transit Asset Management Plan Consists of five steps:

1. *Inventory Assets and Data*
2. *Analyze Asset Conditions and Performance*
3. *Define Investment Scenarios*
4. *Finalize Investment Scenarios*
5. *Develop Transit Asset Management Plan*

ULB – Useful Life Benchmarks

**SGR – State of Good Repair
(3, 4, or 5 on the TERM scale)**

The ALDOT TAMP cites several goals for the plan:

- *Ensure stewardship of public transit investments through a defined oversight program.*
- *Make public transit reasonable and affordable by encouraging more local investment and promoting coordinated land use/transportation planning at the local level.*
- *Utilize an incremental approach to new public transit investments that recognizes funding constraints and the need to maintain existing services.*

15.1 Federal Guidance

In 2018, ALDOT implemented the FTA's Transit Economic Requirements Model (TERM) scale. The term scale assigns a numerical value of 1 through 5 to assess the condition of a transit asset. The FTA TERM scale's description for each numerical value can be found in Figure 18.

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective; but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement; exceeded useful life
1	Poor	Critically damaged or in need of immediate repair; well past useful life

Table 18: FTA TERM Condition Assessment Scale

The FTA released requirements for phasing in Transit Asset Management on a national level. These requirements can be found in Figure 19.

TAM Phase-In Schedule

NTD Fiscal Year Report to be Submitted	Set Internal Targets	Report Internal Targets to NTD	Submit Narrative Report on Meeting Targets to NTD	Report Condition Data on Vehicles	Report Condition Data on Facilities
RY 2017	Required (For FY18)	Optional	Not Required	Optional	Optional
RY 2018	Required (For FY19)	Required	Not Required	Required	1/4 Required
RY 2019	Required (For FY20)	Required	Required	Required	1/2 Required
RY 2020	Required (For FY21)	Required	Required	Required	1/2 Required*
RY 2021	Required (For FY21)	Required	Required	Required	Required

* FTA COVID Policy relaxed requirement from 3/4 to 1/2



Table 19: FTA Phased TAM Plan Reporting

The ALDOT TAMP Action Plan cites the following status for each item:

- Implement Term Condition Rating for Facilities – COMPLETE
- Reduce Out of Service Vehicles – ONGOING
- Revise Data Collection – ONGOING
- Bring Uniformity to Condition Ratings – COMPLETE
- Review Asset Lifecycle Policy and ULB's – ONGOING
- Revise and Adopt New Performance Measures and Targets – ANNUALLY

15.2 ALDOT Tier II Subrecipients

ALDOT does not operate any assets, but it oversees 28 subrecipients of Section 5307 and 5311 funding throughout the state. Each of the 28 subrecipients are classified as Tier II transit providers, which own, operate, or manage 100 or fewer vehicles in revenue service. ALDOT maintains 7 vehicles for 5311 and 5307 programs. As of FY 2020, there are a total of 559 revenue vehicles in the 5307 and 5311 fleet, 7 service vehicles owned by 5 agencies, 7 buildings, and one storage yard used by the transit providers. FTA grants account for an investment of \$2.6 million annually to subrecipients, based on FY2016-2020 data.

Subrecipients are required to provide status reports quarterly and annually through the Bus Maintenance and Management System (BMMS) and ALDOT Transit Reporting System (ATRS). These databases house location information, vehicle characteristics, costs associated with each vehicle, and other performance measures used to track transit asset use. On the whole, the fleet is not considered to be over-utilized. Nearly 70% of revenue vehicles travel less than 20,000 miles per year.

Figure 44 from the ALDOT TAMP (FY2020 Update) displays a map of all Tier II Subrecipients participating in the Group TAMP, and Table 20 provides brief summaries of each Tier II transit provider in the state.

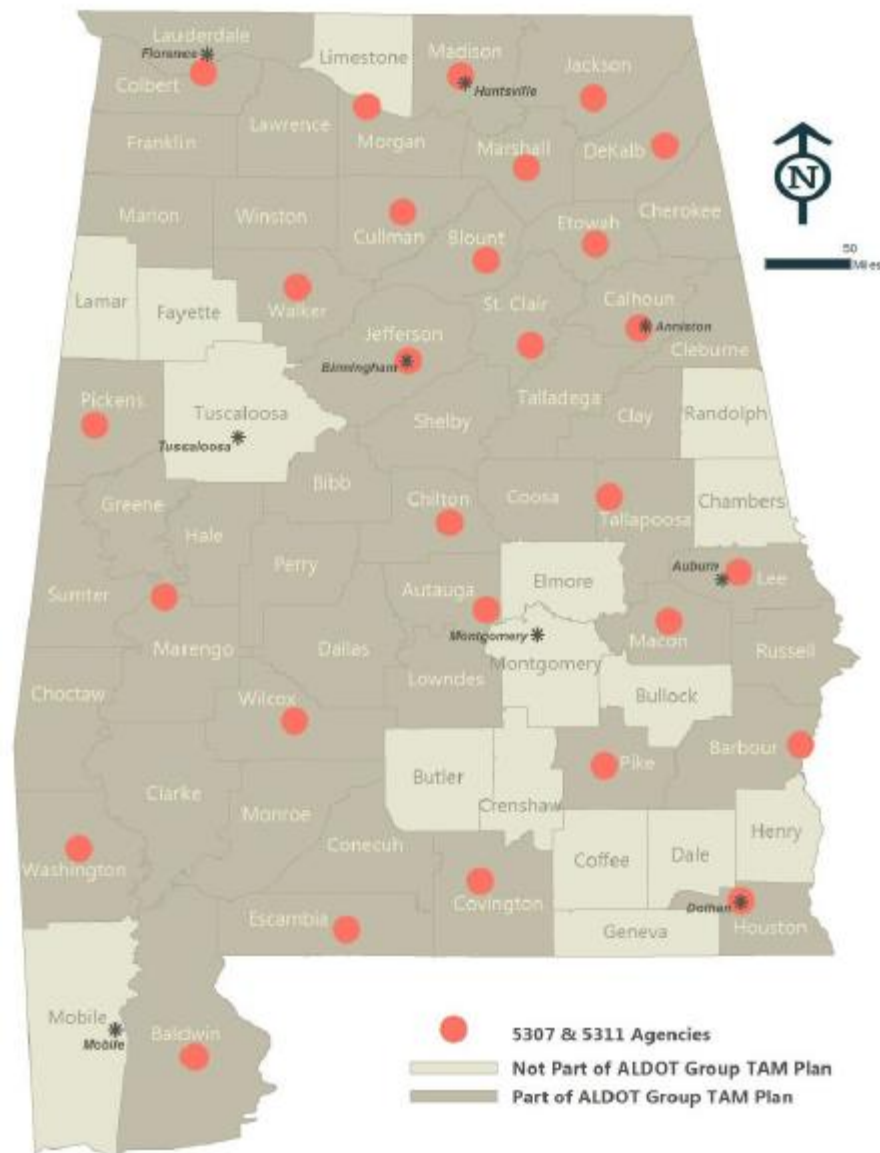


Figure 44: TAMP Tier II Subrecipients Map

Agency Name	Business Entity	2020 Vehicle Miles	2020 Passenger Service Miles	2020 Major Mechanical Failures (Service Miles per Failure)
Alabama-Tombigbee Regional Commission	ATRC Rural Transportation	332,718	201,633	0
Area Referral and Information Service for the Elderly	ARISE, Inc.	49,341	39,426	0
Autauga County Commission	Autauga County Rural Transportation	315,812	283,531	0
Baldwin County Commission	Baldwin Regional Area Transit System (BRATS)	451,359	350,357	11 (31,851)
Birmingham Regional Paratransit Consortium	ClasTran	56,436	47,162	0
Blount County Commission	Blount County Public Transportation	93,987	91,168	0
Chilton County Commission	Chilton County Transit	135,723	125,465	0
City of Eufaula	Eufaula/Barbour Transit Authority	21,154	9,230	0
City of Guntersville	Guntersville Public Transportation	84,570	77,151	0
City of Troy	Pike Area Transit System (PATS)	231,048	233,965	0
Covington County Commission	Covington Area Transit System (CATS)	130,095	69,055	0
Cullman County Commission	Cullman Area Rural Transportation System (CARTS)	294,743	227,129	0
DeKalb County Commission	DeKalb County Rural Transportation	80,493	75,137	0
East Alabama Regional Planning and Development Commission	Area Wide Community Transportation Service (ACTS)	352,344	218,164	0
ARC of Southwest Alabama	Washington County Rural Public Transportation	65,318	92,344	0
Escambia County Commission	Escambia County Alabama Transit System (ECATS)	71,021	44,702	0
H.E.L.P., Inc.	H.E.L.P., Inc.	119,874	93,643	0
Jackson County Commission	Jackson County Rural Transportation	94,270	76,501	0
Lee-Russell Council of Governments	Lee-Russell Public Transit (LRPT) & Phenix City Express (PEX)	632,422	560,005	0
Macon County Commission	Macon County Public Transportation	123,896	68,568	0

Madison County Commission	Transportation for Rural Areas of Madison County (TRAM)	151,018	119,954	0
North Central Alabama Regional Council of Governments	NARCOG Regional Transit Agency	359,417	211,422	0
Northwest Alabama Council of Local Governments	NACOLG Transit	375,470	302,659	29 (10,437)
SE AL Regional Planning and Development Commission	Wiregrass Transit Authority	194,189	189,968	0
Walker County Commission	Walker County Rural Transportation Program	22,688	18,904	0
West Alabama Health Services, Inc.	West Alabama Public Transportation	731,362	585,090	0

Table 20: Tier II Transit Service Provider

ULB age for service vehicles was revised in 2020 to better reflect industry standards and FTA default benchmarks for service vehicles and small trucks.

Vehicle Type	Optimal Replacement Mileage	Useful Life Expectancy	Optimal Replacement Age
Minivans	100,000	5	6
Vans	100,000	5	6
Cutaway Buses	150,000	5	6
Cutaway Buses (HD)	200,000	7	8
Full Size Transit Buses	350,000	10	11

Source: FTA Contractor's Manual Fiscal Year 2020, Pages 7-25

Table 21: FTA Service Vehicle Benchmarks

Category	# of Vehicles	% of Fleet
Vehicle Condition Excellent	122	22%
Vehicle Condition Good	226	40%
Vehicle Condition Fair	130	23%
Vehicle Condition Poor	81	15%
Mileage Rating 5 (20,000 or more miles under ULB Mileage)	320	57%
Mileage Rating 4 (0 to 19,999 miles under ULB Mileage)	47	8%
Mileage Rating 3 (1 to 15,000 miles over ULB Mileage)	29	5%
Mileage Rating 2 (15,001 to 30,000 miles over ULB Mileage)	26	5%
Mileage Rating 1 (30,001 miles or more over ULB Mileage)	137	25%
Age Rating 4 (3 or more years before ULB Age)	98	18%
Age Rating 3 (0 to 2 years before ULB Age)	147	26%
Age Rating 2 (1 to 5 years over ULB Age)	198	35%

Age Rating 1 (6 or more years over ULB Age)	116	21%
# Purchased FY2016	34	N/A
# Purchased FY2017	37	N/A
# Purchased FY2018	46	N/A
# Purchased FY2019	51	N/A
# Purchased FY2020	54	N/A
5 Year Total Purchased (FY2016-2020)	222	N/A
Average # Purchased Per Year (FY2016-2020)	44	N/A
Average Purchase Cost Per Vehicle (FY2016-2020)	\$58,246.95	N/A
Total Purchase Cost for All Vehicles (FY2016-2020)	\$2,614,276.03	N/A

Table 22: Fleet Master Table

Overall, the total investment of \$2,614,276.03 was shared by an 80% Federal and 20% Local split, resulting in a total expenditure of \$530,414.09 from local funding sources.

Category	Minivans	Vans	Cutaway Buses	Full Size Buses
Number of Vehicles (% of Fleet)	39 (7%)	305 (55%)	208 (37%)	7 (1%)
Average Mileage	60,340	116,030	96,430	200,019
Avg Annual Mileage	12,012	17,781	16,343	30,759
Average Age (Years)	4.9	6.9	5.7	10.6
# Exceeding ULB Age (% of Fleet)	16 (41%)	190 (62%)	94 (45%)	4 (57%)
# Exceeding ULB Mileage (% of Fleet)	9 (23%)	147 (48%)	34 (16%)	2 (29%)
# Exceeding ULB Age & Mileage (% of Fleet)	7 (18%)	141 (46%)	32 (15%)	0 (0%)
Avg Replacement Cost (2018)	\$37,756	\$55,994	\$59,036	\$90,088
# Purchased FY2016	6	23	5	0
# Purchased FY2017	3	21	13	0
# Purchased FY2018	4	23	19	0
# Purchased FY2019	6	14	31	0
# Purchased FY2020	4	20	30	0
5-Year Total Purchased	23	101	98	0
FY2020 Performance Target for % Exceeding ULB Age	38%	64%	42%	63%
FY 2020 Actual % Exceeding ULB Age	41%	62%	45%	57%
Target Met for % Exceeding ULB Age	No	Yes	No	Yes
FY2020 Performance Targeted Reduction %	5%	5%	5%	0%
FY2021 Performance Target for % Exceeding ULB Age	36%	57%	40%	57%

Table 23: Master Table for Fleet Composition by Vehicle Type/Mileage/Age

Seven non-revenue service vehicles owned by five agencies; three service vehicles exceed useful ULB and one meets ULB for age. In FY2019, 83% of non-revenue service vehicles exceeded ULB for age. For service vehicles, the 2020 performance target for percent exceeding ULB age was 73%, while the actual result from FY2020 was 43% of vehicles exceeding ULB age. A 5% reduction is targeted for FY2021, which identifies a target of 38% of service vehicles exceeding their ULB age. Table 24 shows a summary of the seven service vehicles.

Year, Make & Model	Asset Owner	FY2020 Vehicle Mileage	ULB Mileage / ULB Age
2011 International 4400	Alabama-Tombigbee Regional Commission	22,273	200,000 / 8 yr
2019 Ford F250*	Covington County Commission	5,479	200,000 / 8 yr
2003 Ford F250	Covington County Commission	99,625	200,000 / 8 yr
2018 Dodge Ram 1500	Cullman County – CARTS	8,380	200,000 / 8 yr
2011 Ford F150	NARCOG Regional Transit Agency	58,684	200,000 / 8 yr
2014 Ford Edge	West AL Health Services, Inc.	196,321	100,000 / 8 yr
2013 Ford Transit	West AL Health Services, Inc.	90,892	100,000 / 8 yr

*One new service vehicle added to fleet in FY2020

Table 24: Service Vehicles

15.3 Future Investment Analysis Projections of the Fleet

To envision future needs of a transit fleet, it is useful to track the number of vehicles that will exceed their ULB for age during each year. Figure 45 displays a chart from 2021 to 2026 showing this data for the Tier II Recipients' fleet. The highest number of vehicles exceeding their ULB for age occurs in 2023 with 70 vehicles, while the lowest number of vehicles exceeding their ULB for age occurs in 2025 with 24 vehicles. On average, 42 vehicles per year from the current fleet exceed their ULB for age.

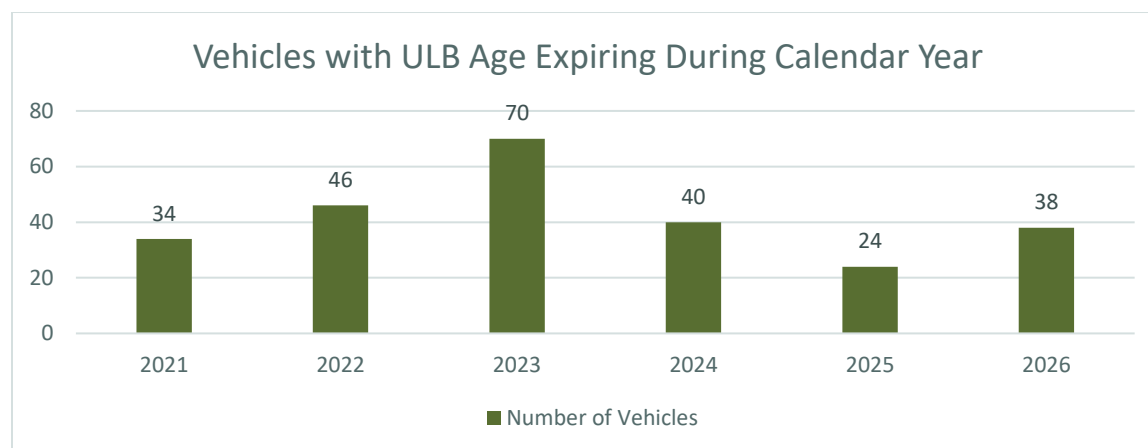


Figure 45: Vehicles with ULB Age Expiring During Calendar Year

Across the entire fleet, additional performance metrics are shown in Table 25.

Metric	2021	2022	2023	2024	2025	2026
Total Net Revenue Vehicles Exceeding ULB Age	302	304	330	326	306	300
Total Vehicles Exceeding ULB Age after Disposals and Replacements*	258	260	286	282	262	256
% of Fleet Exceeding Useful Life	46%	47%	51%	50%	47%	46%

*Assuming an average of 44 net revenue vehicles added per year

Table 25: Vehicle Performance Metrics

An annual task from the Transit Asset Management Plan is to revise and establish performance metric targets for the upcoming fiscal year. For revenue vehicles and service vehicles, the performance metric used is the percentage of vehicles that have met or exceeded their ULB for age. Each performance target from FY2020 and FY2021 is shown in Table 26.

Asset Class	2019 Actual	2020 Target Reduction	2020 Actual	Goal Met?	2021 Target Reduction	2021 Target
Rolling Stock – Minivans	43%	5%	41%	No	5%	36%
Rolling Stock – Vans	69%	5%	62%	Yes	5%	57%
Rolling Stock – Cutaway Buses	47%	5%	45%	No	5%	40%
Rolling Stock – Full-Size Buses	63%	5%	57%	Yes	0%	57%
Equipment – Service Vehicles	83%	0%	43%	Yes	5%	38%

Table 26: Asset Performance Target

15.4 Facilities Summary

Across all Tier II subrecipients, eight facilities fall under transit asset management. Table 27 shows a summary of these facilities, as of FY2020.

Class	Name	Owner	Acquisition Year (Age)	Replacement Cost / Value	Address	Sq Ft	TERM Condition Rating
Building	Dixie Depot	Wiregrass Transit Authority	2008 (112)	\$1,051,700	201 Depot St, Dothan, AL 36303	6,000	3
Building	Transportation Building	ATRC	2010 (9)	\$269,300	207A Claibourne St, Camden, AL 36784	2,200	4
Building	Transit System Office	Pike Area Transit	2007 (12)	\$143,000	113 Segars St, Troy, AL 36081	28,178	3
Building	Bus Facility	Etowah County	2010 (9)	\$152,243	739 1 st Ave, Gadsden, AL 35901	1,200	4
Building	Transit Office	BRATS	2012 (9)	\$329,400	18100 CR-54, Robertsedale, AL 36567	5,070	4
Building	Maintenance Facility	BRATS	1994 (25)	\$334,365	18100 CR-54, Robertsedale, AL 36567	2,500	4
Building	Transit Hub	BRATS	2013 (6)	\$353,702	918 Fairhope Ave, Fairhope, AL 36532	748	4
Building	Transit Facility	CARTS	2007 (14)	\$167,000	1950 Beech Ave, Cullman, AL 35055	1,800	4
Storage Yard	Parking Lot	EARPDC	2011 (8)	\$529,722	1130 Quintard Ave, Anniston, AL 36202	39,900	4

*ALDOT owns a simulator operated by the University of Alabama at Huntsville, but it is not included in facilities inventory.

Table 27: Tier II Subrecipients Facilities

All Section 5311 and 5307 subrecipients met the performance target of no more than 20% of FTA funded facilities with a TERM rating below 3.0 (Adequate). ALDOT does not provide matching funds to subrecipients for capital assets.

16.0 Community College Concept

Figure 46 illustrates the locations of community colleges in Alabama. These colleges are located across the state and serve as destinations for younger populations in rural areas. The concept of administering the Intercity Bus program through the community college network was explored at a high-level to determine the potential feasibility, institutional framework, and coordination between the private and public sector required to implement the service. Community colleges are located in rural and urban areas of the state, and generally include ample parking, some of which could be used to store buses and serve as maintenance facility areas.

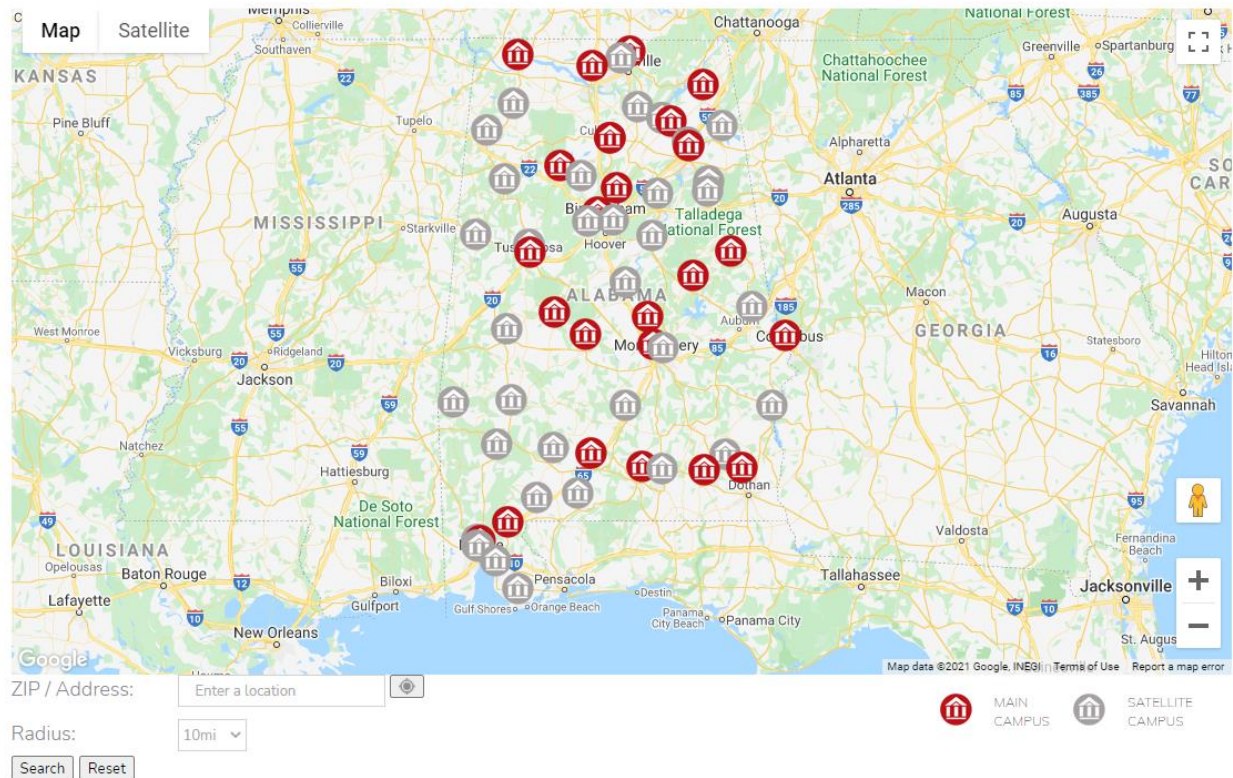


Figure 46: Alabama's Community College Network

This concept was explored further as a part of the Rural Statewide Transit Study. Areas of exploration included geographic setting, major highway accessibility, stop/shelter considerations, vehicle maintenance and storage, funding considerations, and bus driver/maintenance training opportunities. The main campuses of the community college system are:

1. Coastal Alabama Community College (South Bay Minette)
2. Bishop State Community College (Mobile)
3. Reid State Technical College (Evergreen)

4. Lurleen B. Wallace Community College (Andalusia)
5. Enterprise State Community College (Enterprise)
6. Wallace Community College (Dothan)
7. Chattahoochee Valley Community College (Phenix City)
8. Trenholm State Community College (Montgomery)
9. Ingram State Technical College (For the incarcerated)
10. Wallace State Community College-Selma (Selma)
11. Marion Military Institute (Marion)
12. Central Alabama Community College (Alexander City)
13. Southern Union State Community College (Wadley)
14. Shelton State Community College (Tuscaloosa)
15. Lawson State Community College (Birmingham)
16. Jefferson State Community College (Birmingham)
17. Beville State Community College (Jasper)
18. Wallace State Community College (Hanceville)
19. Gadsden State Community College (Gadsden)
20. Snead State Community College (Boaz)
21. Northeast Alabama Community College (Rainsville)
22. Drake State Community and Technical College (Huntsville)
23. Calhoun Community College (Tanner)
24. Northwest Shoals Community College (Muscle Shoals)

Many of the community colleges are located on major highways and/or near interstates. The density of community colleges in the state would lead to additional stops when compared to the existing intercity bus service, therefore some consideration would need to be given to which colleges would be used for stops/stations. Additional considerations should include whether the community college offers maintenance repair courses or other courses that would be relevant to rural transit service. The most important consideration would be determining the eligibility of this business model for S-5311 funding and determining the most effective ways for community colleges to provide the local match to secure federal funding.

Appendix A: Economic Impact Analysis – Recommended Counties

Estimated Economic Impact of Rural Transit in Recommended Counties

- Nine counties were recommended to add rural transit service.
- Three of the recommended counties currently have a municipality within the county offering transit service.
- The following are estimates of the economic impact that adding transit service to the nine counties would have.
- The estimates were calculated using outputs from the Economic Impact tool and 2021 data from the NTD and U.S. Census Bureau.

Counties without any current service

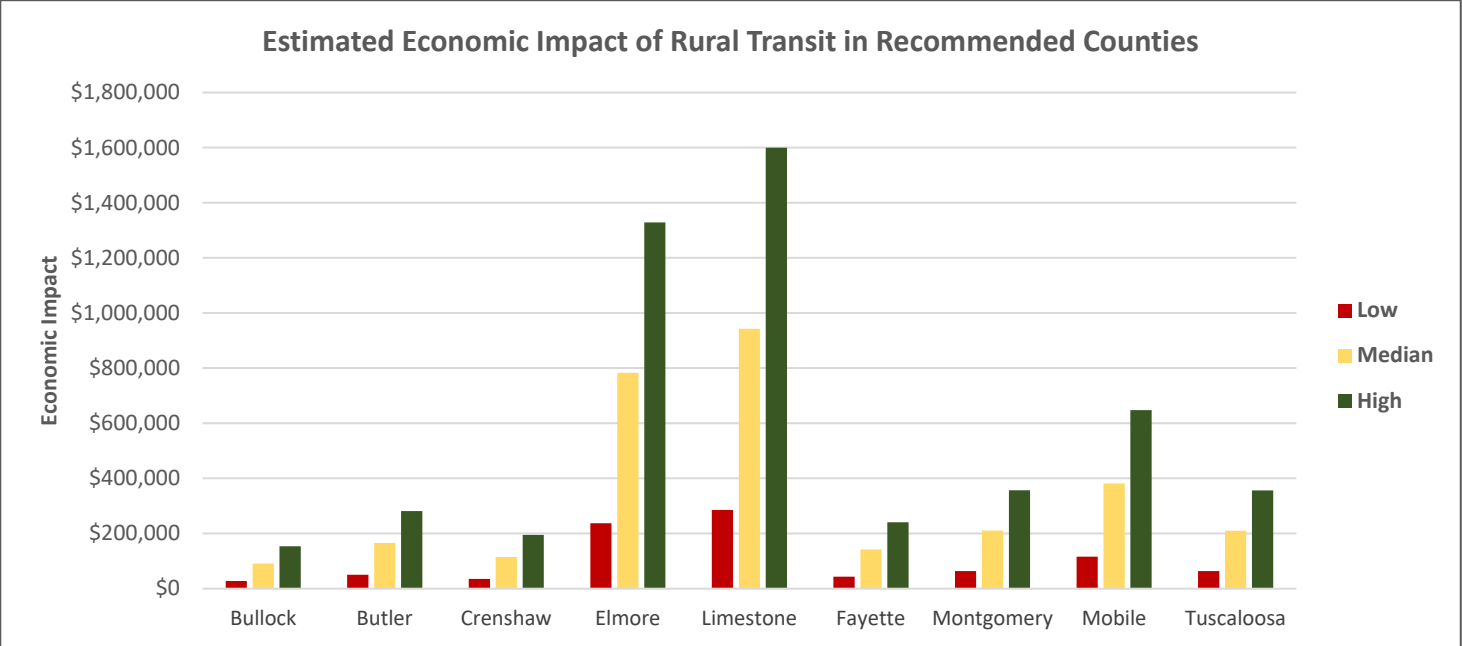
No.	County	Population	Estimated Economic Impact		
			Low	High	Median
1	Bullock	10,320	\$27,364	\$153,555	\$90,459
2	Butler	18,884	\$50,072	\$280,982	\$165,527
3	Crenshaw	13,083	\$34,690	\$194,667	\$114,678
4	Elmore	89,304	\$236,793	\$1,328,787	\$782,790
5	Limestone	107,517	\$285,085	\$1,599,785	\$942,435
6	Fayette	16,148	\$42,817	\$240,272	\$141,544
SUM		255,256	\$676,821	\$3,798,047	\$2,237,434

Counties that currently have a municipality offering transit service

- Estimates adjusted for the service demand split between the current municipal agency and the new countywide rural service.

No.	County	Population	Estimated Economic Impact		
			Low	High	Median
1	Montgomery	227,434	\$63,546	\$356,592	\$210,069
2	Mobile	413,073	\$115,414	\$647,654	\$381,534
3	Tuscaloosa	227,007	\$63,426	\$355,923	\$209,675
SUM		867,514	\$242,385	\$1,360,169	\$801,277

All Counties	Population	Estimated Economic Impact		
		Low	High	Median
Total	1,122,770	\$919,206	\$5,158,216	\$3,038,711



Appendix B: Economic Impact Analysis – Rural Systems

Rural Designated Systems Economic Impact Summary

Rural Designated Systems refer to transit agencies that receive Federal 5311 Rural Area Formula Grants.

Results calculated using 2021 National Transit Database (NTD) Agency Data

Analysis year set to 2023 with an inflation rate of 4.5%

Baseline Overall Return on Investment (ROI)	
Quantified Benefits/ (Costs - Directly Generated Revenue)	
ROI	
Total ROI:	156.1%
Total ROI (w/o Capital Expenses):	158.8%
Quantified Benefits	
Total:	\$15,891,839
Transit Use:	\$12,479,899
Transit Supply:	\$3,411,940
Costs	
Total:	\$10,665,548
Operating:	\$10,489,383
Capital:	\$176,165
Directly Generated Revenue	
Total:	\$484,889
Trips Provided	
Total:	514,035

Cost Funding Sources				
	Federal Dollars	State Dollars	Local Dollars	Other
Operating Costs	87%	0%	1%	12%
Capital Costs	81%	0%	10%	8%

Rural Designated Systems Economic Impact Summary

Rural Designated Systems refer to transit agencies that receive Federal 5311 Rural Area Formula Grants.

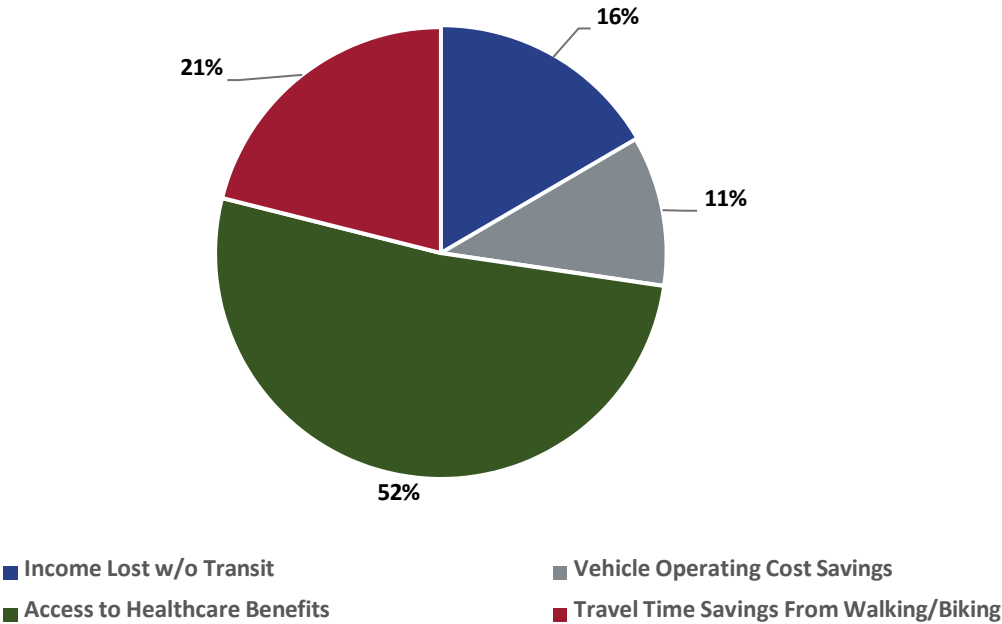
Results calculated using 2021 National Transit Database (NTD) Agency Data

Analysis year set to 2023 with an inflation rate of 4.5%

Baseline Transit Use Quantified Metrics			
Impacting Riders Directly			
	Baseline Demand Response	Baseline Fixed Route	Baseline Total
Income Lost w/o Transit:	\$2,068,682	\$0	\$2,068,682
Vehicle Operating Cost Savings:	\$1,342,074	\$0	\$1,342,074
Access to Healthcare Benefits:	\$6,440,020	\$0	\$6,440,020
Travel Time Savings From Walking/Biking:	\$2,629,124	\$0	\$2,629,124

Other Highlights	
Not Included In Overall ROI Calculation	
	Baseline Total
Total Transit Rider Income:	\$6,609,206
Minority Rides Provided:	166,360
Minority Income Lost w/o Transit:	\$613,082

Baseline Transit Use Quantified Benefit Metrics



Rural Designated Systems Economic Impact Summary

Rural Designated Systems refer to transit agencies that receive Federal 5311 Rural Area Formula Grants.

Results calculated using 2021 National Transit Database (NTD) Agency Data

Analysis year set to 2023 with an inflation rate of 4.5%

Baseline Transit Supply Quantified Metrics

Impacting the Community & Larger Economy

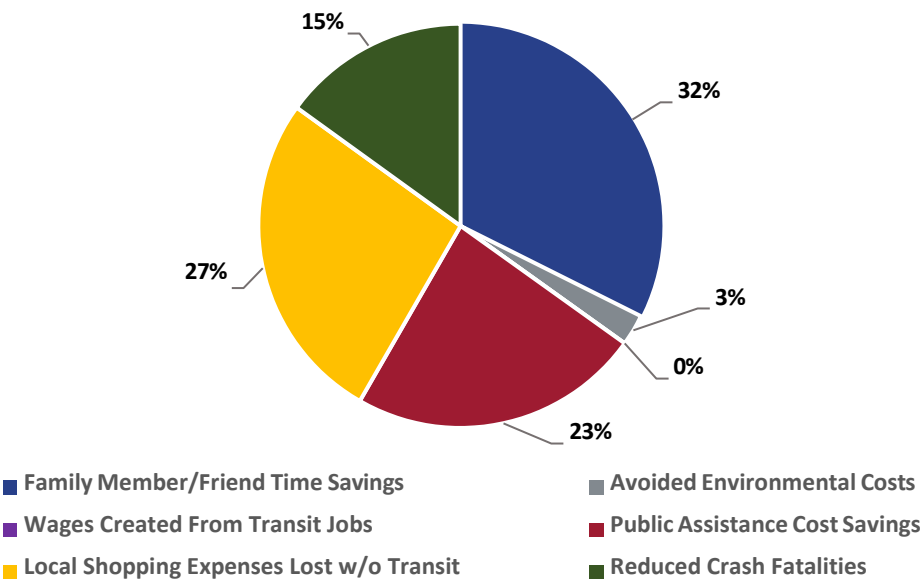
	<u>Baseline Demand Response</u>	<u>Baseline Fixed Route</u>	<u>Baseline Total</u>
Family Member/Friend Time Savings:	\$1,104,594	\$0	\$1,104,594
Avoided Environmental Costs:	\$85,656	\$0	\$85,656
Wages Created From Transit Jobs:	*Note: Agency Employee Data Not Input		\$0
Public Assistance Cost Savings:	\$798,939	\$0	\$798,939
Local Shopping Expenses Lost w/o Transit:	\$910,086	\$0	\$910,086
Reduced Crash Fatalities:	\$512,665	\$0	\$512,665

Other Highlights

Not Included In Overall ROI Calculation

	<u>Baseline Total</u>
Total Transit Rider Local Shopping Expenses:	\$2,907,624
Jobs Created From Investment in Transit:	464

Baseline Transit Supply Quantified Benefit Metrics

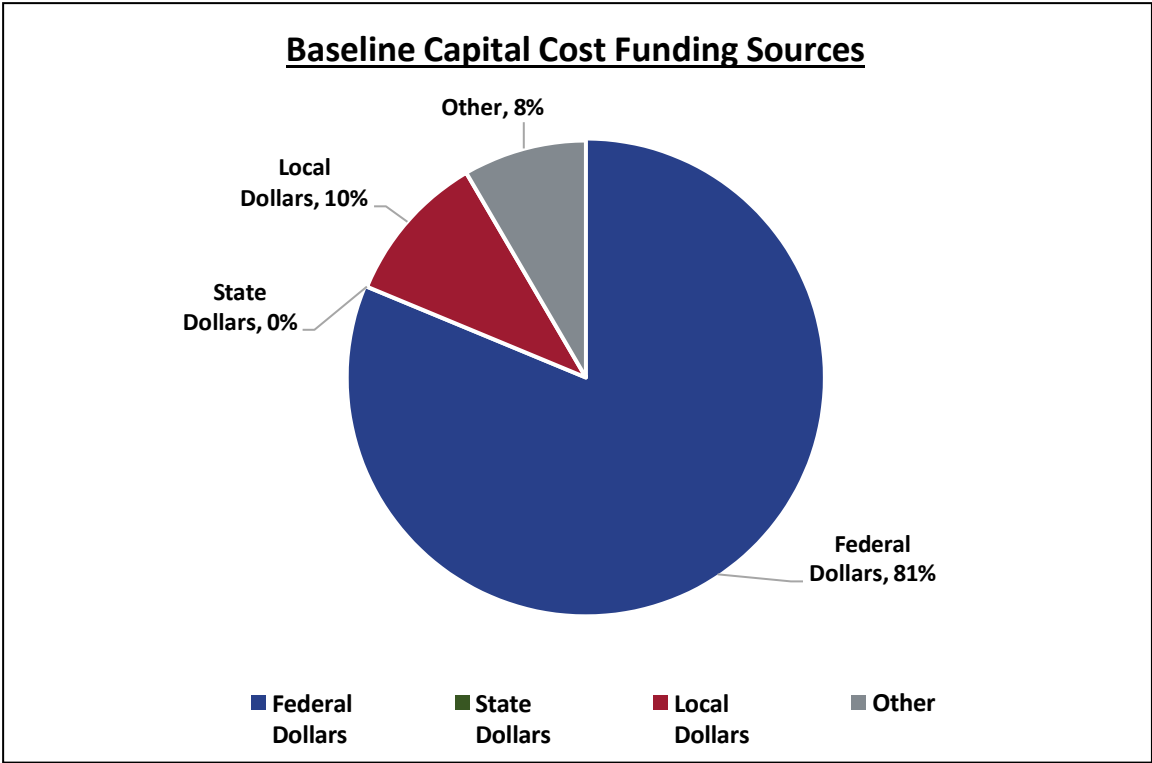
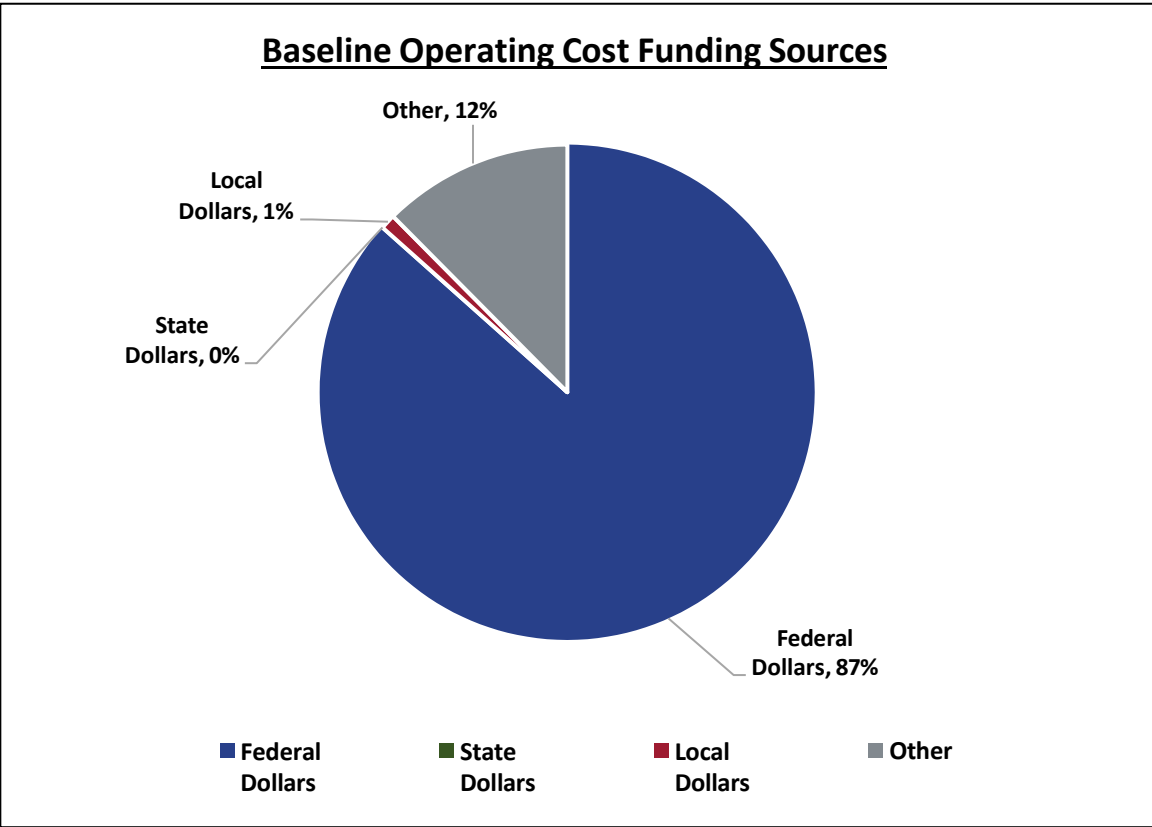


Rural Designated Systems Economic Impact Summary

Rural Designated Systems refer to transit agencies that receive Federal 5311 Rural Area Formula Grants.

Results calculated using 2021 National Transit Database (NTD) Agency Data

Analysis year set to 2023 with an inflation rate of 4.5%



Appendix C: Economic Impact Analysis – Statewide

Statewide Economic Impact Summary

Statewide refers to all transit agencies in Alabama.

Results calculated using 2021 National Transit Database (NTD) Agency Data

Analysis year set to 2023 with an inflation rate of 4.5%

Baseline Overall Return on Investment (ROI)

Quantified Benefits/(Costs - Directly Generated Revenue)

ROI

Total ROI: 125.8%

Total ROI (w/o Capital Expenses): 156.9%

Quantified Benefits

Total: \$130,186,956

Transit Use: \$112,821,924

Transit Supply: \$17,365,033

Costs

Total: \$108,466,815

Operating: \$87,979,849

Capital: \$20,486,966

Directly Generated Revenue

Total: \$4,989,624

Trips Provided

Total: 4,268,875

Cost Funding Sources

	Federal Dollars	State Dollars	Local Dollars	Other
Operating Costs	55%	0%	33%	12%
Capital Costs	66%	0%	26%	8%

Statewide Economic Impact Summary

Statewide refers to all transit agencies in Alabama.

Results calculated using 2021 National Transit Database (NTD) Agency Data

Analysis year set to 2023 with an inflation rate of 4.5%

Baseline Transit Use Quantified Metrics

Impacting Riders Directly

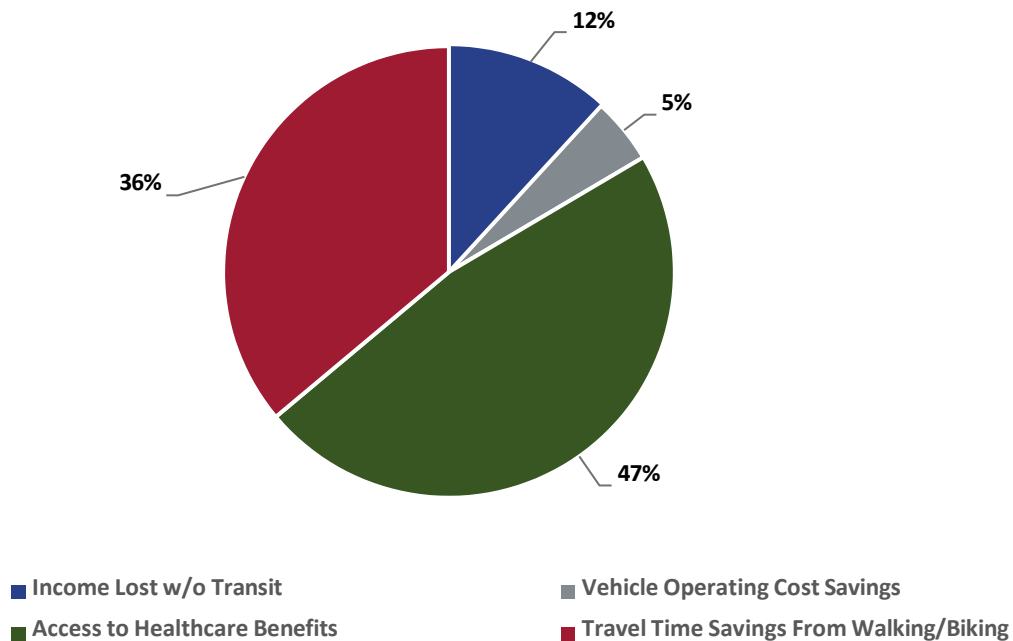
	<u>Baseline Demand Response</u>	<u>Baseline Fixed Route</u>	<u>Baseline Total</u>
Income Lost w/o Transit:	\$4,870,576	\$8,455,117	\$13,325,693
Vehicle Operating Cost Savings:	\$3,159,825	\$2,123,677	\$5,283,503
Access to Healthcare Benefits:	\$15,162,608	\$38,319,429	\$53,482,037
Travel Time Savings From Walking/Biking:	\$6,190,101	\$34,540,590	\$40,730,691

Other Highlights

Not Included In Overall ROI Calculation

	<u>Baseline Total</u>
Total Transit Rider Income:	\$54,887,070
Minority Rides Provided:	2,324,806
Minority Income Lost w/o Transit:	\$6,645,544

Baseline Transit Use Quantified Benefit Metrics



Statewide Economic Impact Summary

Statewide refers to all transit agencies in Alabama.

Results calculated using 2021 National Transit Database (NTD) Agency Data

Analysis year set to 2023 with an inflation rate of 4.5%

Baseline Transit Supply Quantified Metrics

Impacting the Community & Larger Economy

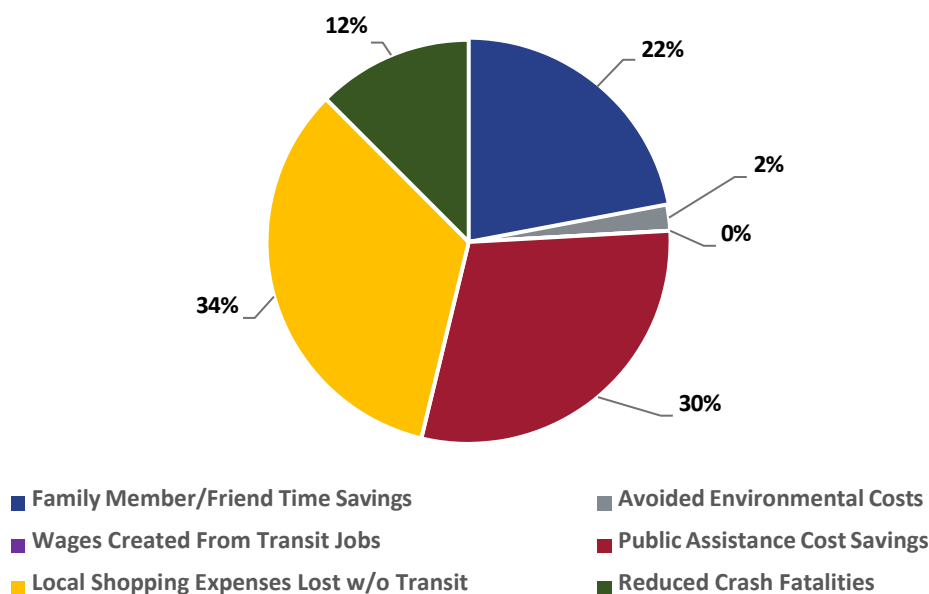
	<u>Baseline Demand Response</u>	<u>Baseline Fixed Route</u>	<u>Baseline Total</u>
Family Member/Friend Time Savings:	\$2,600,695	\$1,226,991	\$3,827,686
Avoided Environmental Costs:	\$201,671	\$160,300	\$361,971
Wages Created From Transit Jobs:	*Note: Agency Employee Data Not Input		\$0
Public Assistance Cost Savings:	\$1,881,050	\$3,265,424	\$5,146,474
Local Shopping Expenses Lost w/o Transit:	\$2,142,739	\$3,719,706	\$5,862,445
Reduced Crash Fatalities:	\$1,207,036	\$959,421	\$2,166,457

Other Highlights

Not Included In Overall ROI Calculation

	<u>Baseline Total</u>
Total Transit Rider Local Shopping Expenses:	\$24,146,768
Jobs Created From Investment in Transit:	4,793

Baseline Transit Supply Quantified Benefit Metrics

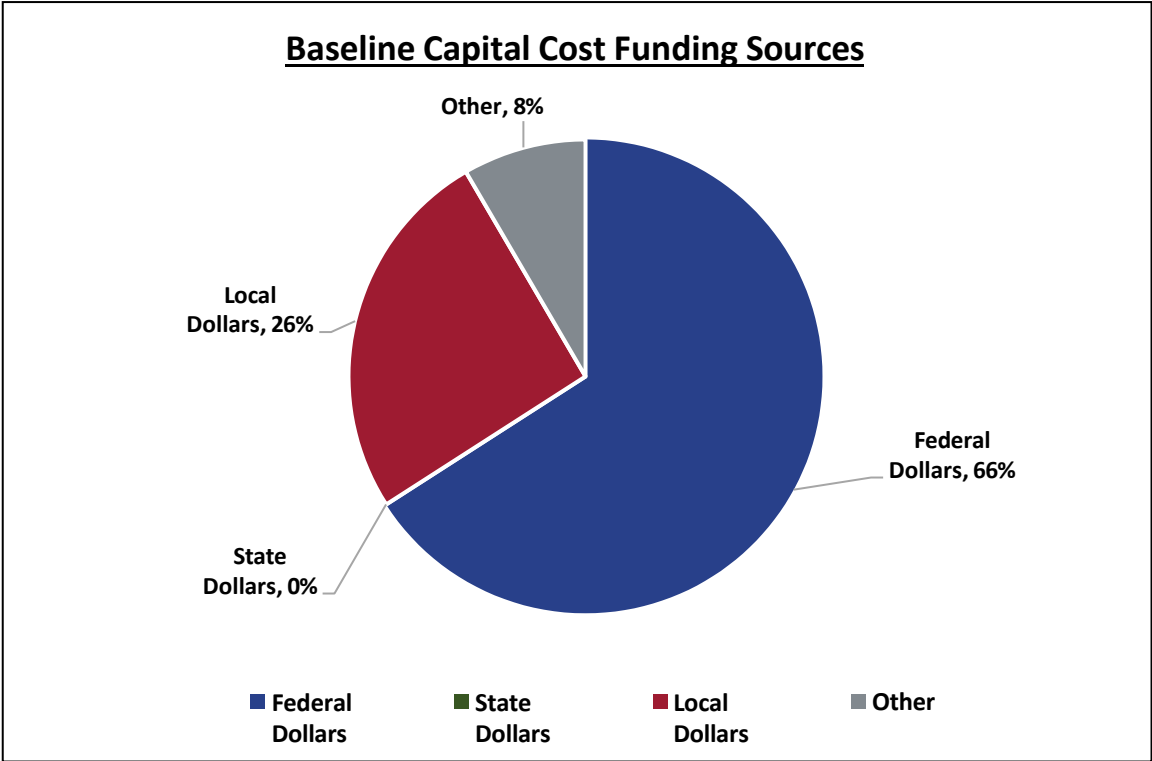
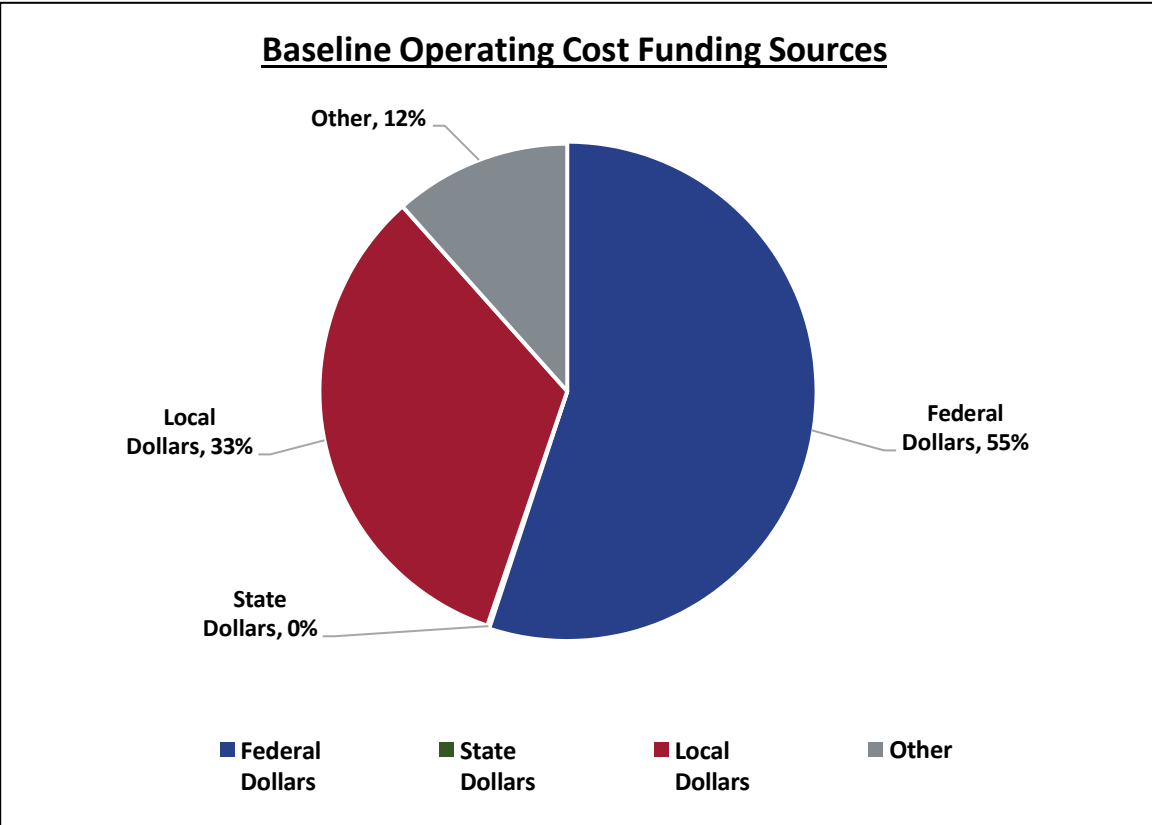


Statewide Economic Impact Summary

Statewide refers to all transit agencies in Alabama.

Results calculated using 2021 National Transit Database (NTD) Agency Data

Analysis year set to 2023 with an inflation rate of 4.5%



Appendix D: Economic Impact Analysis – Urban & Rural Systems

Urban & Rural Designated Systems Economic Impact Summary

Urban & Rural Designated Systems refer to transit agencies that receive Federal 5311 Rural Area Formula Grants and 5307 Urbanized Area Formula Grants.

Results calculated using 2021 National Transit Database (NTD) Agency Data

Analysis year set to 2023 with an inflation rate of 4.5%

Baseline Overall Return on Investment (ROI)	
Quantified Benefits/(Costs - Directly Generated Revenue)	
ROI	
Total ROI:	119.4%
Total ROI (w/o Capital Expenses):	124.6%
Quantified Benefits	
Total:	\$16,169,845
Transit Use:	\$13,030,358
Transit Supply:	\$3,139,488
Costs	
Total:	\$14,404,900
Operating:	\$13,833,394
Capital:	\$571,506
Directly Generated Revenue	
Total:	\$860,820
Trips Provided	
Total:	524,843

Cost Funding Sources				
	Federal Dollars	State Dollars	Local Dollars	Other
Operating Costs	79%	1%	9%	11%
Capital Costs	83%	0%	8%	8%

Urban & Rural Designated Systems Economic Impact Summary

Urban & Rural Designated Systems refer to transit agencies that receive Federal 5311 Rural Area Formula Grants and 5307 Urbanized Area Formula Grants.

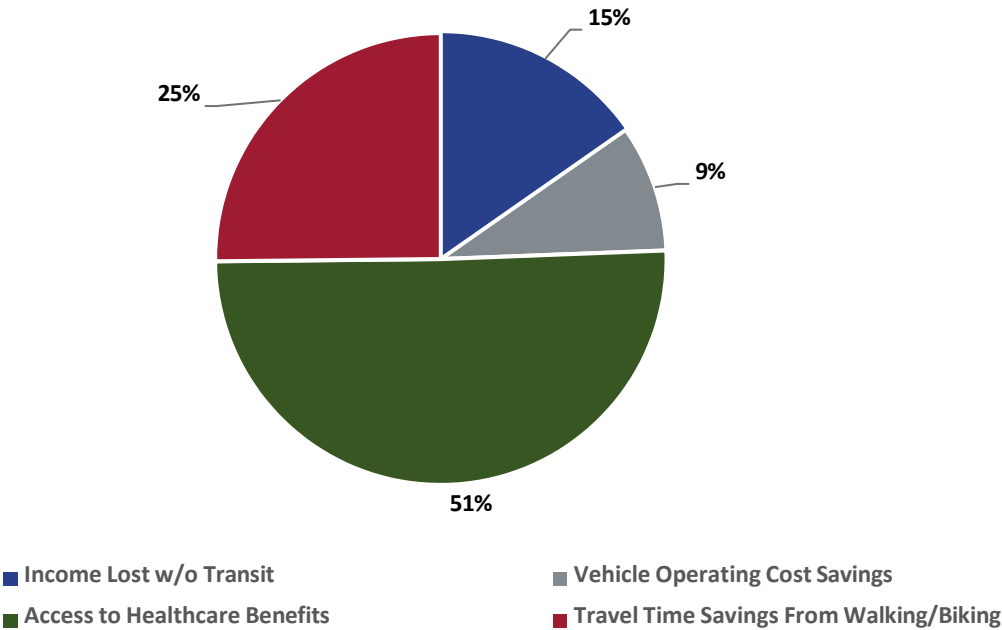
Results calculated using 2021 National Transit Database (NTD) Agency Data

Analysis year set to 2023 with an inflation rate of 4.5%

Baseline Transit Use Quantified Metrics			
Impacting Riders Directly			
	Baseline Demand Response	Baseline Fixed Route	Baseline Total
Income Lost w/o Transit:	\$1,725,968	\$265,288	\$1,991,255
Vehicle Operating Cost Savings:	\$1,119,735	\$66,632	\$1,186,368
Access to Healthcare Benefits:	\$5,373,116	\$1,202,310	\$6,575,426
Travel Time Savings From Walking/Biking:	\$2,193,563	\$1,083,745	\$3,277,308

Other Highlights	
Not Included In Overall ROI Calculation	
	Baseline Total
Total Transit Rider Income:	\$6,748,170
Minority Rides Provided:	136,459
Minority Income Lost w/o Transit:	\$474,098

Baseline Transit Use Quantified Benefit Metrics



Urban & Rural Designated Systems Economic Impact Summary

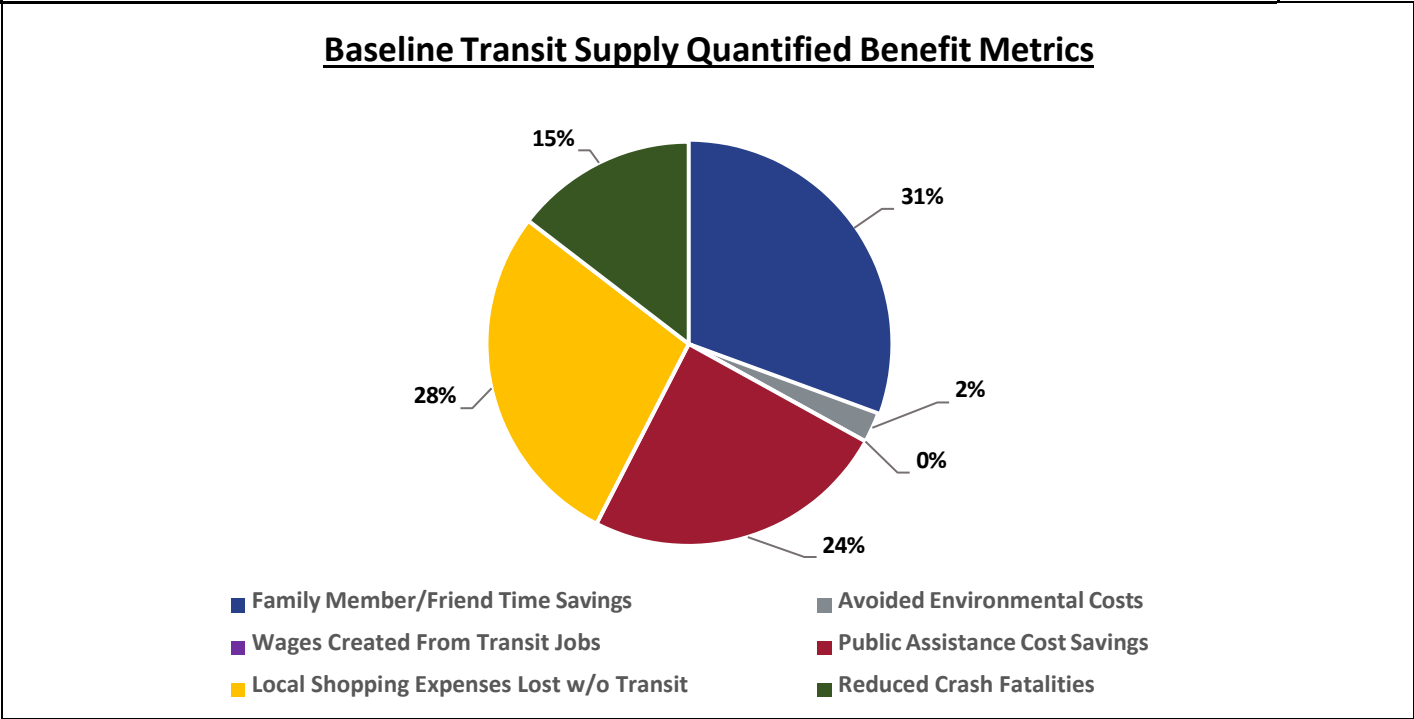
Urban & Rural Designated Systems refer to transit agencies that receive Federal 5311 Rural Area Formula Grants and 5307 Urbanized Area Formula Grants.

Results calculated using 2021 National Transit Database (NTD) Agency Data

Analysis year set to 2023 with an inflation rate of 4.5%

Baseline Transit Supply Quantified Metrics			
Impacting the Community & Larger Economy			
	Baseline Demand Response	Baseline Fixed Route	Baseline Total
Family Member/Friend Time Savings:	\$921,598	\$38,498	\$960,097
Avoided Environmental Costs:	\$71,465	\$5,030	\$76,495
Wages Created From Transit Jobs:	*Note: Agency Employee Data Not Input		\$0
Public Assistance Cost Savings:	\$666,581	\$102,456	\$769,037
Local Shopping Expenses Lost w/o Transit:	\$759,314	\$116,709	\$876,024
Reduced Crash Fatalities:	\$427,733	\$30,103	\$457,836

Other Highlights	
Not Included In Overall ROI Calculation	
	Baseline Total
Total Transit Rider Local Shopping Expenses:	\$2,968,759
Jobs Created From Investment in Transit:	646

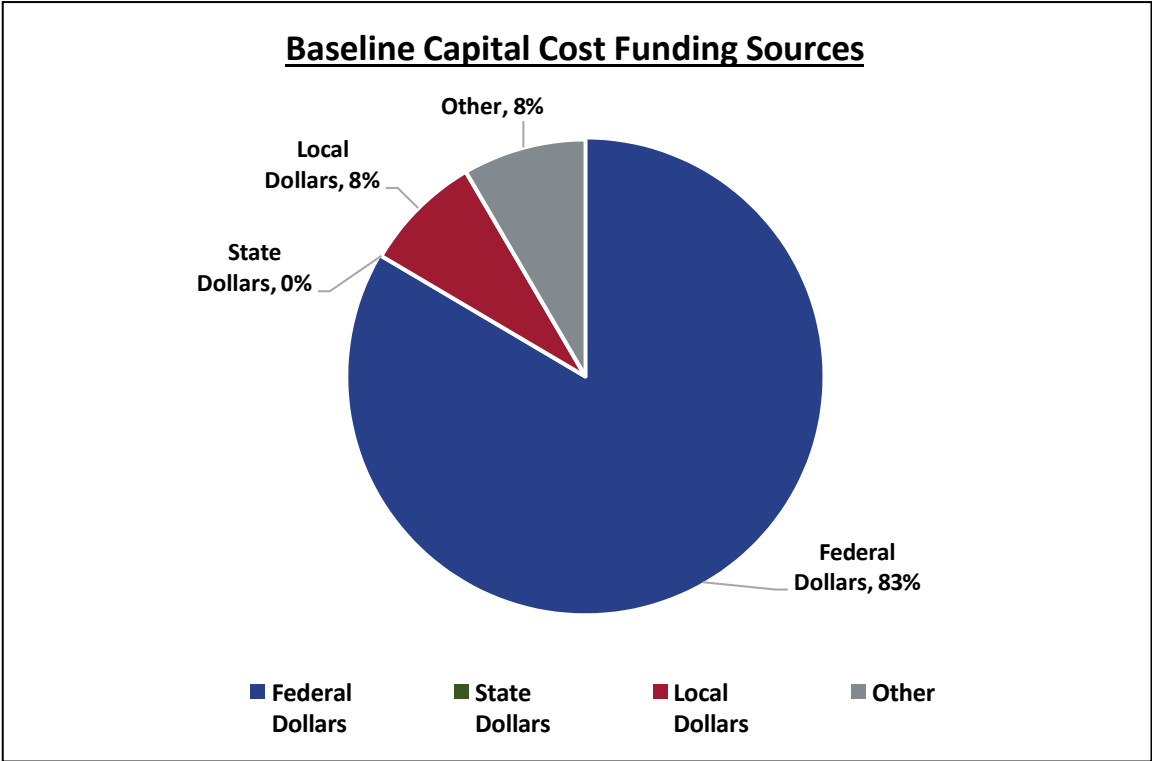
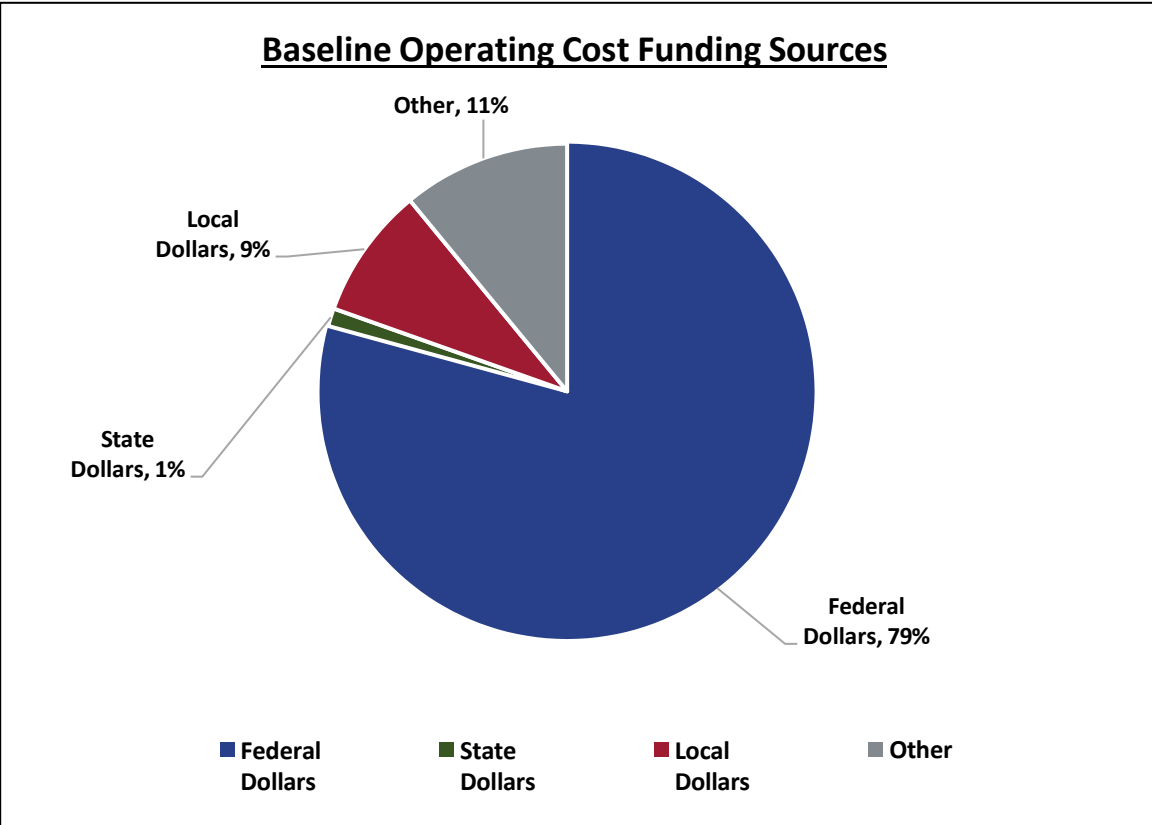


Urban & Rural Designated Systems Economic Impact Summary

Urban & Rural Designated Systems refer to transit agencies that receive Federal 5311 Rural Area Formula Grants and 5307 Urbanized Area Formula Grants.

Results calculated using 2021 National Transit Database (NTD) Agency Data

Analysis year set to 2023 with an inflation rate of 4.5%



Appendix E: Economic Impact Analysis – Urban Systems



Urban Designated Systems Economic Impact Summary

Urban Designated Systems refer to transit agencies that receive Federal 5307 Urbanized Area Formula Grants.

Results calculated using 2021 National Transit Database (NTD) Agency Data

Analysis year set to 2023 with an inflation rate of 4.5%

Baseline Overall Return on Investment (ROI)	
Quantified Benefits/(Costs - Directly Generated Revenue)	
ROI	
Total ROI:	123.0%
Total ROI (w/o Capital Expenses):	163.5%
Quantified Benefits	
Total:	\$98,125,273
Transit Use:	\$87,311,668
Transit Supply:	\$10,813,605
Costs	
Total:	\$83,396,367
Operating:	\$63,657,073
Capital:	\$19,739,294
Directly Generated Revenue	
Total:	\$3,643,915
Trips Provided	
Total:	3,229,997

Cost Funding Sources				
	Federal Dollars	State Dollars	Local Dollars	Other
Operating Costs	45%	0%	44%	12%
Capital Costs	65%	0%	26%	8%

Urban Designated Systems Economic Impact Summary

Urban Designated Systems refer to transit agencies that receive Federal 5307 Urbanized Area Formula Grants.

Results calculated using 2021 National Transit Database (NTD) Agency Data

Analysis year set to 2023 with an inflation rate of 4.5%

Baseline Transit Use Quantified Metrics

Impacting Riders Directly

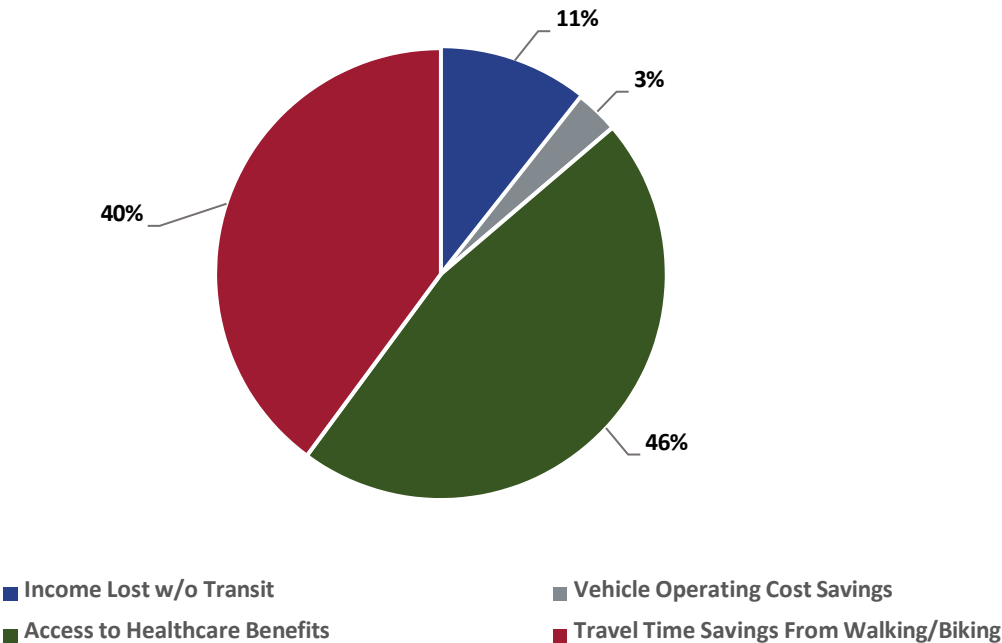
	<u>Baseline Demand Response</u>	<u>Baseline Fixed Route</u>	<u>Baseline Total</u>
Income Lost w/o Transit:	\$1,075,927	\$8,189,829	\$9,265,756
Vehicle Operating Cost Savings:	\$698,016	\$2,057,045	\$2,755,061
Access to Healthcare Benefits:	\$3,349,472	\$37,117,119	\$40,466,591
Travel Time Savings From Walking/Biking:	\$1,367,414	\$33,456,845	\$34,824,260

Other Highlights

Not Included In Overall ROI Calculation

	<u>Baseline Total</u>
Total Transit Rider Income:	\$41,529,694
Minority Rides Provided:	1,571,932
Minority Income Lost w/o Transit:	\$4,129,333

Baseline Transit Use Quantified Benefit Metrics



Urban Designated Systems Economic Impact Summary

Urban Designated Systems refer to transit agencies that receive Federal 5307 Urbanized Area Formula Grants.

Results calculated using 2021 National Transit Database (NTD) Agency Data

Analysis year set to 2023 with an inflation rate of 4.5%

Baseline Transit Supply Quantified Metrics

Impacting the Community & Larger Economy

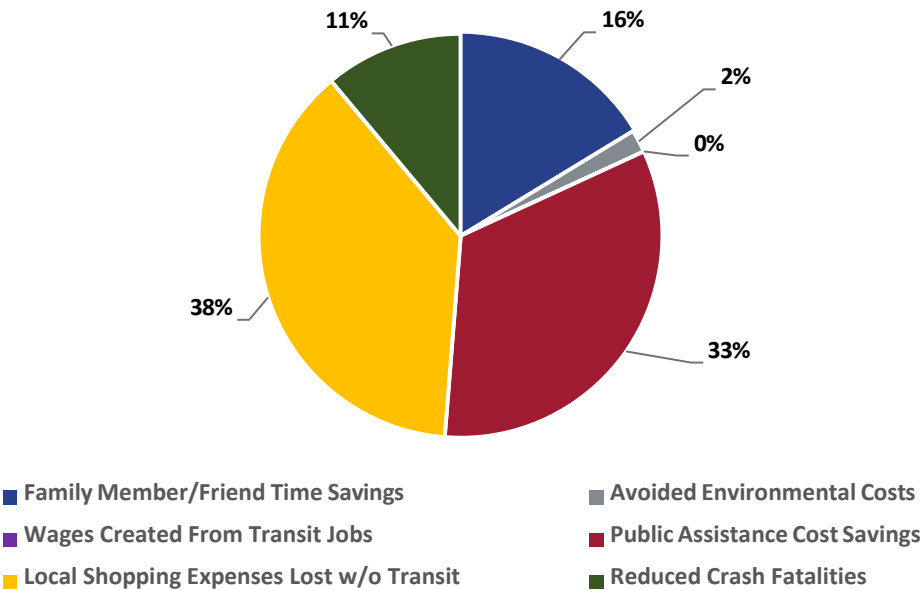
	<u>Baseline</u> <u>Demand Response</u>	<u>Baseline</u> <u>Fixed Route</u>	<u>Baseline</u> <u>Total</u>
Family Member/Friend Time Savings:	\$574,502	\$1,188,493	\$1,762,995
Avoided Environmental Costs:	\$44,550	\$155,270	\$199,820
Wages Created From Transit Jobs:	*Note: Agency Employee Data Not Input		\$0
Public Assistance Cost Savings:	\$415,530	\$3,162,968	\$3,578,499
Local Shopping Expenses Lost w/o Transit:	\$473,338	\$3,602,996	\$4,076,334
Reduced Crash Fatalities:	\$266,638	\$929,318	\$1,195,956

Other Highlights

Not Included In Overall ROI Calculation

	<u>Baseline Total</u>
Total Transit Rider Local Shopping Expenses:	\$18,270,385
Jobs Created From Investment in Transit:	3,683

Baseline Transit Supply Quantified Benefit Metrics



Urban Designated Systems Economic Impact Summary

Urban Designated Systems refer to transit agencies that receive Federal 5307 Urbanized Area Formula Grants.

Results calculated using 2021 National Transit Database (NTD) Agency Data

Analysis year set to 2023 with an inflation rate of 4.5%

