HUMAN SERVICES COORDINATED TRANSPORTATION PLAN FOR THE SOUTHEAST ALABAMA REGION

2015-2017

Southeast Alabama Regional Planning and Development Commission

REGION 7

Serving the counties of:

Barbour, Coffee, Covington, Dale, Geneva, Henry & Houston

Southeast Alabama Regional Planning and Development Commission

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September 24, 2015

Mr. Robert J. Jilla, P.E., Bureau Chief
Transportation Planning and Modal Programs
Alabama Department of Transportation
1100 John Overton Drive
Montgomery, AL 36110

Dear Mr. Jilla:

Enclosed you will find one (1) hard copy and two (2) digital copies of the *Human Services Coordinated Transportation Plan for the Southeast Alabama Region 2015-2017* that replaces the 2012 Revision of the Human Services Coordinated Transportation Plan. The Plan has been developed under the terms of the Agreement between the Alabama Association of Regional Councils (AARC) and the Alabama Department of Transportation (ALDOT).

The coordinated transportation planning process utilized in the formation of this Plan served to convene stakeholders within the Region, collect data to identify unmet transportation needs, and develop potential solutions to those unmet needs. SEARP&DC will continue to monitor and assist coordinated transportation planning efforts in implementation of this Plan.

Questions or comments regarding this Plan should be directed to Mr. Scott Farmer at (334) 794-4093 x.1412 or sfarmer@searpdc.org.

Sincerely,

Thomas B. Solomon, Executive Director

Enclosures

Prepared by the

Southeast Alabama Regional Planning and Development Commission

In cooperation with the

Alabama Association of Regional Councils (AARC)

and the

Alabama Department of Transportation (ALDOT)

September 2015

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

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Abstract:

This document is the *Human Services Coordinated Transportation Plan for the Southeast Alabama Region 2015-2017*, which replaces the product that the Southeast Alabama Regional Planning and Development Commission (SEARP&DC) most recently published in September 2011 and subsequently revised in September 2012.

The *Human Services Coordinated Transportation Plan for the Southeast Alabama Region 2015-2017* is developed in accordance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU) and the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation reauthorizations. SAFETEA-LU requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities program (Section 5310), the Job Access and Reverse Commute program (Section 5316), and the New Freedom program (Section 5317) be ‘‘derived from a locally developed, coordinated public transit-human services transportation plan’’ and that the plan be ‘‘developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers and participation by the public.’’ The requirement for coordinated transportation planning was retained as part of the Moving Ahead for Progress in the 21st Century (MAP-21).

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Chapter 1 – Plan Introduction

Although the MAP-21 and SAFETEA-LU federal transportation authorization bills do not define "Coordinated Plan", the Federal Transit Administration (FTA) has previously defined a "Coordinated Plan" as a plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting these local needs, and prioritizes transportation services for funding and implementation. Furthermore, the Alabama Department of Transportation (ALDOT) proposes that the key elements of a Coordinated Plan include the following:

- An assessment of available services provided by existing transportation providers;
- An assessment of unmet transportation needs and gaps in service for individuals with disabilities, older adults, and people with low incomes, based on experiences and perceptions of stakeholders or other data collection efforts;
- Developing strategies, activities, or other projects to address the unmet needs, and to improve efficiencies within the system; and
- Prioritization of strategies based on resources, time, and feasibility.

The purpose of the coordinated transportation planning process includes the following goals:

- Provide a mechanism and framework for coordinated planning on a regional level;
- Incorporate successful planning lessons from groups such as United We Ride;
- Utilize regional stakeholders to develop and assess data pertaining to transportation needs and strategies;
- Utilize data related to common origins, common destinations, existing transportation services, and distribution of target populations;
- Identify those unmet needs, gaps in service, and duplications of service; and
- Develop and prioritize transportation strategies to overcome those unmet needs.

The Plan's primary focus pertains to the needs of the target populations that are more susceptible to transportation challenges. However, the goals for coordinated transportation planning will also benefit the general public, which are also important clientele for public transportation providers and stake the importance of public transportation as a necessary service to the region.

The *Human Services Coordinated Transportation Plan for the Southeast Alabama Region 2015-2017* is the most recent coordinated transportation planning process, which is in coordination with the ALDOT and the Alabama Association of Regional Councils (AARC). This Plan replaces the previous iterations of the Human Services Coordinated Transportation Plan.

In Chapter 2, the Plan examines the need for transportation coordination and background into programs that serve the target populations under the purview of the planning process. Information about existing transportation providers and the programs and service areas administered are included.

Chapter 3 of the Plan provides a regional assessment that examines common origins of target populations and common destinations that are a necessity for needed medical or educational services, employment opportunities, and quality of life resources.

Within Chapter 4, the Plan explores transportation needs and gaps in services that the target populations rely to convey them to the needed services. As demonstrated, there are multiple gaps and fragmented services within the Region that render impediments that negatively impact lives throughout.

Chapter 5 provides strategies and recommendations to counteract the unmet needs and gaps in service that are pervasive across the Region. The Plan does work to promote the current partnerships and practices that are already in place to solve for the assortment of transportation challenges present.

The Plan facilitators solicited the input of known regional stakeholders, including local governments, transportation providers, senior resource facilities, and social service agencies. In some cases, umbrella agencies provided representation for agencies with limited personnel and resources to fully participate in the coordinated planning process. Through meeting attendance, survey distribution and response, and telephone and in-person communication, the facilitators received valuable information from several sources. However, the state of transportation and providers within the Region is fluid and there will be providers and resources that vacillate. Due to these realities, this Plan and its findings include all providers of transportation services within the Region that actively identify themselves, presently and in the future, whether they have directly participated in the coordinated transportation planning process or not. It also applies to all consumers of transportation services. There will be no attempt to limit or curtail services or access to resources, or the ability to coordinate or collaborate, by any transportation provider or consumer of transportation services merely because they are not specifically included by name in this plan. Ultimately, any transportation service that is proposed or any grant that is requested must address one of the broad areas of unmet needs and how their program fits in the recommended strategies as addressed the Plan to be a participating agent in this process.

Chapter 2 – Program Overview and Funding Sources

Section 2.1 – Overview

The *Human Services Coordinated Transportation Plan for the Southeast Alabama Region 2015-2017* reviews and transmits information regarding existing transportation resources and unmet needs for what is traditionally considered challenged transportation groups, including older adults, individuals with disabilities, and persons of low income. The Plan specifically focuses on identifying the common origins, common destinations, and existing transportation resources within the region and interpreting the data to assess unmet transportation needs. The Plan utilizes the unmet needs information and develops goals and strategies to advance potential transportation alternatives and coordination of transportation services to meet those needs.

2.1.1. Need for Coordination

The ability to be mobile and utilize transportation is a vital need for individuals, in order to connect with other people, to reach jobs, education, commerce, and recreation, and for many other needs. The primary mode of transportation within Southeast Alabama is use of a private vehicle. However, there are substantial portions of the population that are unable to drive a car, due to certain challenges. Within the Southeast Alabama region, there is a range of transportation options, including public demand-response transit, specialized elderly bus or van programs, and private taxi or charter services. Though these resources exist and provide services to areas within the region, many of these operations are underutilized and can be inefficient. Also, there are many areas that individuals are unable to access those services, due to geography, fiscal circumstances, or disability. The limitations in the current system provide a barrier for multiple elements of the population to access essential services.

In this era of increasingly limited public funding, increased efficiencies and partnerships are very important to expand transportation options to the citizenry. Increased mobility for individuals may improve local economic conditions by providing increased options for working hours if the transportation is available and quality of life by growing connections to social and health networks. More efficient transportation services may decrease operational costs by hours or miles traveled. Overall, improving the coordination of transportation resources can achieve increased resource utilization with decreased duplication of services in order to improve the quality of transportation services within the Southeast Alabama region.

2.1.2. Coordinated Planning Requirements

A requirement for coordinated transportation planning was inserted into the Federal Transit Law by the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) federal transportation reauthorization in 2005 with the statement that projects funded through Section 5310 (Elderly Individuals and Individuals with Disabilities), Section 5316 (Job Access and Reverse Commute), and Section 5317 (New Freedom) programs "be derived from a locally developed, coordinated public transit-human services transportation plan" that is "developed through a process that includes representatives of public, private, and non-profit transportation and human service providers and participation by members of the public".

Coordination planning is defined as identifying transportation needs for older adults, individuals with disabilities, and persons of low income. A coordinated transportation plan should develop

goals and strategies for bridging the gaps within the transportation system for those traditionally challenged transportation groups and develop implementation priorities. Guidance for developing a coordinated transportation plan includes the following elements:

- An assessment of available services that identifies current providers (public, private, and non-profit);
- An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes.
- Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery; and
- Priorities for implementation based on resources, time, and feasibility for implementing specific strategies and/or activities identified.

The requirement for coordinated transportation planning was retained as part of the 2012 federal transportation reauthorization entitled Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 also states that providers of public transportation should enhance the coordination of federal resources for human services transportation and retained most of the coordinated transportation provisions instituted under SAFTEA-LU.

The major changes under MAP-21 involved the consolidation of multiple funding sources identified in SAFETEA-LU that was included within the coordinated transportation plans developed under that particular reauthorization. Under MAP-21, the only dedicated program remaining with coordinated planning requirements is the Section 5310 program, renamed Enhanced Mobility for Seniors and Individuals with Disabilities. Job Access and Reverse Commute funding was consolidated into Section 5307 Urbanized Area Formula Grants and Section 5311 Formula Grants for Rural Areas programs and New Freedom funding was consolidated into the Section 5310 program.

The funding of projects of Sections 5310, 5316, and 5317 of SAFETEA-LU will continue to be discussed within the Plan, due to SAFETEA-LU funding that remains available and due to the traditionally challenged populations that remain affected by limited transportation choices, for a more fully comprehensive discussion of public transportation.

2.1.3. Coordination Efforts to Date

A *Human Services Coordinated Transportation Plan for the Southeast Alabama Region* was originally published in January 2007 to fulfill the SAFETEA-LU requirements and agreement with the Alabama Department of Transportation (ALDOT). The plan was further revised and updated under agreement with the ALDOT in September 2008, September 2011, and September 2012. Concurrently, the other 11 regional councils in Alabama have also developed coordinated transportation plans through agreement and guidance with the ALDOT.

The 2015-2017 version of the Plan will serve to replace the previous versions, though still utilizing some of the previous efforts and findings from the prior coordinated transportation planning process, as many stakeholders involved in previous versions of the Plan participated in the current planning process.

The guiding methodology for coordinated transportation planning remains the United We Ride's *Framework for Action* and further resources from the Coordinating Council on Access and Mobility (CCAM). Input has been gathered from multiple sources. Outreach has been sought through traditional means of multiple meetings in each regional county and through solicitation of information by surveys through social media and direct contact.

Section 2.2 – Federal Transit Programs

Certain programs authorized by the recent transportation authorization bills, SAFETEA-LU and MAP-21, must certify that projects selected for funding are derived from and included in a locally developed, coordinated public transit human services transportation plan.

SAFETEA-LU reauthorized the Section 5310 (Transportation for Elderly Persons and Persons with Disabilities) program, while authorizing two new funding sources: Section 5316 (Job Access and Reverse Commute – JARC) for transportation services to help low-income individuals and welfare recipients travel to a job or job-related service, and Section 5317 (New Freedom) for transportation services and transportation alternatives for persons with disabilities beyond those required by the Americans with Disabilities Act of 1990.

MAP-21 reauthorized the Section 5310 program, with a name change (Enhanced Mobility of Seniors and Individuals with Disabilities), as well as consolidated it with the former Section 5317 (New Freedom) program to increase the program's scope. The former Section 5316 (JARC) program was absorbed as eligible activities within the Section 5307 Urbanized Area program and Section 5311 Rural program. Additional information about these programs and other federal programs providing public transportation in the Southeast Alabama region is provided below.

2.2.1. Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)

The Enhanced Mobility of Seniors and Individuals with Disabilities program, commonly known as Section 5310, provides funding for projects that increase the mobility of senior citizens and persons with disabilities. Under SAFETEA-LU, Section 5310 funds are limited to capital expenses to not exceed 80% of activity cost with 20% local match, which in Southeast Alabama have traditionally been busses and vans for senior centers and other non-profit agencies that provide support to populations with senior citizens and disabilities.

Under MAP-21, the previously authorized Transportation for Elderly Persons and Persons with Disabilities program and the former Section 5317 (New Freedom) program has been consolidated. At least 55% of available funding must be set aside for "traditional" 5310 capital projects, such as vehicles, other equipment, mobility management, and purchase of service projects. In addition to the required capital projects, up to 45% of funds may be used for other eligible projects, including operational expenses and projects that were formerly eligible under Section 5317 (New Freedom). These projects may include additional public transportation projects that exceed the ADA minimum requirements, improve access to fixed-route service and decrease reliance by individuals with disabilities on ADA-complementary paratransit service, and provide alternatives to public transportation that assist seniors and individuals with disabilities.

There are three categories of eligible subrecipients of Section 5310 funds: a) state or local governmental authorities; b) private non-profit organizations; and c) operators of public transportation services. If applying for "traditional" capital projects, state or local government authorities must certify that there are no nonprofit organizations readily available in the area to provide that service.

Section 5310 funds will pay up to 80% of capital costs and up to 50% of operating costs. The Alabama Department of Transportation (ALDOT) manages the Section 5310 program for the entire Southeast Alabama region (active providers displayed in Figure 2.1), as there are no urbanized areas with a population of over 200,000 in the region. Current vehicles funded by Section 5310 (and former Section 5309) are shown in Table 2.1 below. These vehicles are primarily limited to the users of services provided by these operating agencies.

Table 2.1: Vehicles for Enhanced Mobility of Seniors and Individuals with Disabilities (as of August 2015)

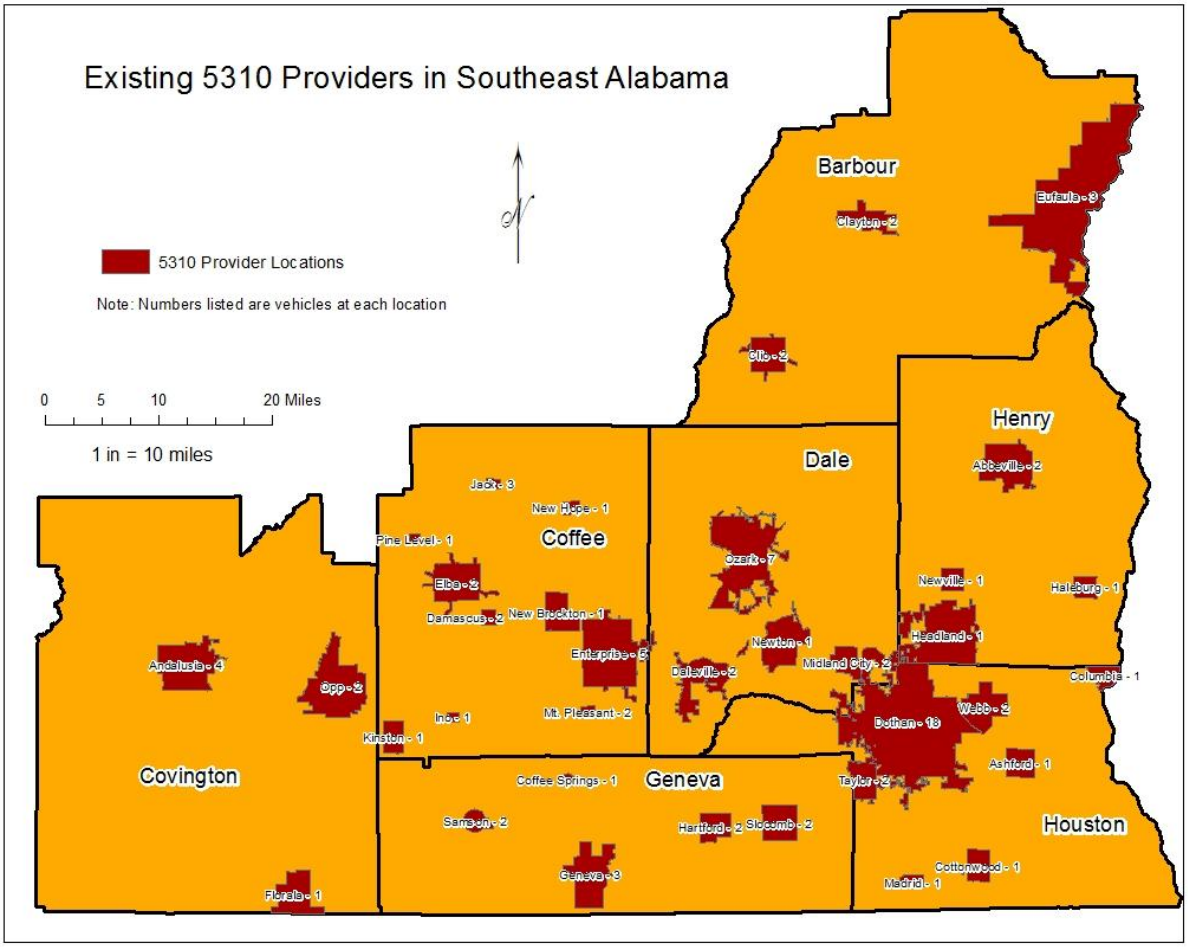
COUNTY	AGENCY	NUMBER OF VEHICLES
Barbour	Eufaula Senior Center (Jaxon Life Center) 530 Lake Drive Eufaula, AL 36027	3
Barbour	Clio Senior Citizens, Inc. 21 College Street Clio, AL 36017	2
Barbour	Clayton Senior Citizens, Inc. 51 North Midway Street Clayton, AL 36016	2
Coffee	Health Care Authority of the City of Enterprise 300 Plaza Drive Enterprise, AL 36330	2
Coffee	Mt. Pleasant Senior Citizen Center 388 County Road 650 Enterprise, AL 36330	2
Coffee	New Hope Senior Center, Inc. 2142 County Road 124 Brundidge, AL 36010	1
Coffee	Ino Senior Center 6264 Hwy 134 Kinston, AL 36453	1
Coffee	Damascus Senior Citizen Center 129 County Road 514 Elba, AL 36323	2
Coffee	Enterprise Senior Citizen Center 2401 Neil Metcalf Road Enterprise, AL 36330	3
Coffee	New Brockton Senior Center 103 Vester Cole Street New Brockton, AL 36351	1
Coffee	Elba Senior Center 304 Factory Street Elba, AL 36323	2
Coffee	Pine Level Senior Center 63 County Road 355 Elba, AL 36323	1

COUNTY	AGENCY	NUMBER OF VEHICLES
Coffee	Zion Chapel Senior Center 28742 Hwy 87 Jack, AL 36346	3
Covington	City of Andalusia 420 Church Street Andalusia, AL 36420	2
Covington	Florala Community Transportation Services 1338 4th Street Florala, AL 36442	1
Covington	South Central Alabama Mental Health Board, Inc. 19815 Bay Branch Road Andalusia, AL 36420	2
Covington	City of Opp 500 Brantley Street Opp, AL 36467	2
Dale	Daleville Senior Center 18 Old Newton Road Daleville, AL 36322	2
Dale	Dale County Retired and Senior Volunteer Program (RSVP) 830 South Union Avenue Ozark, AL 36360	3
Dale	Ozark / Dale County Senior Center 502 Carroll Avenue Ozark, AL 36360	3
Dale	Midland City Senior Center 1338 Hinton Waters Avenue Midland City, AL 36350	2
Dale	Newton Senior Center 25 East King Street Newton, AL 36352	1
Dale	Mental Retardation Board of Dale County 2047 Stuart Tarter Road Ozark, AL 36360	1
Geneva	Coffee Springs Senior Citizens Center 195 Spring Street Coffee Springs, AL 36318	1

COUNTY	AGENCY	NUMBER OF VEHICLES
Geneva	Hartford Senior Center 301 South 3rd Avenue Hartford, AL 36344	2
Geneva	Geneva Senior Center 105 North Washington Street Geneva, AL 36340	2
Geneva	Samson Senior Center 33 East Sellers Street Samson, AL 36477	2
Geneva	Slocomb Senior Center 134 West Bateman Street Slocomb, AL 36375	2
Geneva	Wiregrass Medical Center aka Geneva Co. Health Care Authority 1200 West Maple Avenue Geneva, AL 36340	1
Henry	Headland Senior Center Burdeshaw-Solomon Center 107 Boynton Street Headland, AL 36345	1
Henry	Haleburg Senior Center 10347 George Grimsley Hwy. Columbia, AL 36319	1
Henry	Abbeville Senior Center 215 East Washington Street Abbeville, AL 36310	2
Henry	Newville Senior Center 481 Bowden Street Newville, AL 36353	1
Houston	Dorothy Quick Senior Center 1107 North Pontiac Ave. Dothan, AL 36303	1
Houston	Columbia Senior Center 301 South Main Street Columbia, AL 36319	1
Houston	Town of Madrid 764 Decatur Road Cottonwood, AL 36320	1

COUNTY	AGENCY	NUMBER OF VEHICLES
Houston	Webb Senior Center 4095 Enon Road Webb, AL 36376	2
Houston	Ashford Senior Center 409 County Road 33 North Ashford, AL 36312	1
Houston	Wiregrass Adult Care, Inc. 795 Ross Clark Circle, Suite 1 Dothan, AL 36303	9
Houston	Dothan-Houston County Intellectual Disabilities Board 2715 Flynn Rd. Dothan, AL 36303	7
Houston	ABRC Hutto Towers, Inc. Baptist Village 4426 West Main Street Dothan, AL 36305	1
Houston	Taylor Senior Center 1457 South State Highway 605 Taylor, AL 36301	2
Houston	Cottonwood Senior Center 1336 Metcalf Street Cottonwood, AL 36320	1
Houston	Wesley Manor Retirement Center 718 Honeysuckle Road Dothan, AL 36305	1
Houston	City of Dothan Dept. of Leisure Services P.O. Box 2128 Dothan, AL 36302	4
Houston	Elderly and Disabled Transit 2932 Ross Clark Circle, #307 Dothan, AL 36301	1

Figure 2.1: Vehicle Locations in Southeast Alabama



2.2.2. Job Access and Reverse Commute (Section 5316 under SAFETEA-LU / Eligible Activity under Sections 5307 and 5311 under MAP-21)

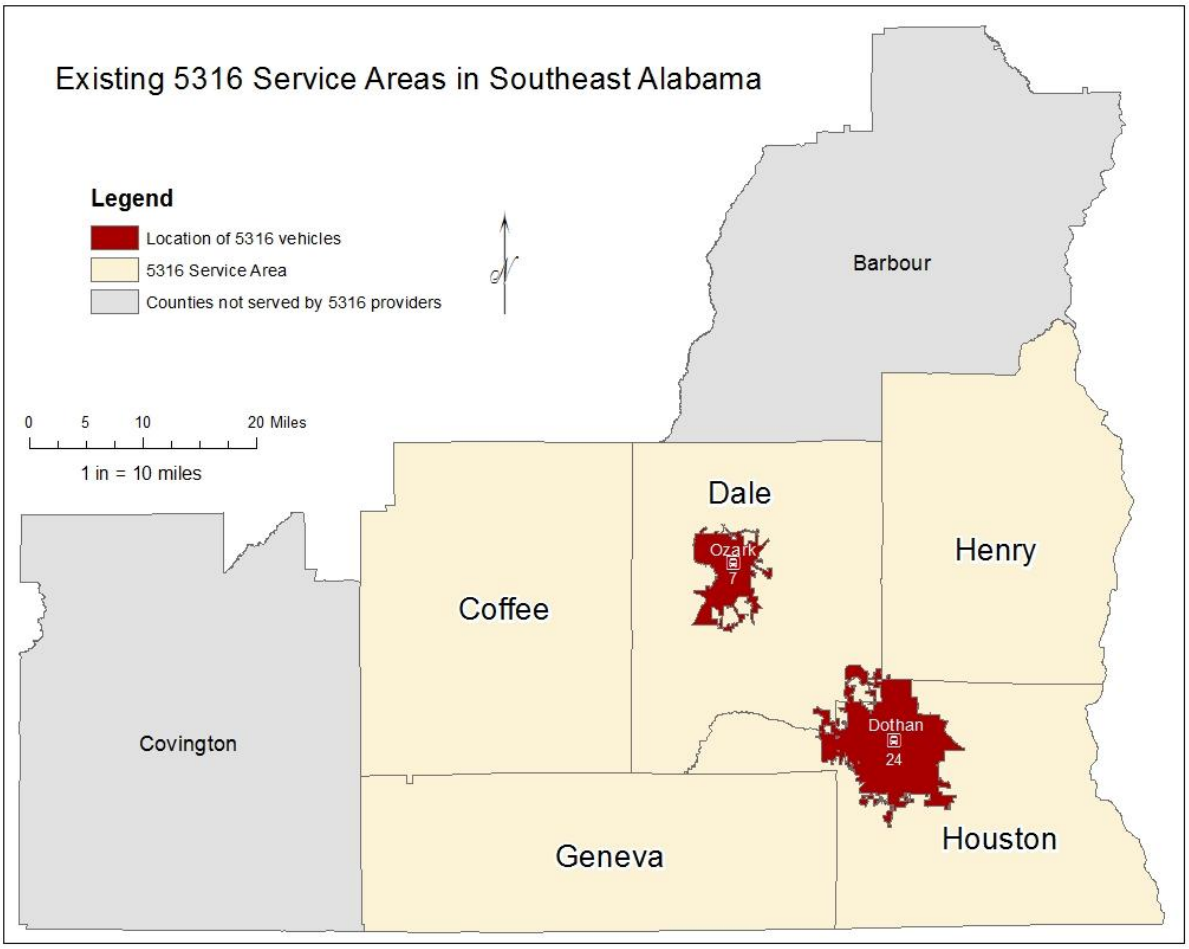
The Job Access and Reverse Commute (JARC) program was authorized as Section 5316 under SAFETEA-LU and established to address transportation challenges for economically disadvantaged citizens who are employed, or seeking employment. Under SAFETEA-LU, Section 5316 funds are eligible for both capital and operating expenses. Federal funding for capital expenses is not to exceed 80% of activity cost with 20% local match, while federal funding for operating costs may not exceed 50% of activity cost with 50% local match. Examples of eligible projects include providing transportations services at night or on weekends when regular public transportation services are not available, demand response van programs, purchase of vehicles, and mobility management.

MAP-21 consolidated JARC program activities into the Section 5307 Urbanized Area Formula program and the Section 5311 Formula Grants for Rural Areas program. Active JARC projects are displayed in Figure 2.2.

Within the Southeast Alabama region, the Wiregrass Transit Authority has utilized operating funds to provide employment and employment related transportation services to Temporary

Assistance and Needy Families in Dothan and has coordinated and provided employment and employment-related services to social service providers in Barbour, Coffee, Dale, Geneva, Henry, and Houston counties, as well as mobility management in the City of Dothan.

Figure 2.2: JARC Locations in Southeast Alabama



2.2.3. New Freedom (Section 5317 under SAFETEA-LU / Eligible Activity under Section 5310 under MAP-21)

The New Freedom program was authorized as Section 5317 under SAFETEA-LU and established to support public transportation services and transportation alternatives for persons with disabilities beyond those required by the American with Disabilities Act (ADA) of 1990. The intent of the New Freedoms program is to integrate persons with disabilities more fully into the community and workforce through bridging the gaps in public transportation. Under SAFETEA-LU, Section 5317 funds are eligible for both capital and operating expenses. Federal funding for capital expenses is not to exceed 80% of activity cost with 20% local match, while federal funding for operating costs may not exceed 50% of activity cost with 50% local match. Examples of eligible projects include providing paratransit services beyond ADA requirements, vehicle purchasing to support ride sharing or vanpooling programs, supporting voucher programs within human service provider services, and mobility management.

MAP-21 consolidated New Freedom program activities into the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program.

Within the Southeast Alabama region, services provided through this program have not been offered.

2.2.4. Urbanized Area Formula Grant (Section 5307)

The Urbanized Area Formula Grant program provides grants to Urbanized Areas, which are designated areas with population greater than 50,000 as determined by the decennial census. The Section 5307 program provides funding for capital projects, planning, job access and reverse commute projects, operating costs, and transportation security projects. Federal funding for capital expenses is not to exceed 80% of activity cost with 20% local match, while federal funding for operating costs may not exceed 50% of activity cost with 50% local match.

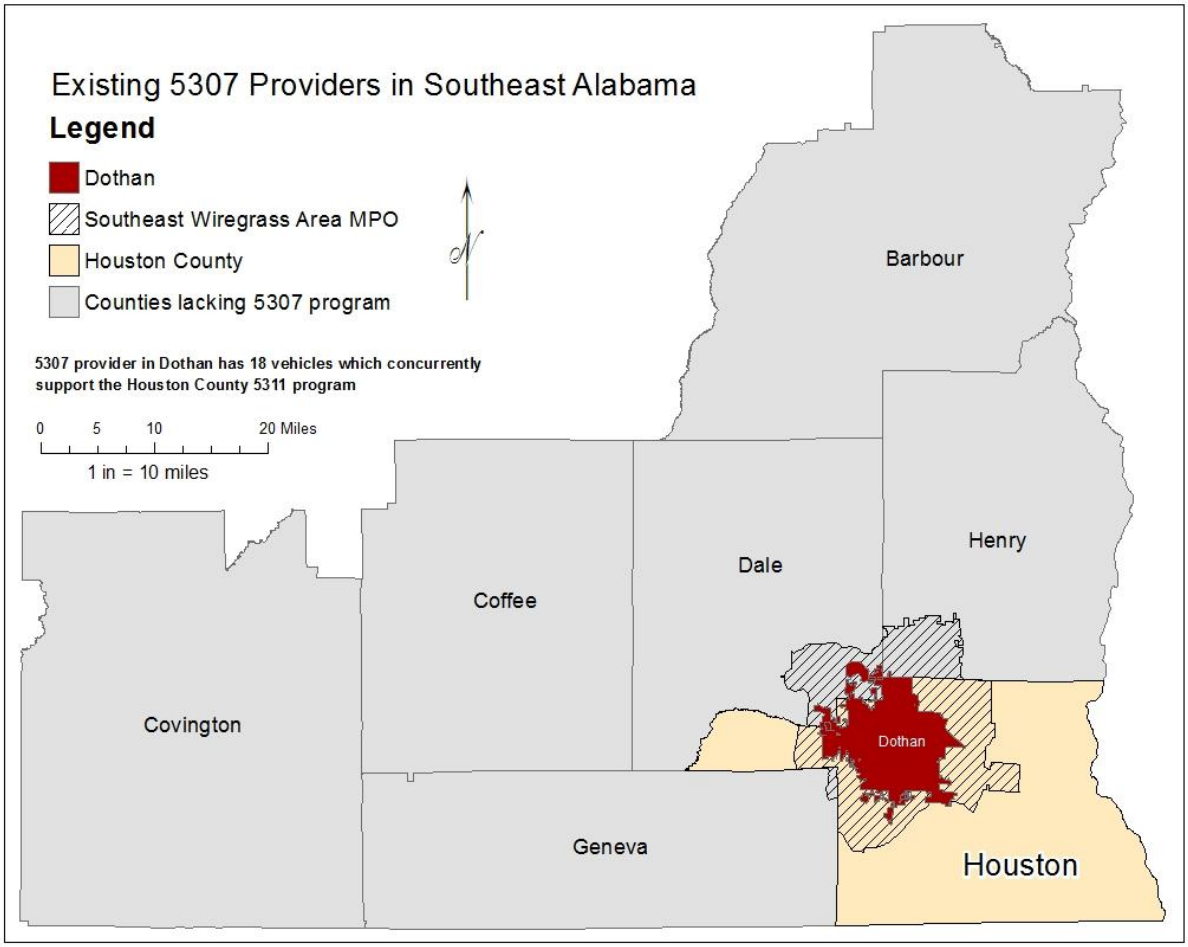
MAP-21 provided a few changes to the Section 5307 program from its SAFETEA-LU authorization. As mentioned above, the primary change affecting transportation opportunities through the Section 5307 program is that job access and reverse commute (JARC) projects are eligible activities for providing transportation services for low-income workers and welfare recipients for jobs and employment opportunities.

The ALDOT provides Section 5307 funding to Small Urbanized Areas (designated areas with population between 50,000 and 199,999) in Alabama, including the City of Dothan in the Southeast Alabama region (Table 2.2). Section 5307 funding in the Dothan urbanized area is utilized by the Wiregrass Transit Authority (Figure 2.3). Areas with population 200,000 and greater receive Section 5307 funding directly from the FTA.

Table 2.2: Section 5307 Systems in Southeast Alabama Region

NAME	SERVICE AREA	NUMBER OF VEHICLES
Wiregrass Transit Authority	Dothan Urbanized Area	18

Figure 2.3: Existing Urbanized Area Formula Grant Areas



2.2.5. Formula Grants for Rural Areas (Section 5311)

The Formula Grants for Rural Areas program provides grants to areas not designed as Urbanized Areas by the decennial census, which are rural counties and municipalities with a population less than 50,000. The Section 5311 program provides funding for capital projects, planning, job access and reverse commute projects, operating costs, and acquisition of public transportation services. Federal funding for capital expenses is not to exceed 80% of activity cost with 20% local match, while federal funding for operating costs may not exceed 50% of activity cost with 50% local match.

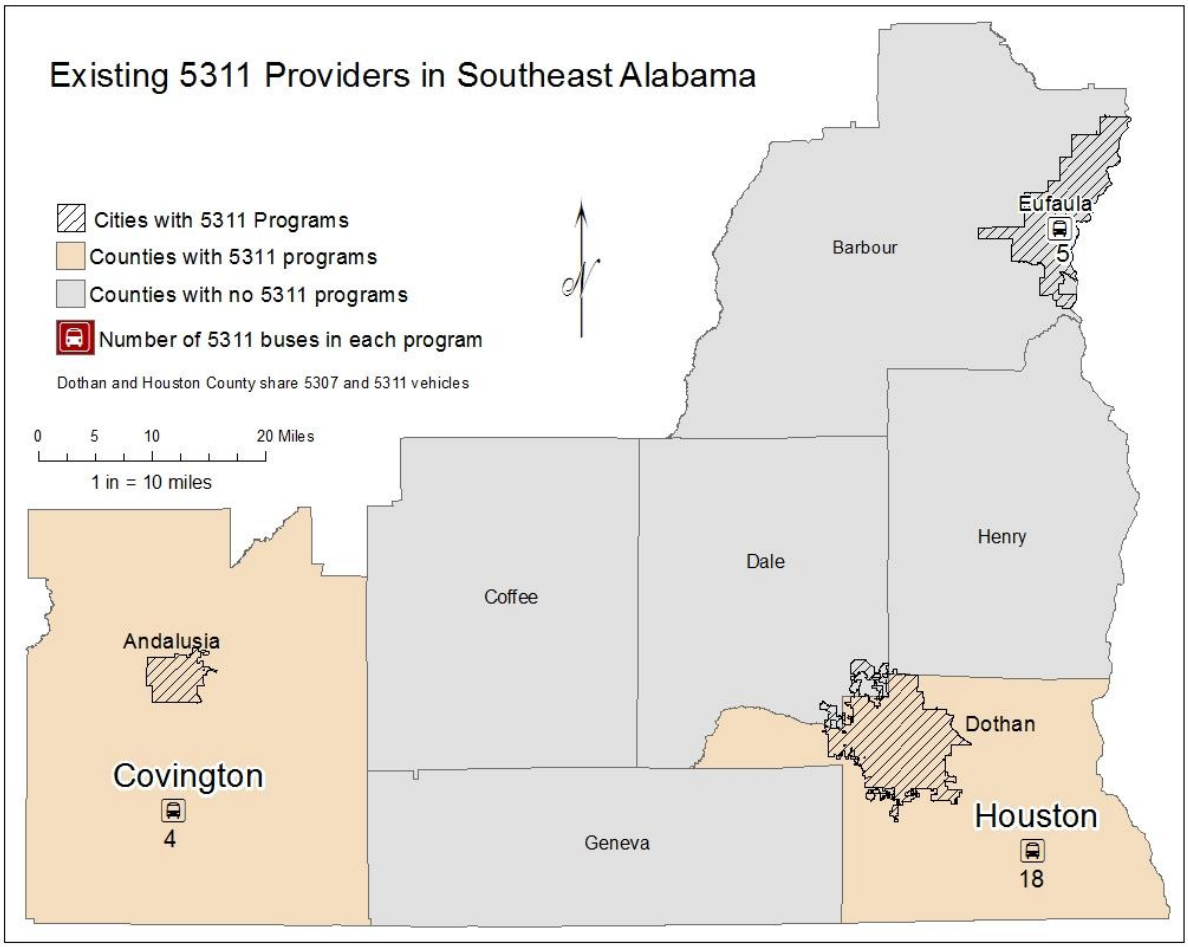
Changes in the MAP-21 authorization for Section 5311 include the eligibility of job access and reverse commute (JARC) projects for low-income workers and welfare recipients for jobs and employment opportunities. A segment of funding apportionment now includes population of low-income individuals. Planning activities are now eligible for Section 5311 programs. Also, the cost of an unsubsidized portion of privately provided intercity bus services may be eligible as an in-kind local match.

The ALDOT provides Section 5311 funding to rural areas in Alabama, including the City of Eufaula in Barbour County, Covington County, and Houston County (Table 2.3 and Figure 2.4).

Table 2.3: Section 5311 Systems in Southeast Alabama Region

NAME	SERVICE AREA	NUMBER OF VEHICLES
Covington Area Transit System	Covington County	4
Eufaula Barbour Transit Authority	City of Eufaula	5
Wiregrass Transit Authority	Houston County	18

Figure 2.4: Existing Formula Grants for Rural Areas



2.2.6. Other Transportation Providers or Assistance

Besides the transportation resources previously listed that are assisted by federal transit programs, there are several other types of transportation providers in the Southeast Alabama region. This is not necessarily an exclusive list, as certain providers may change regulations or commence/suspend operations.

- Medicaid Non-Emergency Transportation (NET) Program: Medicaid NET assists in payment for transportation to and from non-emergency medical care that may utilize multiple forms of public or private transportation throughout the region. Users must be covered by Medicaid and the ride must be scheduled at least five days prior to need and approved ahead of time. For the Southeast Alabama region, the NET Program Coordinator is located in Dothan.

- AIDS Alabama: AIDS Alabama provides assistance to HIV-positive and low-income residents of Alabama for medical appointments transportation.

- American Cancer Society Road to Recovery Program: The American Cancer Society provides limited assistance to patients that are receiving cancer treatment. Several days advance notice is required to access the program.

- Alabama Kidney Foundation: The Alabama Kidney Foundation has statewide programs to provide transportation assistance through purchase of service to dialysis patients.

- Christian Mission Centers: Agency located in Enterprise serving Coffee and Geneva counties within the region that provides limited bus vouchers or gasoline vouchers for individuals and families for emergency assistance.

- Dale County Rescue Mission: Agency located in Ozark that may provide very limited bus fare.

- Disabled American Veterans: Local chapters of Disabled American Veterans may provide medical appointment transportation for veterans.

- Dothan Ambulance Service: Dothan Ambulance (also known as Pilcher's Ambulance) provides non-emergency wheelchair transport for mostly medical-related destinations.

- Dothan Cab Company: Taxi service located in Dothan.

- Dothan Rescue Mission: Agency located in Dothan that provides limited bus tickets for a verified emergency situation outside of the region.

- Dothan Transport: Taxi service located in Dothan, with service in Barbour, Coffee, Dale, Geneva, Henry, and Houston counties, with potential trips out of service area.

- Good Samaritan Helping Hands: Agency located in Enterprise that may provide limited transportation assistance.

- Greyhound Bus Line: Greyhound has national fixed routes with one terminal in the Southeast Alabama region, located in Dothan.

- Meredith's Miracles: Meredith's Miracles is a non-profit organization located in Andalusia that provides non-medical related financial support, which may include transportation, to out-of-area specialty care for families with sick and injured children.

- Quick Service Cab: Taxi service located in Ozark.

- R&A Transportation Service: Taxi service located in Abbeville.

- Southern Coaches: Southern Coaches is a charter bus service located in Dothan.

- Triple A Cab: Taxi service located in multiple locations.

- Tri-State Taxi: Taxi service located in Dothan.

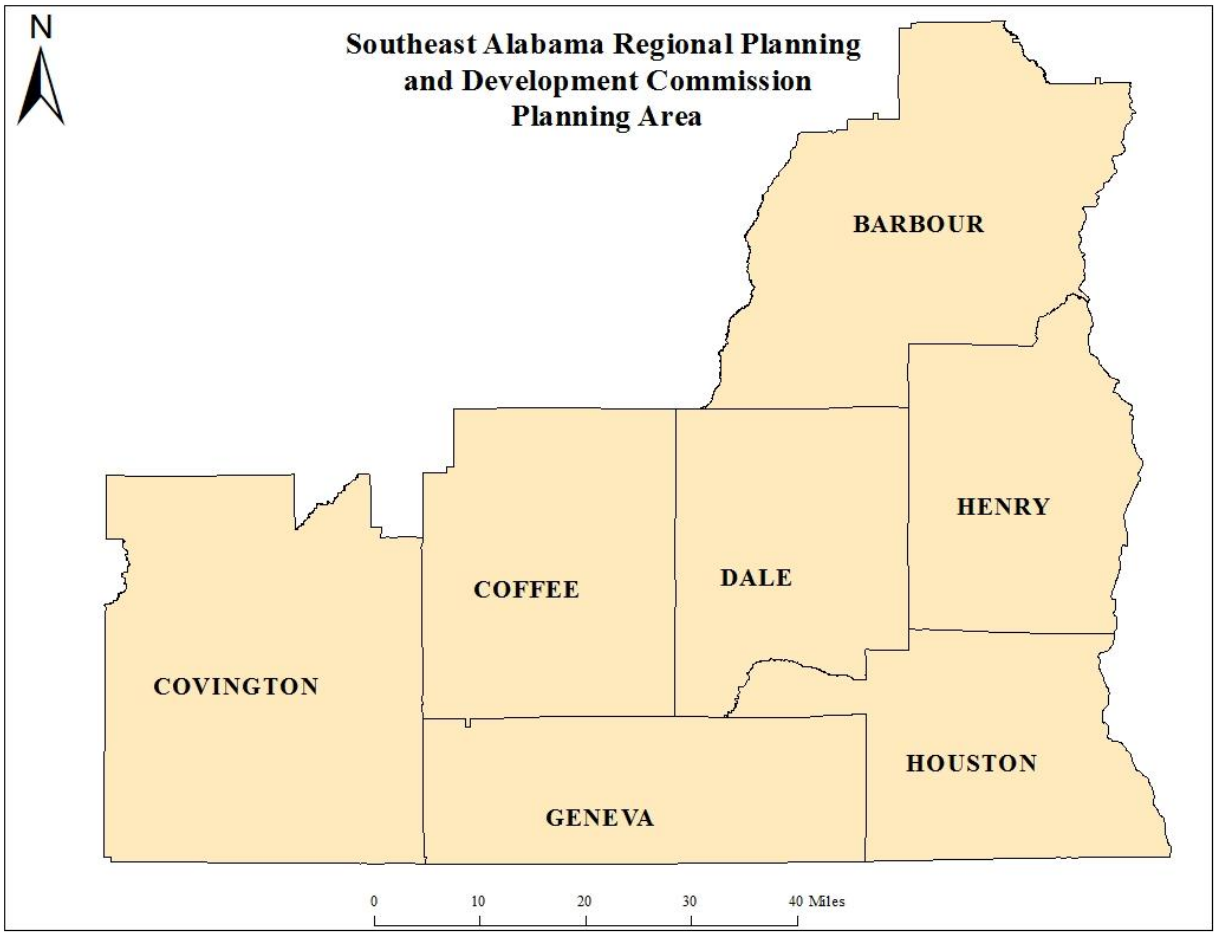
- Wiregrass Safe Taxi: Taxi service located in Dothan.

Chapter 3 - Regional Profile

Section 3.1 – Planning Area

The planning area encompasses the planning region of the Southeast Alabama Regional Planning and Development Commission (SEARP&DC), one of the twelve regional councils within the state. SEARP&DC is located in southeastern Alabama (Figure 3.1) and is comprised of the following seven counties: Barbour, Coffee, Covington, Dale, Geneva, Henry, and Houston, and 57 municipalities within those counties.

Figure 3.1: SEARP&DC Planning Area



The total land area of the region is 4,871 square miles, which is slightly less than ten percent (10%) of the state's area, and is presented by county below (Table 3.1).

Table 3.1: Total Land Area by County

County	Total Area
Barbour County	885 square miles
Coffee County	679 square miles
Covington County	1,030 square miles
Dale County	561 square miles
Geneva County	574 square miles
Henry County	562 square miles
Houston County	580 square miles

Source: U.S. Census Bureau

The SEARP&DC planning area has one Urbanized Area, the Dothan, AL Urbanized Area, which is comprised from portions of Dale, Geneva, Henry, and Houston counties. The Southeast Wiregrass Area Metropolitan Planning Organization (MPO) administers transportation planning services for this area.

Section 3.2 - Regional Population Trends

According to the 2010 Census, the SEARP&DC's planning area total population was 311,060 people, which is a 7.2% increase from the region's 2000 Census population of 290,274. Most of this increased growth occurred within and adjacent to Dothan and Enterprise. These areas also produced additional urban built developments. Houston County, in the southeastern corner of the region and state, is the most populous county (101,547), while Henry County in the eastern portion of the region is the least populous county (17,302). Population counts from the U.S. Census from 2000 and 2010 for each jurisdiction are below (Table 3.2). The Southeast Alabama region comprises 6.5% of the total population in Alabama.

Southeast Alabama is a primarily rural region with mostly small towns, agricultural and silvicultural uses, and the U.S. Army Aviation Center of Excellence and Fort Rucker with other scattered military zones that comprise the planning area. The largest developed urban area in the region is Dothan with a population of over 65,000, which has been a moderately growing metropolitan area centered in northwestern Houston County. Dothan is a regional economic engine that attracts people from Southeast Alabama and surrounding areas to engage in commercial, medical, and other activities. Enterprise is the second largest city in the region with over 26,000 people, and has been a fast developing area. Bedroom communities near both Dothan and Enterprise in Coffee, Dale, Henry, and Houston counties have grown markedly over the past couple of decades. The municipalities of Ozark and Eufaula have population between 10,000 and 20,000. Municipalities in Southeast Alabama with a population between 5,000 and 10,000 include Andalusia, Daleville, and Opp.

Table 3.2: Regional Jurisdiction Population

Jurisdiction	2000 Census Population	2010 Census Population	% Change
Barbour County	**29,038**	**27,457**	**-5.4%**
Town of Baker Hill	-	279	-
Town of Blue Springs	121	96	-20.7%
City of Clayton	1,475	3,008	103.9%
City of Clio	2,206	1,399	-36.6%
City of Eufaula	13,908	13,137	-5.5%
Town of Louisville	612	519	-15.2%
Coffee County	**43,615**	**49,948**	**14.5%**
City of Elba	4,185	3,940	-5.9%
City of Enterprise (part)	20,993	26,139	24.5%
Town of Kinston	602	540	-10.3%
Town of New Brockton	1,250	1,146	-8.3%
Covington County	**37,631**	**37,765**	**0.4%**
City of Andalusia	8,794	9,015	2.5%
Town of Babbie	627	603	-3.8%
Town of Carolina	248	297	19.8%
City of Florala	1,964	1,980	0.8%
Town of Gantt	241	222	-7.9%
Town of Heath	249	254	2.0%
Town of Horn Hill	235	228	-3.0%
Town of Libertyville	106	117	10.4%
Town of Lockhart	548	516	-5.8%
Town of Onycha	208	184	-11.5%
City of Opp	6,607	6,659	0.8%
Town of Red Level	556	487	-12.4%
Town of River Falls	616	526	-14.6%
Town of Sanford	269	241	-10.4%
Dale County	**49,129**	**50,251**	**2.3%**
Town of Ariton	772	764	-1.0%
Town of Clayhatchee	501	589	17.6%
City of Daleville	4,653	5,295	13.8%
City of Dothan (part)	650	887	36.5%
City of Enterprise (part)	185	423	128.6%
Town of Grimes	459	558	21.6%
Town of Level Plains	1,544	2,085	35.0%
Town of Midland City	1,703	2,344	37.6%
Town of Napier Field	404	354	-12.4%
Town of Newton	1,708	1,511	-11.5%
City of Ozark	15,119	14,907	-1.4%

Jurisdiction	2000 Census Population	2010 Census Population	% Change
Town of Pinckard	667	647	-3.0%
Geneva County	**25,764**	**26,790**	**4.0%**
Town of Black	202	207	2.5%
Town of Coffee Springs	251	228	-9.2%
City of Geneva	4,388	4,452	1.5%
City of Hartford	2,369	2,624	10.8%
Town of Malvern	1,215	1,448	19.2%
City of Samson	2,071	1,940	-6.3%
City of Slocomb	2,052	1,980	-3.5%
City of Taylor (part)	10	7	-30.0%
Henry County	**16,310**	**17,302**	**6.1%**
City of Abbeville	2,987	2,688	-10.0%
City of Dothan (part)	5	5	0.0%
Town of Haleburg	108	103	-4.6%
City of Headland	3,523	4,510	28.0%
Town of Newville	553	539	-2.5%
Houston County	**88,787**	**101,547**	**14.4%**
City of Ashford	1,853	2,148	15.9%
Town of Avon	466	543	16.5%
Town of Columbia	804	740	-8.0%
Town of Cottonwood	1,170	1,289	10.2%
Town of Cowarts	1,546	1,871	21.0%
City of Dothan (part)	57,082	64,604	13.2%
Town of Gordon	408	332	-18.6%
City of Kinsey	1,796	2,198	22.4%
Town of Madrid	303	350	15.5%
Town of Rehobeth	993	1,297	30.6%
City of Taylor	1,888	2,368	25.4%
Town of Webb	1,298	1,430	10.2%

Source: U.S. Census Bureau (2000 and 2010)

Population projections from the Center for Business and Economic Research (CBER) at the University of Alabama indicate that the planning area's population will steadily increase through 2040 (Table 3.3). Both Coffee and Houston counties are expected to continue their trend of population gains, while Covington, Dale, Geneva, and Henry counties are projected to have incremental population growth. Barbour County is projected to have a minor decrease over the period.

Table 3.3: Population Projections (by County), 2020-2040

County	2010	2020	2030	2040	Total Change (%)
Barbour	27,457	26,813	26,190	25,796	-6.0%
Coffee	49,948	56,540	62,722	68,568	37.3%
Covington	37,765	38,677	38,654	38,370	1.6%
Dale	50,251	51,876	52,860	53,932	7.3%
Geneva	26,790	27,722	28,235	28,469	6.3%
Henry	17,302	18,161	18,626	18,839	8.9%
Houston	101,547	113,561	123,492	131,211	29.2%
Region	**311,060**	**333,350**	**350,779**	**365,185**	**17.4%**

Source: Center for Business and Economic Research (CBER), University of Alabama

Section 3.3 – Target Populations

Addressing the unmet transportation needs of the region must take into account certain demographic information, including population distribution and concentrations of targeted populations that are susceptible to transportation challenges, including aging adults, individuals with disabilities, and low income populations. Potential transportation coordination strategies are not necessarily uniform for the entire Southeast Alabama region, so knowledge of the distribution of key demographic elements will assist in understanding needs that are specific to certain subareas, including counties and municipalities. Utilizing 2010 Decennial Census and 2009-2013 Five-Year American Community Survey Estimates, populations of targeted demographic groups were analyzed and mapped.

Though the estimated presence of targeted population indicators is high in many areas of the Southeast Alabama region, the existence of presumed transportation challenges does not necessarily dictate a need for transportation. While many people who are included in the displayed demographic sectors do have limitations that preclude or severely limit driving (e.g. limitations associated with aging, lack of vehicular access, mobility issues), this information should not be a blanket assumption over these areas. Also, the estimated data in rural areas may be skewed due to a small universe or levels of non-response that may not fully convey the correct attributes for a certain area. However, this data is useful to provide potential origins of transportation challenges within the Southeast Alabama region.

3.3.1. Population and Population Density

Houston County (predominantly near Dothan) has the greatest total population (Figure 3.1) and is the most densely populated area in Southeast Alabama, as demonstrated by having the five most densely populated census tracts in the region (Figure 3.2). The next most populated and densely settled area comprises portions of Coffee County near Enterprise. These two locations are the only areas with more than 900 persons per square mile, with smaller levels of higher density being noted in Ozark and Eufaula. The Southeast Alabama region is predominantly a low-density populated area. There are no census tracts in Geneva or Henry counties with at least 100 persons per square mile.

Figure 3.1: Total Population in Southeast Alabama (by Census Tract)

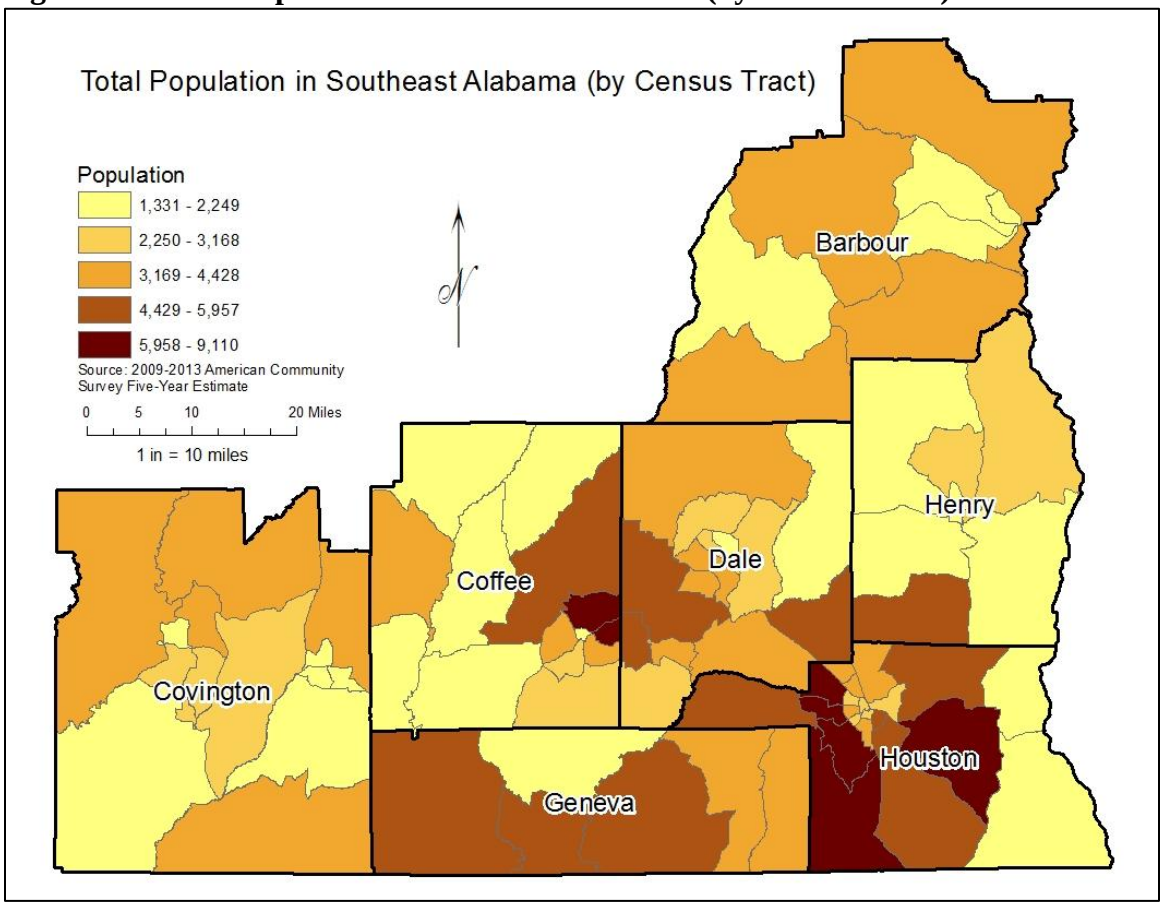
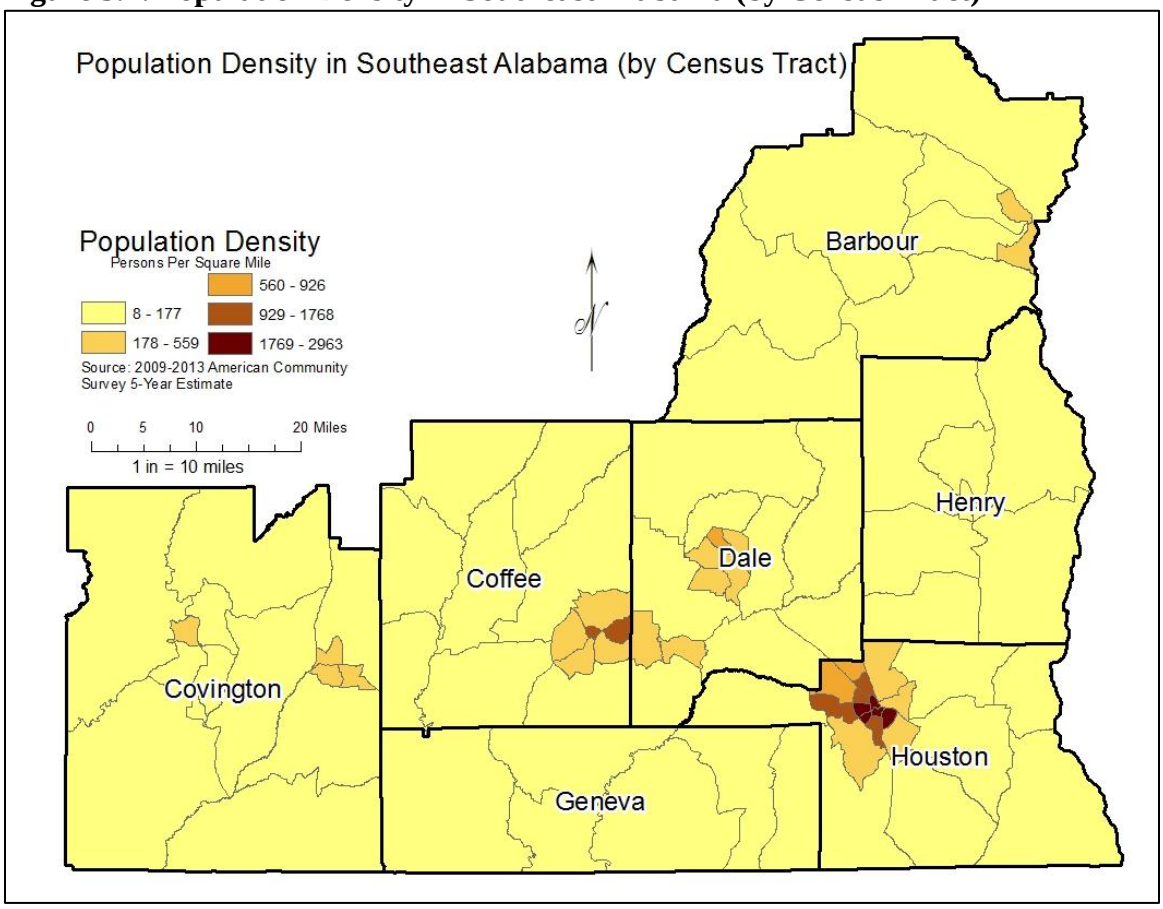


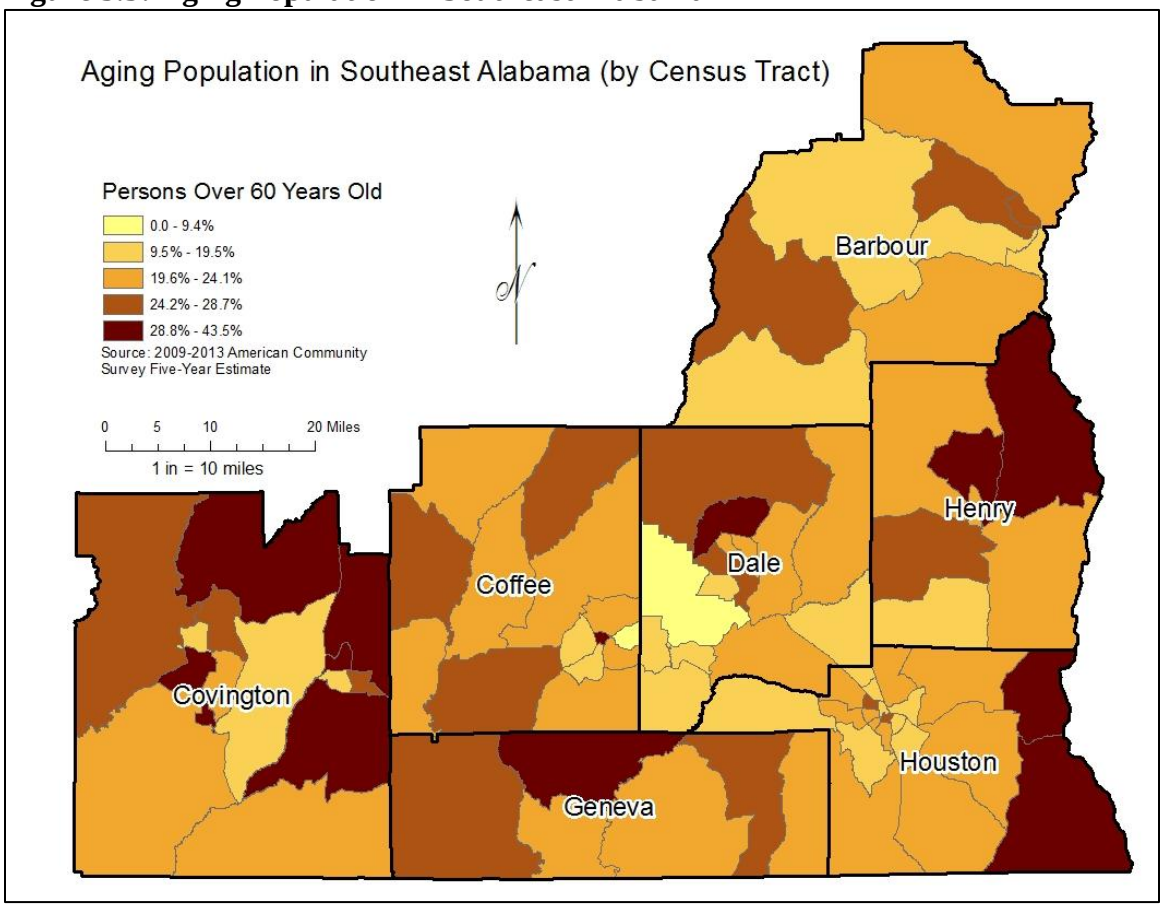
Figure 3.2: Population Density in Southeast Alabama (by Census Tract)



3.3.2. Aging Population

The aging population in Southeast Alabama, as in most other areas in the country, is becoming an increasingly higher proportion within the region. The highest levels of population over 60 years in age are well over 30% of population in multiple census tracts within Covington, Henry, and Houston counties, including one census tract in Henry County with over 43% being over 60 (Figure 3.3). This map displays that the more urbanized areas, such as Dothan, Enterprise, Ozark, and Eufaula do not have as high of proportion of elderly population as some rural areas, though total numbers of elderly population remain significant.

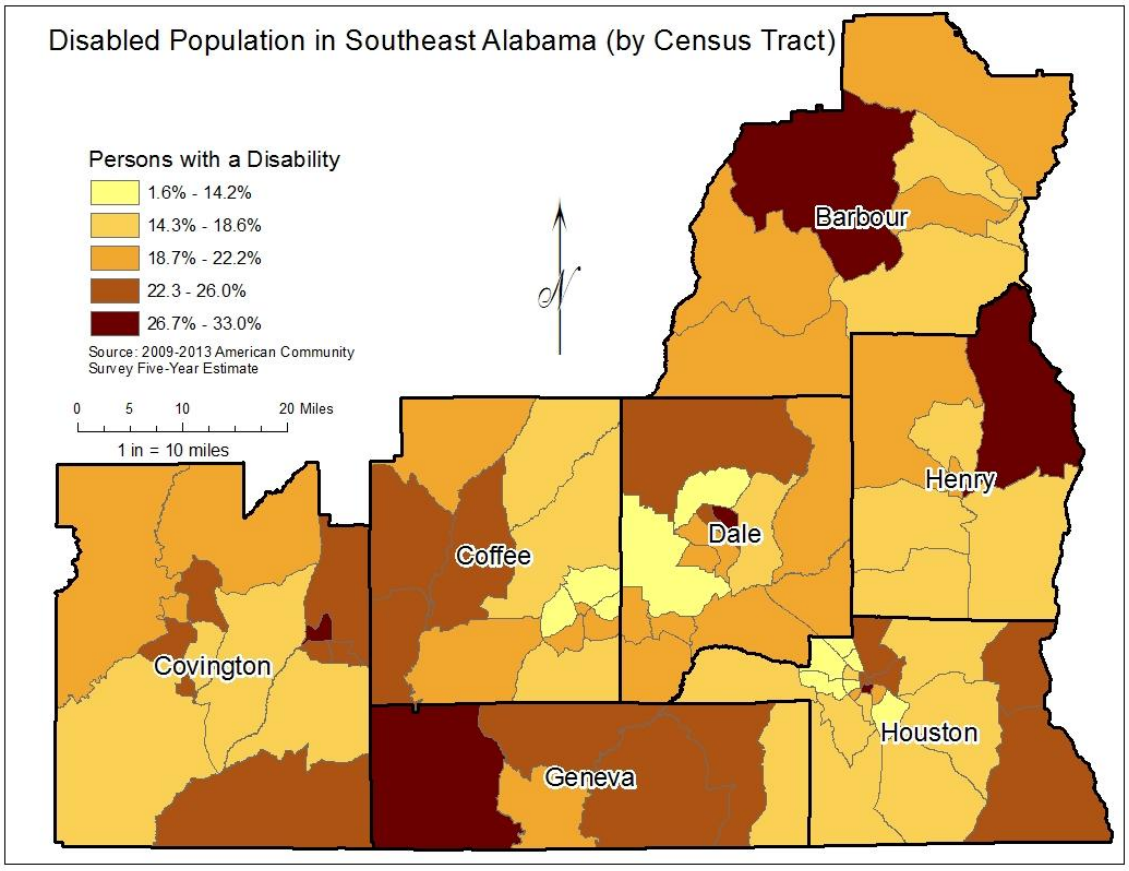
Figure 3.3: Aging Population in Southeast Alabama



3.3.3. Individuals with Disabilities

Areas with high levels of population with disabilities, which includes mobility impairment, are spread throughout Southeast Alabama, including small areas within Dothan (Houston County), Opp (Covington County), and Ozark (Dale County), and more rural locations spread in Barbour, Geneva, and Henry counties (Figure 3.4).

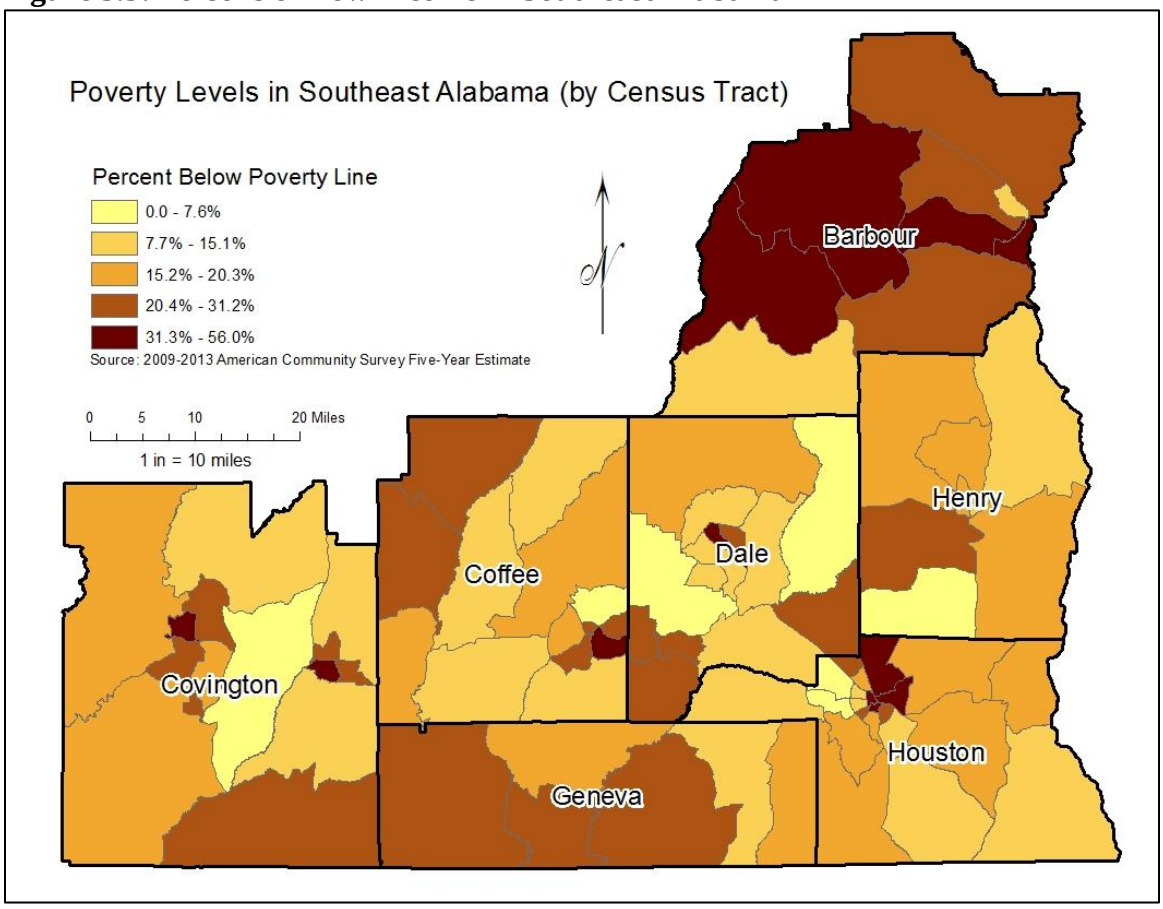
Figure 3.4: Individuals with Disabilities in Southeast Alabama



3.3.4. Persons of Low Income

As can be seen in the map below, much of Barbour County (including Eufaula) has large areas of population that are under the poverty level. Other areas with very high levels of poverty include areas in Dothan (Houston County), Enterprise (Coffee County), Andalusia and Opp (Covington County), and Ozark (Dale County). Many of the areas with high poverty levels (with the exception of rural Barbour County) are in higher density populated areas (Figure 3.5).

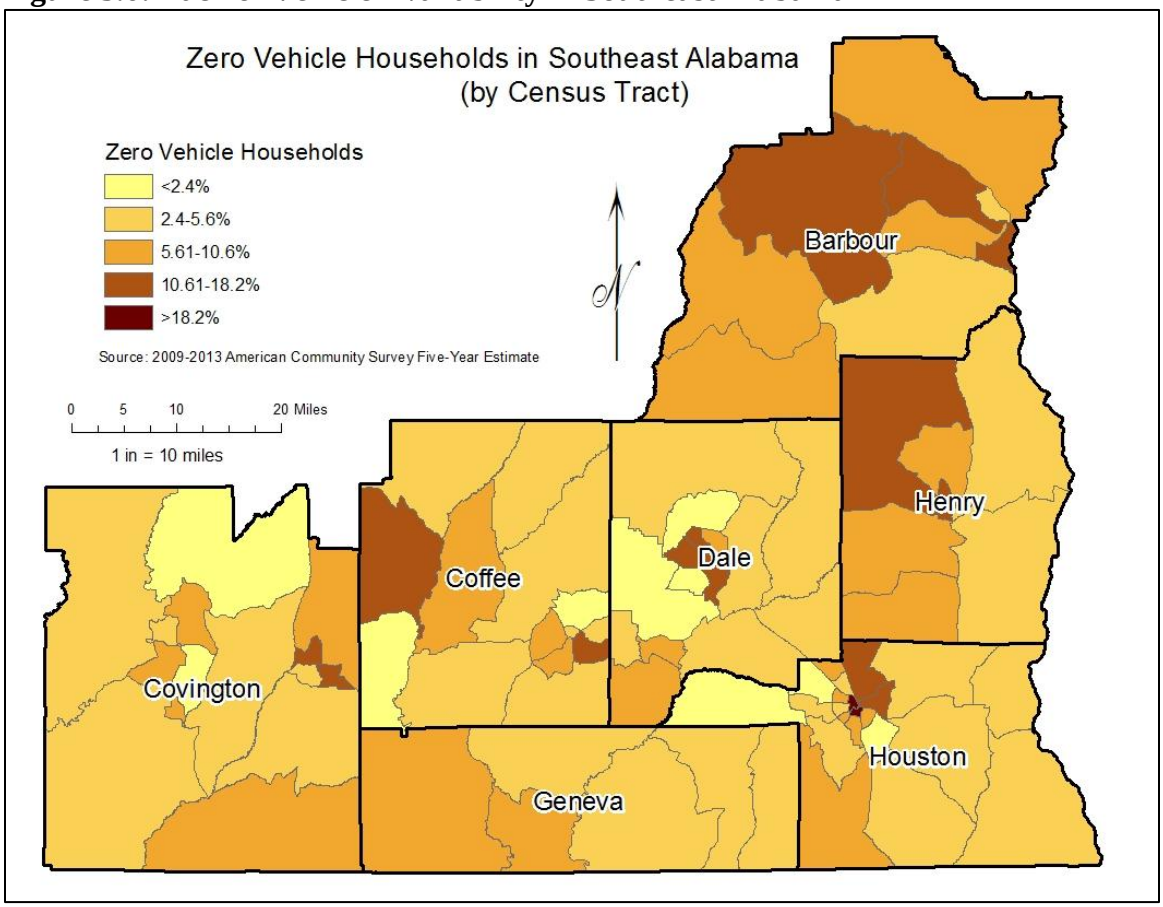
Figure 3.5: Persons of Low Income in Southeast Alabama



3.3.5. Lack of Vehicle Availability

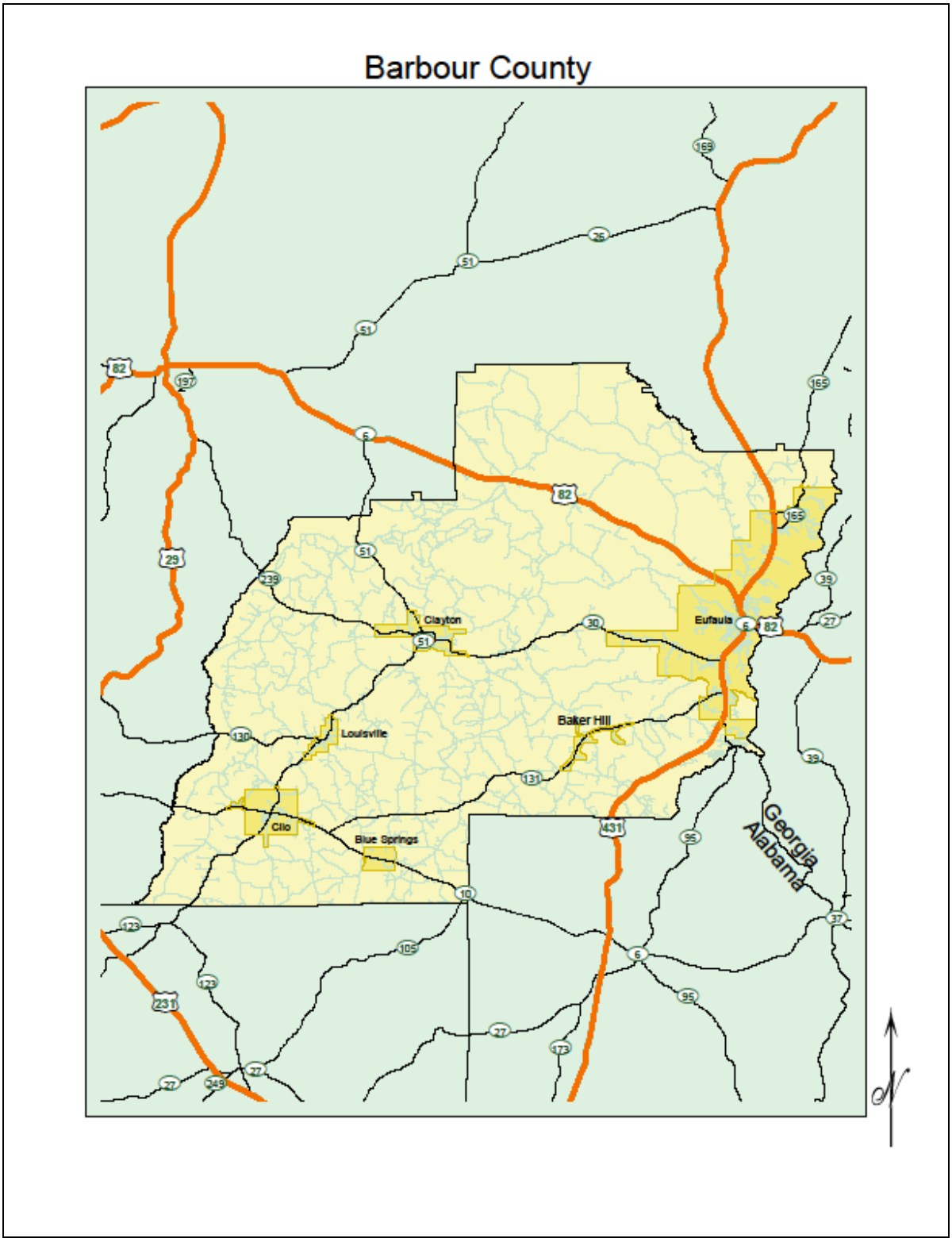
The following map displays estimates of areas with households that have no vehicle available for travel. The two census tracts with the highest percentage of no vehicles available are both located in Dothan (Houston County), which has available public transportation. However, areas with high rates of zero vehicle households are spread throughout the region, including in areas with very few opportunities for transportation alternatives. Overall, this map shows that the higher percentage of zero vehicle households in Southeast Alabama are located in higher density populated areas, including Enterprise, Eufaula, Ozark, Andalusia, and Opp (Figure 3.6).

Figure 3.6: Lack of Vehicle Availability in Southeast Alabama



Section 3.4 – County Assessments

3.4.1. Barbour County



Barbour County is the northernmost of the seven Southeast Alabama counties. It is bordered by the State of Georgia to the east, Henry and Dale counties to the south, Pike and Bullock counties to the west, and Russell County to the north. There are six municipalities in Barbour County: Baker Hill, Blue Springs, Clayton, Clio, Eufaula, and Louisville. Barbour County and Quitman County, GA, comprise the Eufaula, AL-GA Micropolitan Statistical Area. Barbour County has an area of 905 square miles, of which 885 square miles are land. There are two federal highways in Barbour County: U.S. 431 (north-south) and U.S. 82 (east-west). U.S. 431 is a major thoroughfare between Atlanta, GA to the north and the Florida Gulf Coast. U.S. 82 is the main route from Barbour County to Montgomery and also provides a link across the Chattahoochee River to Georgia.

According to the U.S. Census Bureau, Barbour County's 2010 population is 27,457, a decrease of 5.44% from the 2000 Census population of 29,038. The estimated 2014 population is 26,887, which is a 2.1% decrease from 2010. The population density is 30.4 persons per square mile. Nearly half of Barbour County's population is located in Eufaula, located along the eastern boundary of the county. The remainder of Barbour County is rural and sparsely populated. Barbour County is racially diverse, as 46.8% of the population is White Non-Hispanic and 46.9% is Black. Approximately 5.1% of Barbour County residents are of Hispanic origin. Barbour County's population of persons 60 years old and over is 20.8%, which is slightly higher than the Alabama average of 19.5%. According to the 2009-2013 ACS Five-Year Estimate (the most recent disability data available), the percentage of Barbour County residents that are classified as disabled is 20.3%, which is slightly higher than the Alabama average of 16.2%.

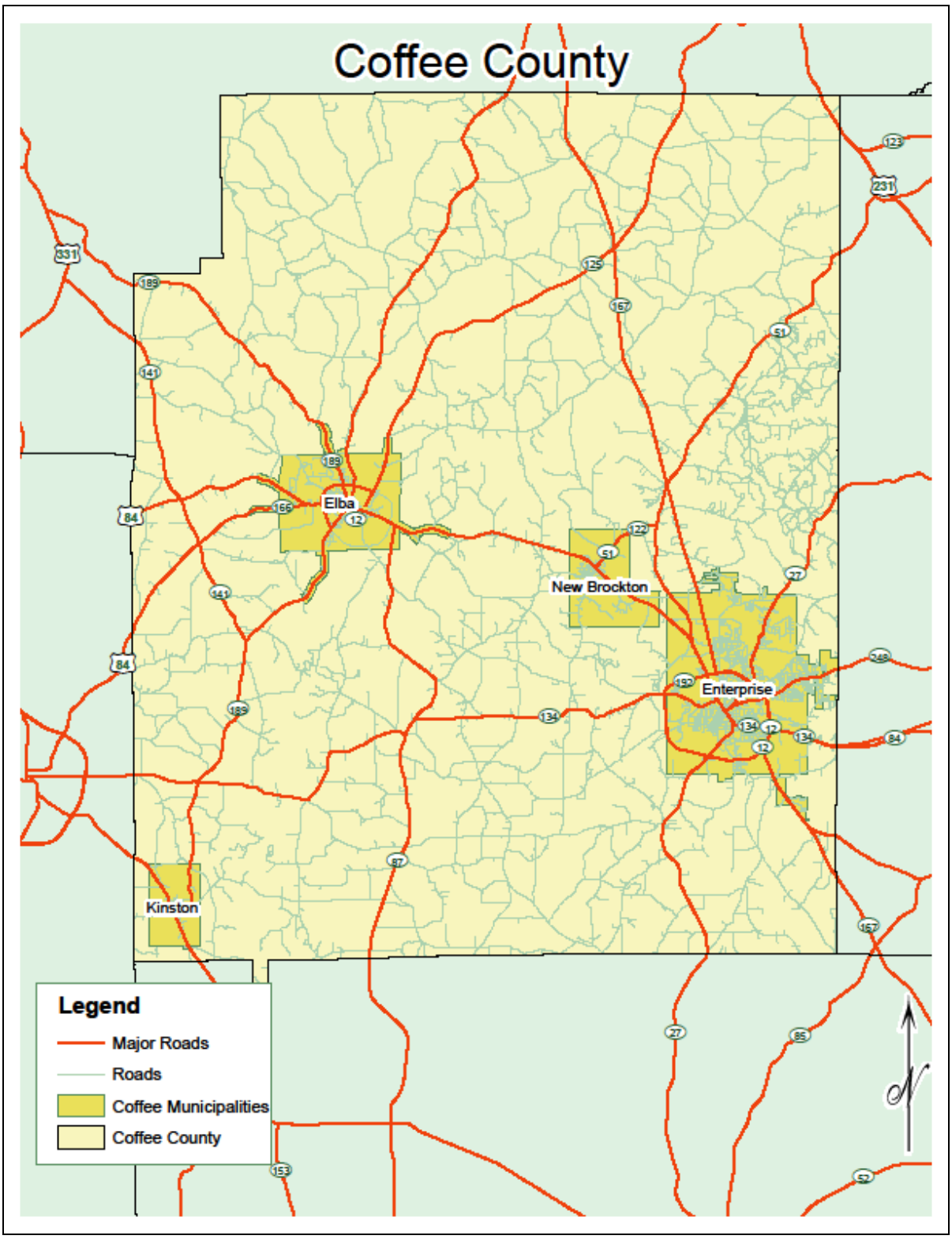
Barbour County shares many of the demographic and economic conditions of the Alabama Black Belt region and is classified as a Distressed County by the Delta Regional Authority. Barbour County had a July 2015 unemployment rate of 10.2% and, traditionally, has the highest unemployment rate in the Southeast Alabama region. Barbour County's estimated 2013 median household income was $32,911, which is 76.1% of Alabama's average. Barbour County residents have a mean travel time to work of 24.6 minutes, which is slightly more than the Alabama average of 24.2 minutes.

Barbour County has extensive historical and recreational sites. The Barbour County Governor's Trail recognizes six Alabama governors with Barbour County ties. Eufaula has an extensive historical district drawing many tourists. The county is also well known for the Walter F. George Reservoir, also known as Lake Eufaula, which is a destination for bass fishing and water related recreation. The Eufaula National Wildlife Refuge is also located in Barbour County.

The Eufaula-Barbour Transit Authority (EBTA) is a Section 5311 provider with local matching funds provided by the City of Eufaula. This system operates with very limited resources (five busses) and within a fairly constrained schedule. Barbour County has three Senior Centers (Clayton, Clio, and Eufaula) with publically-funded vehicles. There is a potential for expanded coordination between the senior centers, SARCOA, social service agencies within the county, and Eufaula-Barbour Transit System.

The highest concentrations of target populations in Barbour County are located within the Eufaula vicinity, as that area has over half of the County's population. The areas within the vicinities of Clayton, Clio, and Louisville also possess concentrations of target population. Primary destinations within Barbour County are clustered in Eufaula and Clayton, including state and local government offices in both communities, and most shopping, employment, higher education, and health care services located in Eufaula. A significant employer (Keystone Foods) is located in Baker Hill. Destinations outside of Barbour County primarily occur in the Columbus, Georgia and Dothan metropolitan areas for health care, shopping and some employment opportunities.

3.4.2. Coffee County



Coffee County is in the western portion of the Southeast Alabama region. It is bordered by the Dale County to the east, Geneva County to the south, Covington and Crenshaw counties to the west, and Pike County to the north. There are four municipalities in Coffee County: Elba, Enterprise, Kinston, and New Brockton. Coffee County, along with Dale County, comprises the Enterprise-Ozark, AL Micropolitan Statistical Area. Coffee County has an area of 680 square miles, of which 679 square miles is land. There is one federal highway in Coffee County: U.S. 84 (east-west). U.S. 84 is a major thoroughfare across southern Alabama and is part of the El Camino East/West Corridor. Alabama Highway 167 through Coffee County provides a main route from Troy and areas further north to the Florida Gulf Coast.

According to the U.S. Census Bureau, Coffee County's 2010 population is 49,948, an increase of 14.52% from the 2000 Census population of 43,615. The estimated 2014 population is 50,909, which is a 1.9% increase from 2010. The population density is 75.0 persons per square mile. Over half of Coffee County's population is located in Enterprise, located in the southeastern part of the county. The remainder of Coffee County is primarily rural and sparsely populated. Coffee County's racial composition shows 72.3% of the population is White Non-Hispanic and 16.7% is Black. Approximately 6.4% of Coffee County residents are of Hispanic origin. Coffee County's population of persons 60 years old and over is 20.3%, which is slightly higher than the Alabama average of 19.5%. According to the 2009-2013 ACS Five-Year Estimate (the most recent disability data available), the percentage of Coffee County residents that are classified as disabled is 17.3%, which is slightly higher than the Alabama average of 16.2%.

Coffee County had a July 2015 unemployment rate of 6.6%. Coffee County's estimated 2013 median household income was $43,768, which is 101.2% of Alabama's average. Coffee County residents have a mean travel time to work of 21.3 minutes, which is less than the Alabama average of 24.2 minutes.

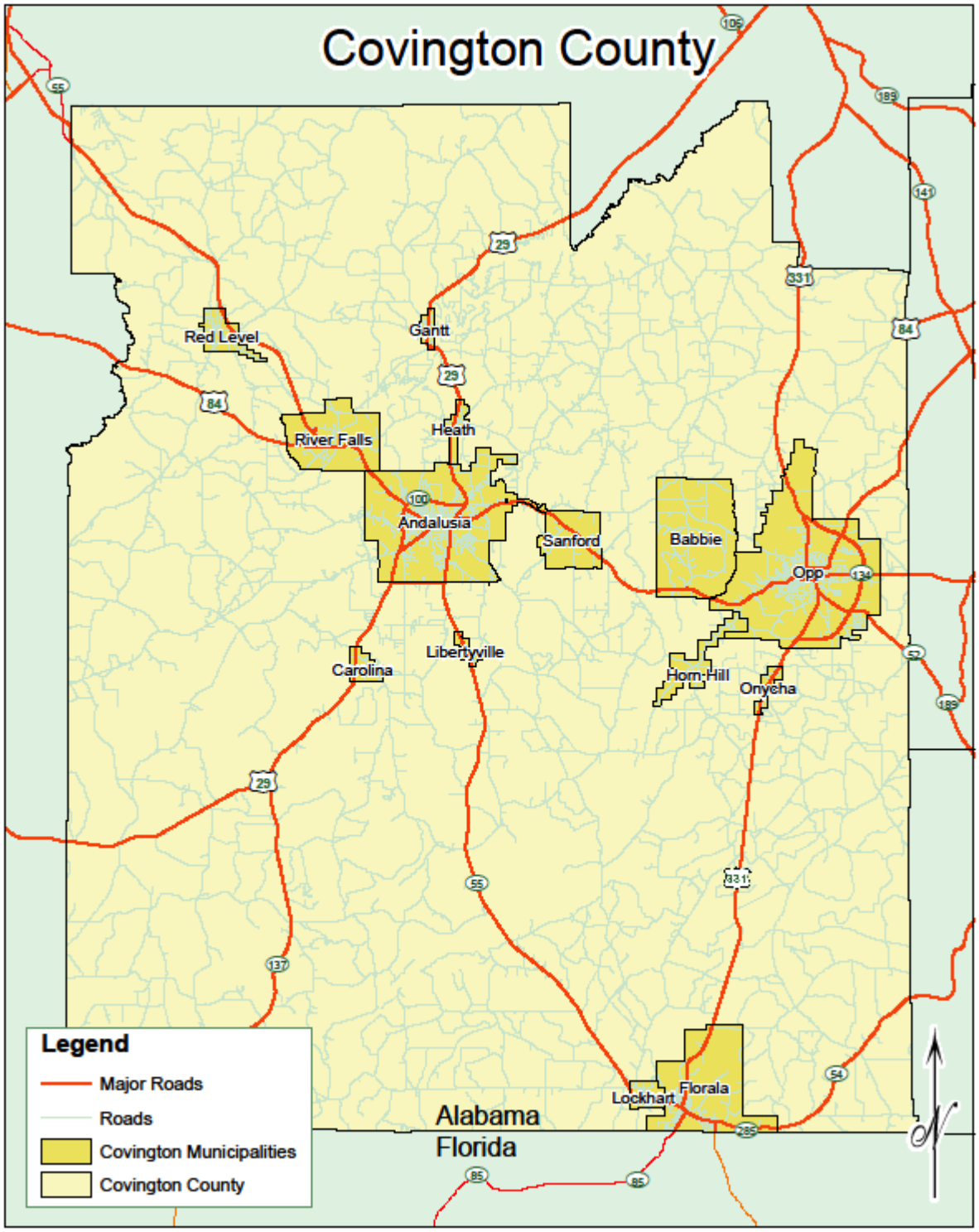
Coffee County is well-known for the Boll Weevil Monument located in Enterprise, which pays homage to the pest that forced the area to diversify its farming activities. Enterprise is known as "The City of Progress." A levee system surrounding Elba provides protection to that small city that has had repeated instances of flooding from the Pea River.

Coffee County has no public transportation system within the county, even though there is significant need for transportation for individuals without their own means of transportation. There are nine senior center facilities located in Coffee County: Damascus, Elba, Enterprise, Ino, Kinston, Mount Pleasant, New Hope, Pine Level, and Zion Chapel. There is a potential for some coordination between these centers, SARCOA, and social service agencies within the county.

The highest concentrations of target populations in Coffee County are located within the Enterprise area and in the areas immediately surrounding Elba and New Brockton. Primary destinations in Coffee County are primarily located in Enterprise, as it is the hub for most shopping, employment, higher education, and health care opportunities in the county. Secondary destinations are primarily state and local government offices in Elba and New Brockton. Significant employment opportunity exists at Fort Rucker, a federal military installation, and at the chicken processing plants in Jack and west of Enterprise. Destinations outside of Coffee

County primarily occur in the Dothan metropolitan area for more specialized health care, shopping, and some employment opportunities.

3.4.3. Covington County



Covington County is the westernmost county in the Southeast Alabama region. It is bordered by Coffee and Geneva counties to the east, the State of Florida to the south, Conecuh and Escambia counties to the west, and Butler and Crenshaw counties to the north. There are fourteen (14) municipalities in Covington County: Andalusia, Babbie, Carolina, Florala, Gantt, Heath, Horn Hill, Libertyville, Lockhart, Onycha, Opp, Red Level, River Falls, and Sanford. Covington County is not part of a Metropolitan or Micropolitan Statistical Area. Covington County is the largest county in Southeast Alabama with an area of 1,044 square miles, of which 1,027 square miles is land. There are three federal highways in Covington County: U.S. 84 (east-west), U.S. 29 (northeast-southwest), and U.S. 331 (north-south). U.S. 84 is a major thoroughfare across southern Alabama and is part of the El Camino East/West Corridor. U.S. 29 is a route commonly used to travel to Troy (northeast) and the Pensacola/Mobile areas (southwest). U.S. 331 is a major route between Montgomery and the Destin/Fort Walton Beach, Florida areas. Alabama Highway 55 through Covington County provides a main route northwest to I-65 and is heavily traveled throughout the county.

According to the U.S. Census Bureau, Covington County's 2010 population is 37,765, an increase of 0.36% from the 2000 Census population of 37,631. The estimated 2014 population is 37,914, which is a 0.4% increase from 2010. The population density is 36.9 persons per square mile. Much of Covington County is rural and sparsely populated, with Andalusia, Opp, and Florala the only municipalities with populations over 1,000. Covington County's racial composition shows 84.1% of the population is White Non-Hispanic and 12.5% is Black. Approximately 1.3% of Covington County residents are of Hispanic origin. Covington County's population of persons 60 years old and over is 24.9%, which is substantially higher than the Alabama average of 19.5%. According to the 2009-2013 ACS Five-Year Estimate (the most recent disability data available), the percentage of Covington County residents that are classified as disabled is 21.9%, which is higher than the Alabama average of 16.2%.

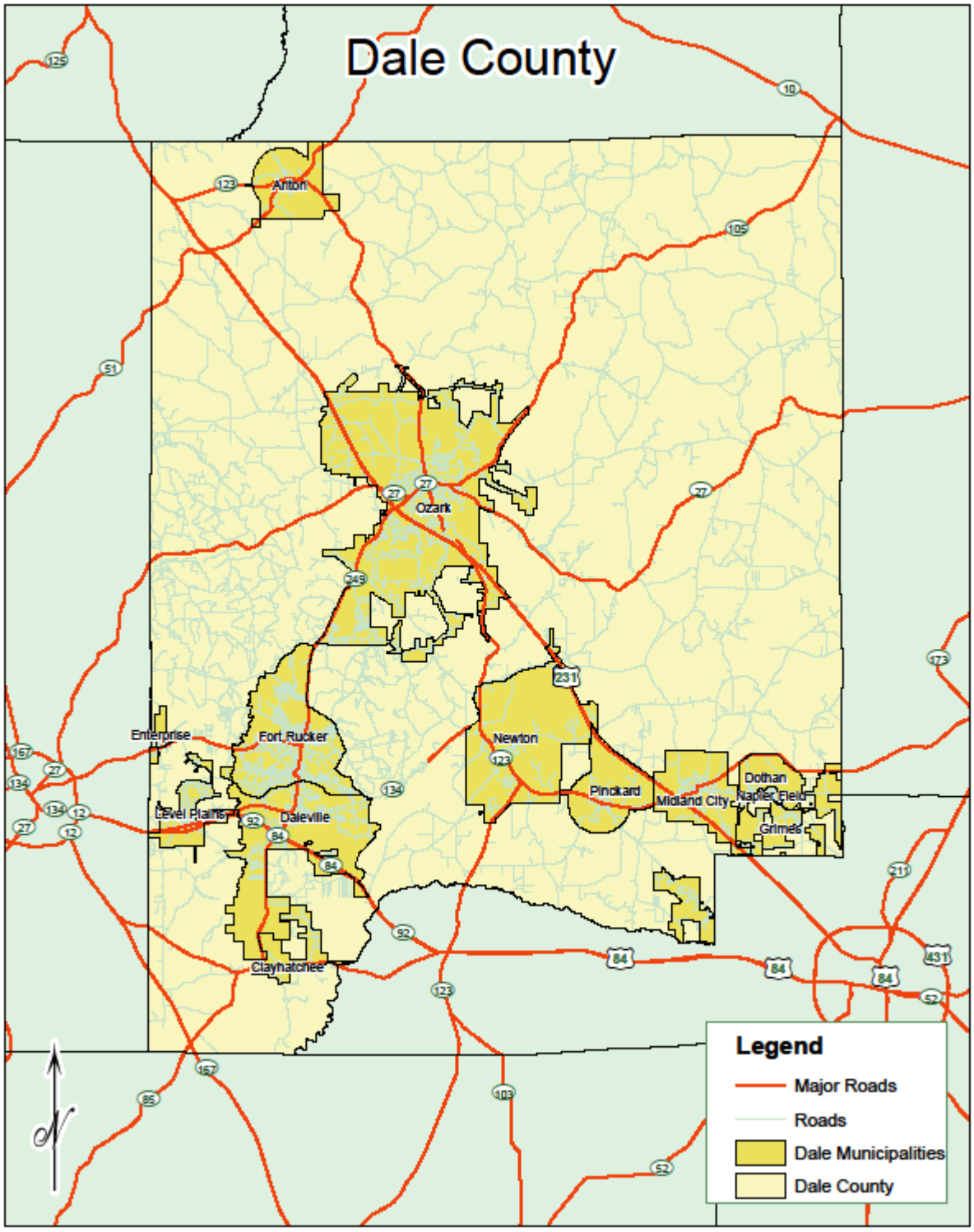
Covington County had a July 2015 unemployment rate of 7.4%. Covington County's estimated 2013 median household income was $35,869, which is 82.0% of Alabama's average. Covington County residents have a mean travel time to work of 23.3 minutes, which is slightly less than the Alabama average of 24.2 minutes.

A large portion of the Conecuh National Forest is located within Covington County. There are two Alabama State Parks in Covington County: Frank Jackson State Park in Opp and Florala State Park in Florala. Gantt and Point "A" lakes along the Conecuh River are also recreation destinations in Covington County.

Covington County has one established public transportation system that operates countywide. The Covington Area Transit System (CATS) is a Section 5311 provider with local matching funds provided by the local governments within the county. This system operates with limited resources (four busses) and within a fairly constrained schedule. There are three senior center facilities located in Covington County: Andalusia, Florala and Opp. There is a potential for expanded coordination between these centers, SARCOA, social service agencies within the county, and CATS.

The highest concentrations of target populations in Covington County are located within the Andalusia and Opp areas. Smaller concentrations exist around Florala and Lockhart. Primary destinations in Covington County are primarily located in Andalusia, as it is the county seat, most populous municipality in the county, and is fairly centrally located. Shopping, employment, health care, higher education, and state and local government offices are located in Andalusia. Secondary concentrations of destinations occur in Opp, as there are also shopping, employment, higher education, and health care locations present. Secondary destinations occur in Dothan and Pensacola, Florida metropolitan areas for health care, shopping, and some employment opportunities.

3.4.4. Dale County



Dale County is located in the center of the seven Southeast Alabama counties. It is bordered by Henry County to the east, Geneva and Houston counties to the south, Coffee County to the west, and Barbour and Pike counties to the north. There are ten municipalities in Dale County: Ariton, Clayhatchee, Daleville, Grimes, Level Plains, Midland City, Napier Field, Newton, Ozark, and Pinckard. Dale County, along with Coffee County, comprises the Enterprise-Ozark, AL Micropolitan Statistical Area. Dale County has an area of 563 square miles, of which 561 square miles is land. There are two federal highways in Barbour County: U.S. 231 (northwest-southwest) and U.S. 84 (east-west). U.S. 231 is the major route between Montgomery to the north and Dothan to the south. U.S. 84 is in the extreme southern portion of Dale County and is the main route between Enterprise to the west and Dothan to the east.

According to the U.S. Census Bureau, Dale County's 2010 population is 50,251, an increase of 2.28% from the 2000 Census population of 49,129. The estimated 2014 population is 49,484, which is a 1.5% decrease from 2010. The population density is 88.2 persons per square mile. Ozark is, by far, the most populous city in Dale County. The remainder of Dale County is interspersed with small towns and rural communities. Dale County's racial composition shows 71.1% of the population is White Non-Hispanic and 19.3% is Black. Approximately 5.6% of Dale County residents are of Hispanic origin. Dale County's population of persons 60 years old and over is 19.1%, which is slightly less than the Alabama average of 19.5%. According to the 2009-2013 ACS Five-Year Estimate (the most recent disability data available), the percentage of Dale County residents that are classified as disabled is 19.7%, which is slightly higher than the Alabama average of 16.2%.

Dale County had a July 2015 unemployment rate of 7.0%. Dale County's estimated 2013 median household income was $44,889, which is 102.6% of Alabama's average. Dale County residents have a mean travel time to work of 20.9 minutes, which is less than the Alabama average of 24.2 minutes.

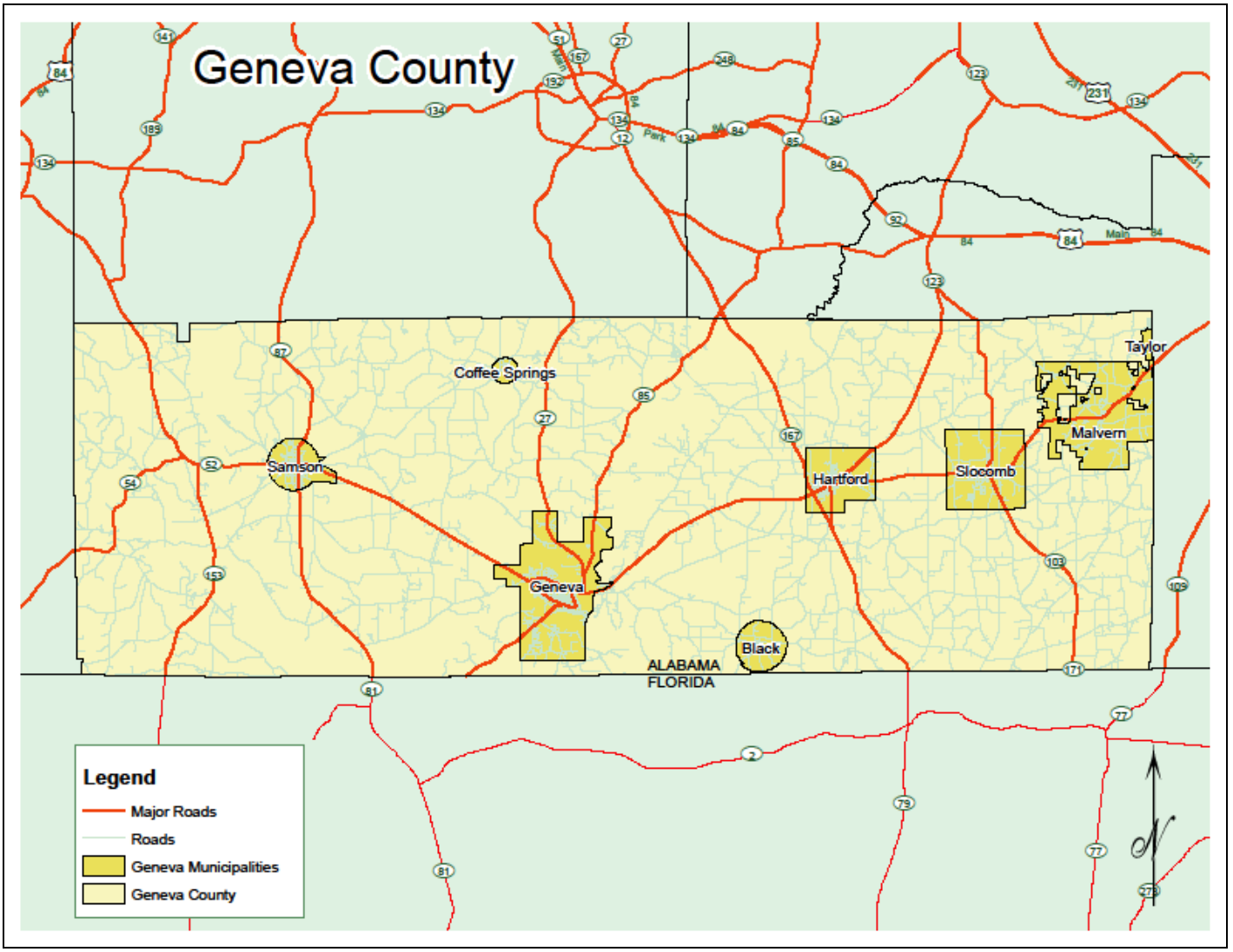
A major asset for Dale County, and the Southeast Alabama region, is the U.S. Army Aviation Center of Excellence and Fort Rucker. Access to Fort Rucker is located from Enterprise, Daleville, and Ozark. The Dothan Regional Airport is also located in the southeastern portion of Dale County.

Dale County has no public transportation system within the county, even though there is significant need for transportation for individuals without their own means of transportation. There are limited partnerships from agencies in Dale County with the Wiregrass Transit Authority to provide Job Access and Reverse Commute (JARC) services to eligible citizens. Wiregrass Transit is brokering this service through the primary use of private for-profit vendors. The program has been operating well for several years and is well accepted in providing a needed service to qualified individuals.

There are four senior center facilities in Dale County: Daleville, Midland City, Newton, and Ozark. There is a potential for some coordination between these facilities, SARCOA, and social service agencies within the county.

The highest concentrations of target populations in Dale County are located within Ozark. Smaller concentrations are located in the southeastern portion of the county (Midland City, Newton, and Pinckard) and Daleville. Primary destinations in Dale County are primarily located in Ozark, due its centralized location within the county and being the county seat. Shopping, employment, health care, higher education, and state and local government offices are located in Ozark. Significant employment opportunities also are associated with Fort Rucker and aviation industries adjacent to the Dothan Regional Airport and Blackwell Field in Ozark. Secondary concentrations of destinations occur in Daleville, as there are also employment and shopping opportunities. Destinations outside of Dale County primarily occur in the Dothan metropolitan area for more specialized health care, shopping, and employment opportunities, or in Enterprise.

3.4.5. Geneva County



Geneva County is located in the southern portion of the Southeast Alabama region. It is bordered by Houston County to the east and northeast, the State of Florida to the south, Covington County to the west, and Coffee and Dale counties to the north. There are eight municipalities in Geneva County: Black, Coffee Springs, Eunola, Geneva, Hartford, Malvern, Samson, and Slocomb. Geneva County, along with Henry and Houston counties, comprises the Dothan, AL Metropolitan Statistical Area. Geneva County has an area of 579 square miles, of which 574 square miles is land. There are no federal highways in Geneva County. There are two heavily traveled state routes in Geneva County: Alabama Highway 52 (east-west) and Alabama Highway 167 (north-south). Highway 52 is a major route bisecting Geneva County leading to Dothan to the east and Opp to the west. Highway 167 is a main route from the Florida Gulf Coast to the south to Enterprise, Troy, and Montgomery to the north.

According to the U.S. Census Bureau, Geneva County's 2010 population is 26,790, an increase of 3.83% from the 2000 Census population of 25,764. The estimated 2014 population is 26,712,

which is a 0.3% decrease from 2010. The population density is 46.5 persons per square mile. Geneva County's population is spread throughout the county, with Geneva having the largest population of 4,452 people. Geneva County's racial composition shows 84.7% of the population is White Non-Hispanic and 9.5% is Black. Approximately 3.4% of Geneva County residents are of Hispanic origin. Geneva County's population of persons 60 years old and over is 24.3%, which is higher than the Alabama average of 19.5%. According to the 2009-2013 ACS Five-Year Estimate (the most recent disability data available), the percentage of Geneva County residents that are classified as disabled is 22.9%, which is higher than the Alabama average of 16.2%.

Geneva County had a July 2015 unemployment rate of 6.5%. Geneva County's estimated 2013 median household income was $35,625, which is 81.4% of Alabama's average. Geneva County residents have a mean travel time to work of 25.6 minutes, which is slightly more than the Alabama average of 24.2 minutes.

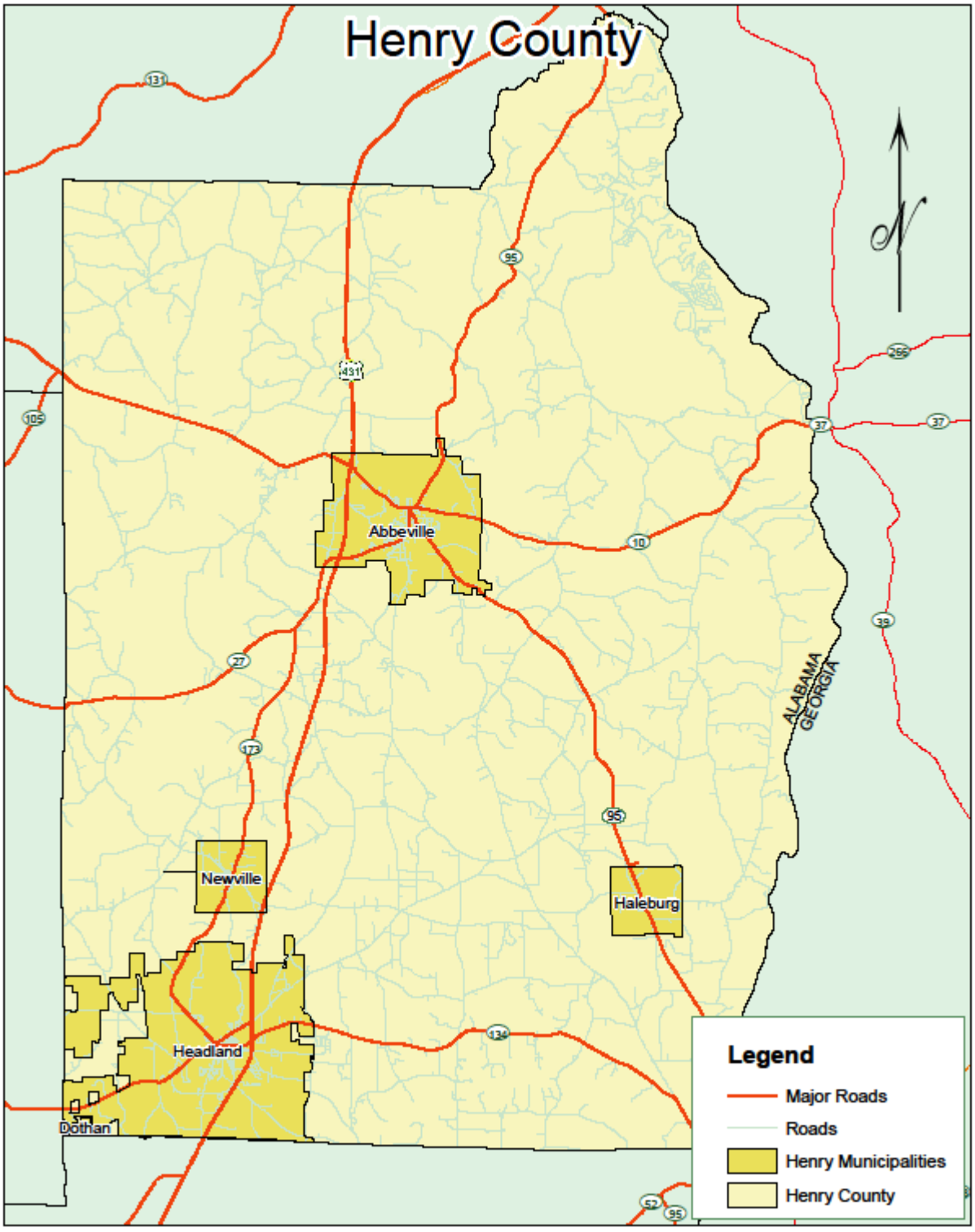
The Geneva State Forest is located in the western portion of Geneva County. The confluence of the Choctawhatchee and Pea rivers is in Geneva, which has a levee system to assist in protecting the city from flooding.

Geneva County has no public transportation system within the county, even though there is significant need for transportation for individuals without their own means of transportation. Given this situation, coordination is not a particular priority nor does it occur at any significant level. This dynamic has changed slightly within the past few years. Geneva County Department of Human Resources has partnered with the Wiregrass Transit Authority to provide Job Access and Reverse Commute (JARC) services to eligible citizens through the use of private for-profit vendors. The program has been well accepted and has provided a needed service to qualified individuals.

There are five senior center facilities in Geneva County: Coffee Springs, Geneva, Hartford, Samson and Slocomb. There is a potential for some coordination between these facilities, SARCOA, and social service agencies within the county.

The highest concentrations of target populations in Geneva County are located primarily in western portions of the county with small concentrations of target populations in and surrounding Geneva, Hartford, Samson, and Slocomb. Primary destinations in Geneva County are primarily located within Geneva, due to its centralized location within the county and being the county seat. Shopping, employment, health care, and state and local government offices are located in Geneva. Secondary concentrations of destinations occur in Hartford, Samson, and Slocomb, primarily with shopping and some employment opportunities. Dothan is a significant destination outside of Geneva County for specialized health care, shopping, higher education, and employment opportunities. Enterprise is also a secondary destination for mostly similar purposes.

3.4.6. Henry County



Henry County is located in the eastern portion of the Southeast Alabama region. It is bordered by the State of Georgia to the east, Houston County to the south, Dale County to the west, and Barbour County to the north. There are four municipalities in Henry County: Abbeville, Haleburg, Headland, and Newville. Henry County, along with Geneva and Houston counties, comprises the Dothan, AL Metropolitan Statistical Area. Henry County has an area of 568 square miles, of which 562 square miles is land. There is one federal highway in Henry County: U.S. 431 (north-south). U.S. 431 is the major route between Atlanta, Georgia to the north and Dothan and the Florida Gulf Coast to the south.

According to the U.S. Census Bureau, Henry County's 2010 population is 17,302, an increase of 6.08% from the 2000 Census population of 16,310. The estimated 2014 population is 17,190, which is a 0.6% decrease from 2010. Henry County is the least populous county of the Southeast Alabama region. The population density is 30.6 persons per square mile. Headland, adjacent to Dothan, is the most populous city in Henry County with population of 4,510. Besides Headland and the county seat of Abbeville, the remainder of Henry County is primarily rural. Henry County's racial composition shows 67.8% of the population is White Non-Hispanic and 28.6% is Black. Approximately 2.2% of Henry County residents are of Hispanic origin. Henry County's population of persons 60 years old and over is 25.5%, which is substantially higher than the Alabama average of 19.5%. According to the 2009-2013 ACS Five-Year Estimate (the most recent disability data available), the percentage of Henry County residents that are classified as disabled is 18.9%, which is slightly higher than the Alabama average of 16.2%.

Henry County had a July 2015 unemployment rate of 7.3%. Henry County's estimated 2013 median household income was $41,650, which is 95.2% of Alabama's average. Henry County residents have a mean travel time to work of 26.0 minutes, which is slightly more than the Alabama average of 24.2 minutes.

Henry County residents have access to the Walter F. George Lake, also known as Lake Eufaula, and Lake George W. Andrews along the Chattahoochee River.

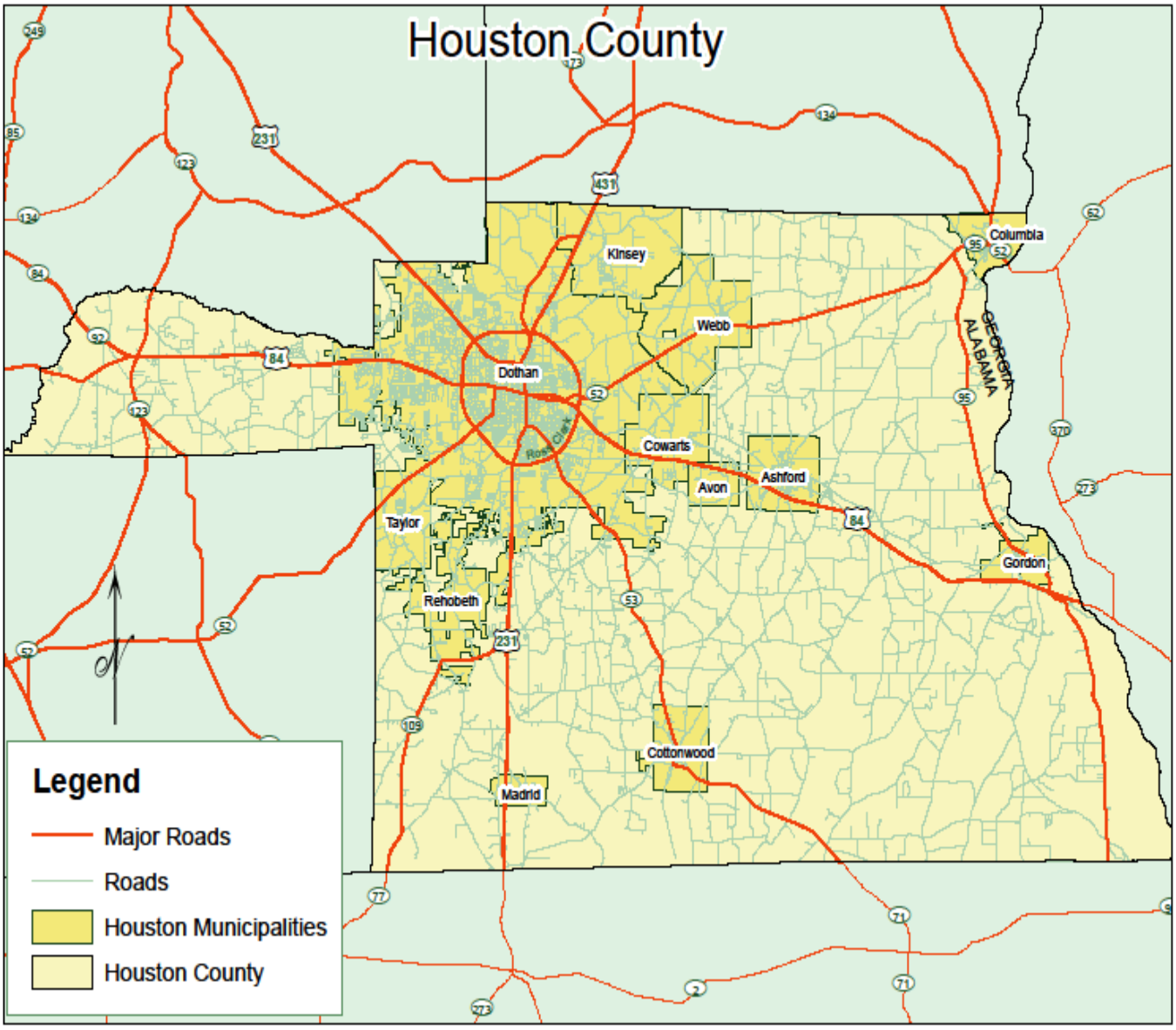
Henry County has no public transportation system within the county, even though there is significant need for transportation for individuals without their own means of transportation. Given this situation, coordination is not a particular priority nor does it occur at any significant level. This dynamic has changed slightly within the past year. Henry County Department of Human Resources has partnered with the Wiregrass Transit Authority to provide Job Access and Reverse Commute (JARC) services to eligible citizens through the use of private for-profit vendors. The program has been well accepted and has provided a needed service to qualified individuals.

There are four senior center facilities in Henry County: Abbeville, Haleburg, Headland, and Newville. There is a potential for some coordination between these facilities, SARCOA, and social service agencies within the county.

The highest concentrations of target populations in Henry County are located primarily in the vicinities of Headland and Abbeville, with a smaller concentration around Newville. Primary

destinations in Henry County are clustered in Headland and Abbeville. Abbeville is the county seat with state and local government offices and opportunities for shopping, employment, and limited health care. Headland has a minor grouping of state and local government offices, with shopping, limited health care, and employment opportunities. Dothan is the primary destination for health care, shopping, higher education, and employment opportunities outside of Henry County.

3.4.7. Houston County



Houston County is the southeastern corner of Alabama. It is bordered by the State of Georgia to the east, the State of Florida to the south, Geneva County to the west, Dale County to the northwest, and Henry County to the north. There are twelve (12) municipalities in Houston County: Ashford, Avon, Columbia, Cottonwood, Cowarts, Dothan, Gordon, Kinsey, Madrid, Rehobeth, Taylor, and Webb. Houston County, along with Geneva and Henry counties, comprises the Dothan, AL Metropolitan Statistical Area. Houston County has an area of 582 square miles, of which 580 square miles is land. There are three federal highways in Houston County: U.S. 231 (north-south), U.S. 431 (north-south), and U.S. 84 (east-west). U.S. 231 is the major route between Montgomery to the north and the Florida Gulf Coast to the south. U.S. 431

provides a major link between Houston County and Atlanta, Georgia. U.S. 84 provides the main route to Enterprise to the west and southern Georgia to the east.

According to the U.S. Census Bureau, Houston County's 2010 population is 101,547, an increase of 14.37% from the 2000 Census population of 88,787. The estimated 2014 population is 104,193, which is a 2.6% increase from 2010. Houston County is the most populous county of the Southeast Alabama region. The population density is 179.6 persons per square mile. Dothan is, by far, the most populous city in Houston County and is the regional center for Southeast Alabama. The remainder of Houston County is interspersed with small towns and rural communities. Houston County's racial composition shows 68.7% of the population is White Non-Hispanic and 25.8% is black. Approximately 2.9% of Houston County residents are of Hispanic origin. Houston County's population of persons 60 years old and over is 20.3%, which is higher than the Alabama average of 19.5%. According to the 2009-2013 ACS Five-Year Estimate (the most recent disability data available), the percentage of Houston County residents that are classified as disabled is 17.0%, which is slightly higher than the Alabama average of 16.2%.

Houston County had a July 2015 unemployment rate of 6.9%. Houston County's estimated 2013 median household income is $40,948, which is 93.6% of Alabama's average. Houston County residents have a mean travel time to work of 20.8 minutes, which is less than the Alabama average of 24.2 minutes.

Houston County borders on the Chattahoochee River, which gives residents quick access to Lake George W. Andrews and Lake Seminole for fishing and other forms of recreation. Houston County also operates the former Chattahoochee State Park, located in the southeastern corner of Houston County.

Houston County has an established public transportation system that operates countywide. The Wiregrass Transit Authority is a combined Section 5307 (urban) and 5311 (rural) provider with local matching funds provided by the City of Dothan and Houston County. This system operates with finite resources and within a fairly constrained schedule. Coordination is ongoing between the various social service agencies within Houston County and the transit system. Local social service agencies are frustrated by coordination efforts, due in large part, to a lack of transit resources available at the times required (most often nights and weekends). Additionally, high expectations for extraordinary service by passengers tend to create additional coordination challenges for the system. In spite of this, coordination has been successful where resources have been available.

A few years ago, the City of Dothan funded and implemented a feasibility study on the provision of fixed route transit service within Dothan. This study determined that a need existed, however an analysis of the costs associated with implementation of a fixed route service led the Dothan City Commission to defer any decision about implementation until such time as the local economy improved or a funding source for this activity could be identified.

The Job Access and Reverse Commute Program, managed by the Wiregrass Transit Authority, has been a major success in Houston County. It has been heralded as one of the best programs of

its type within the State of Alabama. This program has expanded to provide service at all hours within Dothan and Houston County, as well as in multiple surrounding in the region.

There are 11 senior center facilities in Houston County: Ashford, Columbia, Cottonwood, Gordon, Kinsey, Madrid, Taylor, Webb, and three in Dothan (Baptist Village, Dorothy Quick and Rose Hill). The Southern Alabama Regional Council of Aging (SARCOA) is also physically located in Dothan. There is a potential for expanded coordination between these facilities, SARCOA, social service agencies within the county, and Wiregrass Transit System.

The highest concentrations of target populations in Houston County are located primarily within Dothan, with smaller clusters around Ashford, Cottonwood, and the Rehobeth/Taylor area. Primary destinations in Houston County are scattered throughout Dothan, especially along the U.S. Highway 84 or U.S. Highway 231 corridors. Healthcare destinations are located at both the east and west periphery of the city and primary educational destinations are either in central and north areas of the city. Shopping opportunities are spread throughout, with the most densely clustered commercial areas in the northwestern areas of Dothan. State and local government offices are also spread throughout Dothan, with most local government services being provided in Downtown. The smaller communities in Houston County, including Ashford and Taylor has some employment and shopping destinations, but at a much lower extent as Dothan.

Chapter 4 – Needs Assessment

Section 4.1 – Overview

The Coordinated Transportation Plan is mandated to identify gaps in the transportation network and assess those needs. The planning process, which provided outreach to transportation providers, providers that serve the needs of the identified challenged groups, local governments, and the general public, produced some insight into the transportation needs of the Southeast Alabama region.

As found in prior iterations of the Plan, there are clear unmet needs throughout the region in meeting the requirements for mobility of the target populations of older adults, individuals with disabilities, and persons of low income.

Section 4.2 – Outreach Activities

The transportation needs identified below are derived from a variety of outreach activities that aimed to identify and prioritize transportation needs from the target populations as well as transit operators and other service providers. Public involvement activities for the Plan included the following:

- Two (2) rounds of seven (7) county-level public meetings (April and August 2015) in conjunction with Rural Planning Organization (RPO) with public advertisements of meetings in all regional newspapers. The Plan was also discussed in two sets of Technical Coordinating and Policy committee meetings
- A Provider Survey distributed electronically to local organizations, including local governments, social service agencies, senior centers, taxi services, and faith-based organizations
- A User Survey distributed electronically, through social media, and hard copy to users of senior centers, social service agencies, and transportation services
- In-person and telephone conversations with users and providers
- News story about planning process on Dothan television news
- Multiple other informal discussions of transportation as part of other regional projects

The planning process also utilizes a Provider-Side Transportation Assessment Survey conducted by the Alabama Department of Public Health (ADPH) in 2015. Representatives from ADPH contacted 114 healthcare providers across Alabama, including seven (7) providers within the Southeast Alabama region. These providers include two (2) mental health centers, one (1) federally-qualified health center, two (2) rural hospitals, and two ADPH social workers. The intent of the survey was to identify areas and populations most impacted by transportation challenges and to identify gaps in transportation information for healthcare providers, target populations, and transportation providers.

Future coordinated transportation planning activities will continue to refine and spread outreach to as many stakeholders as possible in order to assess needs, priorities, and potential solutions from transportation providers and users.

Section 4.3 – Outreach Comments

There were 98 surveys received from regional transportation users that were distributed through social media, through contacting social service agencies, senior centers, and other organizations that serve the target populations. The responses received are not a comprehensive view of the region, but they provide examples of transportation opinions and challenges from elements of the target populations for coordinated transportation planning. Below is some background information of the survey respondents:

- Approximately 60% of respondents were White/Caucasian, with 35% Black/African American.
- Over 80% of respondents had an annual household income of less than $20,000.
- 58% of respondents were female.
- 42% of respondents were between the ages of 31-54, and 28.4% of respondents were over the age of 65.
- Respondents' place of residence covered all seven counties.
- Two-thirds (66.7%) of respondents have a disability.
- Approximately two-thirds (67.4%) of respondents do not currently drive.
- 87% of respondents do not use a public transit system.
- 53.6% of respondents are retired, with 19.6% of respondents seeking employment, and 17.9% of respondents working full time.

Table 4.1 provides the survey answers for common destinations.

Table 4.1: "When you leave your place of residence, where do you go?"

Answer	Number of Responses	% of Responses
Visit friends/family	61	65.6%
Shopping (grocery/pharmacy)	60	64.5%
Medical care	52	55.9%
Social/community events	39	41.9%
School/education programs for self	34	36.6%
Dining	27	29.0%
Senior Center	24	25.8%
Social Service Agency	19	20.4%
Job/Work	16	17.2%
School/Childcare for child	8	8.6%
Do not leave home	3	3.2%
Other	9	9.7%

Table 4.2 displays the modes of transportation used within the past month of the survey response.

Table 4.2: "In the past month, what modes of transportation have you used?"

Answer	Number of Responses	% of Responses
Personal vehicle	44	51.2%
Walk	24	27.9%
Borrowed vehicle from family/friends	14	16.3%
Public Transit	10	11.6%
Non-Emergency Medical Transportation	4	4.7%
Bicycle	3	3.5%
Taxi	0	0.0%
Other	23	26.7%

For survey respondents that have restrictions on getting to needed destinations, here were the limitations identified in Table 4.3:

Table 4.3: "What is preventing you from getting to needed destinations?"

Answer	Number of Responses	% of Responses
I have no difficulty getting where I need to go	40	43.0%
Do not have driver's license	30	32.3%
Physical limitations (e.g. age/health problems)	28	30.1%
Financial limitations (e.g. cannot afford to drive car/purchase gas)	23	24.7%
No access to personal vehicle	19	20.4%
Times of service do not match my needs	14	15.1%
Transportation services do not include my desired destinations	11	11.8%
Little to no transportation service in my area	9	9.7%
I do not know how to ask for transportation services	9	9.7%

Survey respondents were asked what destinations were difficult to access. Table 4.4 displays those responses and how many times they were mentioned.

Table 4.4: "Are there any destinations that you have difficulty getting to with existing transportation resources?"

Answer	Number of Responses
Medical appointments	3
Higher education facilities (e.g. LBW College)	3
Walmart	2
Church	1
Farmer's Market	1
"Dothan and Ozark"	1
Florida	1
Beach	1

Survey respondents were also asked about potential improvements to transportation resources. Those suggested improvements are listed in Table 4.5.

Table 4.5: "What improvements would you like to see to transportation services in your area?"

Answer	Number of Responses
Public transportation in area	13
Public transportation options in evening/night	4
Quicker response	2
Expansion of services	1
"Make sure everyone knows how to get transportation when needed. Some people don't know how to get in touch with the transit bus."	1
Taxi service	1
More transportation services for less money	1
More reliable bus system	1
More pedestrian/bicycle options	1

The last questions for survey respondents concerned any additional comments or suggestions pertaining to public transportation. Table 4.6 highlights those comments.

Table 4.6: "Other Comments or Suggestions"

Answer	Number of Responses
Night transportation	3
Public transportation in area	2
"When the time comes that I am no longer able to drive, I will be using public transportation to get to church, grocery shopping, etc."	1
"I want them to keep RDP van."	1
"Not having 2 or 3 days to call for pickup and having to wait to too long for them to come back and get you."	1

Findings pertaining to gaps in transportation coverage that were identified in the ADPH Provider-Side Transportation Assessment Survey are listed below in Table 4.7.

Table 4.7: Transportation-Related Barriers Specified in ADPH Provider Survey

Referrals to out-of-county specialty care are more difficult.
Scheduling and route limitations on available transportation resources.
Difficulties to the patient in maintaining regularly-scheduled appointments, such as dialysis treatment, without reliable transportation access.
Fees and fares greater than what patients can afford, even for rides obtained from friends and family members. For many patient groups, this is a frequent hardship.
Patients are sometimes forced to choose between paying for transportation or medication.
Mental health patients, especially developmentally disabled patients, are susceptible to being taken advantage of with transportation.
Stigmas associated with mental health patients provide additional difficulty in finding transportation options.
Difficulties accessing and using the Medicaid NET system, including long-delayed reimbursements.
Public transportation that is available is often utilized by specific groups, which can cause difficulties in scheduling services.

Source: ADPH Provider-Side Transportation Assessment Survey (2015)

There were 11 surveys received from regional local governments, social service agencies, and senior center programs. These responses provided transportation opinions and challenges from these entities that either operate transportation programs or provide services to target populations. These providers offer a multitude of services, including transportation, employment, nutrition/meals, recreational and social enrichment, social services, job training and placement, and rehabilitative services.

Table 4.8 describes the survey respondents' role in providing transportation services.

Table 4.8: Role in Transportation

Answer	**Number of Responses**	**% of Responses**
Fund transportation for clients	4	40%
Arrange/provide escort services and/or volunteers/drivers	3	30%
Directly operate human service transportation	3	30%
Directly operate public transportation	2	20%
Contract to provide public transportation	1	10%
Assist with transportation as needed	1	10%

All of the survey respondents serve at least some element of the target populations, including persons with disabilities, senior citizens, low-income individuals, veterans, unemployed workers, and the general public.

The survey asked about the providers' largest unmet needs. Table 4.9 displays those responses.

Table 4.9: What is your organization's largest unmet transportation need?

Unable to pick up all members (those unable to drive) who want to come to the center for lunch.
Unable to deliver requested meals to homebound members.
After school care
After hour public transportation for clients
The ability to travel out-of-region to Florida, which is more convenient for shopping.
Rural transportation routes are most difficult.
Need a van
Increasing demand for food delivery service and escort service.

Table 4.10 displays specific recommendations from providers about combating unmet needs.

Table 4.10: What specific recommendations would you offer for providing service to those unmet needs?

More routes needed to bring individuals from rural areas to urban areas for work and medical needs. There are no fixed routes and no regularly scheduled routes that are daily/hourly.
Need more funds and more direct client contact/service.
Allow grant funds to provide out-of-area travel and more comfortable accommodations for a long trip.
Many individuals unable to drive are also low-income and have difficulty paying. Funding programs allow capital purchases, but not the purchase of transportation services, which is needed.

Section 4.4 – Transportation Needs

Through prior coordinated transportation planning efforts and current planning outreach, we find that transportation needs are heavily dependent on the requirements of the specific affected target populations. The needs for older adults, individuals with disabilities, or persons from low-income households may require similar resources in certain areas, but different types of transportation resources to reach needed medical services, job locations, or quality of life activities.

Overall, the Southeast Alabama region has very significant transportation needs. More than half of the region does not have any service from public transportation agencies. The areas within the region that are served by public transportation still have multiple limitations inherent for several reasons, some that are related to operational necessities and some that are perceived by user groups based on preconceived notions or limited experiences.

The primary transportation needs in the Southeast Alabama region for older adults, individuals with disabilities, and persons from low-income households have been identified and summarized below. These categorizations are developed from comments in public meeting, survey responses discussed above, and collected emails and phone calls from regional stakeholders. Many of the listed needs are caused by or associated with other transportation needs, but are separated due to different impacts on the target populations.

4.4.1. Limited Service Areas

The Southeast Alabama region is underserved, or not served in many areas, by public transportation services. More than half of the Southeast Alabama region does not have public transportation services, and the services offered in areas with established public transportation are limited. Overall, the rural areas of the region have a higher incidence of inadequate options for transportation to serve target populations, as providing service in these areas are less cost efficient because of lower population density than serving urban areas.

Currently, there is no public transportation service in three counties within the Southeast Alabama region: Coffee, Dale, and Geneva. There is limited service in two counties: Barbour and Henry. The Eufaula-Barbour Transit Authority operates in Barbour County, but primarily serves the City of Eufaula only. Wiregrass Transit Authority has partnered with the City of Headland, in Henry County, to provide limited non-emergency medical transportation to Dothan, as Headland is within the Dothan metropolitan area. However, service in Barbour and Henry counties outside of those limited areas is basically non-existing.

Covington County has a countywide public transportation system administered by the Covington Area Transit System (CATS). However, their resources are limited and Covington County is a very large spatial area, so many needs are unmet due to those limitations.

Houston County has the most comprehensive transportation coverage of the Southeast Alabama region's seven counties administered by the Wiregrass Transit Authority, but services, especially outside of Dothan, are inefficient due to limitations of the demand-response system and the time periods of service.

4.4.2. Limited Access to Out-of-County or Out-of-Region Destinations

This is associated with 4.4.1 (Limited Service Area), as many of the comments related to limitations of the current transportation system pertains to the difficulty of accessing specialized care to healthcare providers in locations outside of the Southeast Alabama region, including VA hospitals in other areas in Alabama, Children's Hospital in Birmingham, or other critically needed services. Even within the Southeast Alabama region, there may be difficulty crossing county lines, requiring multiple levels of coordination that is currently not a very efficient process. Also, there has been two hospitals in the region (Elba, Florala) that have closed in the past few years, causing additional target populations to have to travel further for medical services.

4.4.3. Limited Service Hours

For certain transportation users, services are not available during needed times. In the areas with public transportation service, operations are primarily limited to daytime hours on weekdays, with limited or no offerings outside of those peak hours. Therefore, target populations who are users have very limited options for transportation services on evenings or weekends and cannot do any spontaneous travel, which provides impediments to employment opportunities for those without reliable private transportation, unless they meet the qualifications for the Job Access and Reverse Commute (JARC) program in areas that participate.

Night and weekend services are normally not offered due to the increased costs from operating during those times. Therefore, an increase in operational funding is needed to operate during those periods. In most cases, ridership during "off-peak" hours and days are less, so most entities choose to not operate during those traditional periods in which service will be increasingly inefficient.

4.4.4. Duplication or Inefficient Services

Public transportation services provided in the Southeast Alabama region are primarily demand response, which is an inherently inefficient process. It requires users to plan trips in advance and any change in an appointment or other scheduled event may require cancellation, or a rescheduling that cannot be quickly processed. For transportation providers, even with scheduling assistance, many trips are disparate in time and location from one another, which causes duplication of services.

Duplication of services also occurs with public agencies that provide specialized transportation to clientele. Providers from separate programs or agencies will carry clients along similar routes to the same destinations, such as taking one or two clients to a medical facility, but due to program requirements or anxiety about sharing limited resources are unable to partner to provide shared services.

4.4.5. Coordination between Jurisdictions and Agencies

There are multiple partnerships between local service agencies, local governments, and transportation providers in the Southeast Alabama region. However, those cooperative efforts provide limited impact throughout most of the region for several reasons. With the lack of available public transportation and the infeasibility of most private transportation, many locations with target populations are not within a service area to most public transportation resources, restricting access to a majority of the region.

The limited capital resources available to existing transportation providers and bureaucratic challenges for utilizing those resources to build partnerships and provide services to user groups that are outside of the funding scope of their program are also impediments for further collaboration. There is a common trepidation to share limited transportation resources with other groups, because of not knowing the level of requirement needed to meet the combined needs without the core mission suffering. There is also a perceived fear that any use not expressly authorized may jeopardize funding, which quells potential coordination attempts.

Similarly, regional coordination is a difficult process due to the multiple transportation resources, most of which have different groups of decision makers that prioritize limited resources within their service areas. Mobility management on a regional level would provide assistance in developing opportunities for functional services. Some of the transportation agencies have mobility managers, but their focus is on specific partnerships within those entities. As mobility management becomes more commonplace, increased coordination will likely occur.

4.4.6. Lack of Fixed Route Services

There are no fixed route public transportation services in the Southeast Alabama region. The City of Dothan, through the Southeast Wiregrass MPO, recently facilitated a study on providing

fixed route services in the Dothan area. The City of Dothan assessed that the development of a fixed route system was not feasible at the present time and will be revisited in the future. Also, resources devoted to a fixed route system would lessen the demand response portion of the system, especially for outlying portions of the service area, creating its own set of unmet needs.

4.4.7. Need for Transportation Services to Desired Activities

With the difficulties caused by limited service areas, limited hours, and lack of funding, it can be very difficult to coordinate transportation to much needed activities for target populations. These activities may include trips to health care facilities, employment opportunities, and education facilities. Stakeholders and providers of services for these target groups do have some partnerships with transportation providers where available. However, the paucity of areas served by transportation systems leaves many individuals unable to access these needed services on a regular and needed basis.

In many instances there are some resources for transportation of target populations to specific purposes, including nutrition programs or specialized medical services, which may be reimbursed or facilitated through agency contracts. Job Access and Reverse Commute (JARC) and New Freedom activities may also provide transportation opportunities for the target population groups with the coordination of service agencies and transportation providers. However, there are many other trips that target populations need to access, including shopping and visiting friends and family, that are restricted because those type of trips are not allowed under certain contracts or funding programs. Therefore, even in cases that target populations may access transportation for specific purposes, they are unable to participate in the transportation system comprehensively.

4.4.8. Funding Issues

Funding is a significant barrier for both operation and expansion of transportation services in the Southeast Alabama region. There are many layers of funding issues that contribute to gaps in transportation services to target populations. In Alabama, there is a Constitutional prohibition of state gas tax collections being used for anything besides road and bridge infrastructure. Funding from the State's General Fund is not favorable, due to the Fund's current fiscal challenges.

Local governments must match the required capital (20%) and operational (50%) federal investments in public transportation. For most local governments in the region, including Barbour, Coffee, Dale, Geneva, and Henry counties, the resources required to fund and operate systems are deemed infeasible for the level of use that is estimated. For those local governments that operate public transportation system, including the cities of Dothan and Eufaula and Covington and Houston counties, any expansion of services requires additional local funding, as well. Therefore, any growth or new ideas that require additional capital are low priorities, as prime concentration is to fund other basic services available. Contracting with local agencies for services can be used to offset local match, but that is always dependent on agency budgets and may not be consistent.

Personal funding is also an issue. Though most public transportation user rates are heavily subsidized, many users, especially on fixed incomes, are still unable or not willing to participate in the system due to those costs. Utilizing the limited private transportation choices available is

even more costly for users. Even some reimbursement programs, such as the Medicaid NET, are helpful for users, but have their own limitations. In many cases, reimbursements for payments to use transportation services are sent months later.

4.4.9. Education and Expectations

Traditionally, there has been a disconnect between the expectations of transportation users and the capabilities of the transportation providers. Many users are unaware of the service capacity of transportation providers and what resources are available to them. There is confusion pertaining to the exact services that can be provided to users, especially in relation to if service can be provided beyond public rights-of-way into a person's home. Transportation providers should be aware that many users do not have institutional knowledge of operations and the plethora of regulations for guidance. Many users believe that transportation services should be free to them and believe they should be able to schedule a ride at any time. There is also potential divergence of priorities between social service providers, as each will be a proponent for prioritized services to their clientele, which is difficult if multiple social service providers require transportation services at the same time.

There is also a disconnect between the general public regarding the use of public transportation for target populations. Many members of the general public believe that offered transportation services are only for target populations that cannot drive themselves or access private transportation. This belief leads to public opinion that transportation resources should be a specialized item with a low priority for funding. There needs to be additional education that public transportation is available for everyone and that specific individual needs may change over time.

4.4.10. Private Transportation Services

There are few private transportation services that are available in the Southeast Alabama region. Most taxi or charter companies are located in the Dothan area. For most rural areas, any services that could be provided would likely not be inexpensive for most target populations. However, it is important that there are private providers that are part of the transportation infrastructure in order to increase accessibility to transportation options.

Most of the transportation needs and impediments listed above are fairly comprehensive throughout the Southeast Alabama region. Many of these issues are due to finite resources, bureaucratic regulations, and political priorities that combine to the contribution of transportation shortfalls within the area.

Chapter 5 – Strategies and Recommendations

Section 5.1 – Overview

The Coordinated Transportation Plan is mandated to develop and prioritize transportation strategies to overcome unmet transportation needs. Though there are clear unmet needs and documented shortfalls in the transportation system throughout the Southeast Alabama region, there are multiple examples of coordination among multiple agencies and other groups that has been and is currently being implemented.

Overall, it is understood that additional funding sources, which is heavily mentioned as a necessity to increase efficiency and expand transportation services, are limited and will likely become more so for the foreseeable future. Therefore, it is paramount that service providers and local agencies think creatively and be open to partnering opportunities with other entities to help meet some of the documented gaps with the inherent limitations that exist.

There are many factors that affect the potential success of any activity for coordinating, implementing, or operating transportation services to assist in increasing options available for target populations. These factors include local expertise, fiscal constraints, public and/or client concurrence, political feasibility, and program regulations.

Section 5.2 – Strategies to Address Transportation Challenges

Based on comments received and best practices implemented within the Southeast Alabama region and in other areas, a toolbox of strategies and recommendations have been suggested to meet the goals to improve coordination of transportation services, especially to benefit the target populations of older adults, individuals with disabilities, and persons of low income. These strategies and recommendations are based from ongoing transportation needs that were highlighted in Chapter 4.

5.2.1. Strategies for Limited Service Areas

A. Establish public transportation systems beyond Job Access and Reverse Commute (JARC) into Coffee, Dale, Geneva, and Henry counties. This would likely be through Section 5311 funding, which would require local match from these entities. This strategy is a high priority, but will likely not be a short-term implementation.

B. Expand the service area of the Eufaula-Barbour Transit Authority to include all of Barbour County. This would occur through increasing Section 5311 funding, which requires additional local match for operations, and likely, capital investments for the expanded service. This strategy is a high priority, but will likely not be a short-term implementation.

5.2.2. Strategies for Access to Out-of-County or Out-of-Region Destinations

A. Identify and coordinate for additional opportunities for non-emergency medical transportation to regional services, such as VA hospitals in Birmingham, Montgomery, and Tuskegee; Children's Hospital in Birmingham; and other specialized services that are located outside the primary service area of an agency. There are some examples of purchase of service reimbursements from the American Cancer Society and American

Kidney Association, but overall these opportunities are limited. This is a great need and a high priority.

B. Facilitate a programmatic policy change that allows an exemption to provide transportation outside of the prescribed service areas for these specialized services. This strategy is not likely to be implemented unless accounted for in federal legislation.

C. Kids One Transport is a transportation provider for primarily transportation challenged families with children who need medical treatments outside of their local areas. The program operates in 43 of 67 counties within Alabama, but no county within the Southeast Alabama region. There is a great need to coordinate with Kids One Transport to expand services to Southeast Alabama.

D. Overall on a broad level, there needs to be additional coordination for additional public-private partnerships and structuring services to provide this much needed service out-of-region.

5.2.3. Strategies for Limited Service Hours

A. Expand service hours to incorporate night and weekend service for public transportation providers (e.g. Wiregrass Transit Authority, Covington Area Transit System, Eufaula-Barbour Transit Agency). Federal funds, including Section 5307 (urban areas), 5310 (for specialized services), or 5311 (rural areas) are available to fund a portion of expanded services. This strategy would incur additional local matching costs, as expanded hours would require additional staffing for dispatching and drivers, and either the purchase of new vehicles, or increased maintenance costs of existing vehicles that would receive additional use. There would also need to be additional marketing information created and distributed to inform potential users of the expanded service hours. Though this is a great need, feasibility of extra resources makes this a medium priority.

B. Partner with service providers and local agencies (e.g. education facilities, medical facilities, government agencies) to expand services to more specialized populations, including expansion of Job Access and Reverse Commute (JARC) opportunities. This is a high priority.

C. Existing Section 5310 providers can expand current services to non-traditional hours through providing additional opportunities to clientele on evenings and weekends. This expanded activity would require the investment of additional local resources, including drivers, purchase of additional vehicles or shared use agreements, and increased operations and maintenance costs. This is a high priority.

5.2.4. Strategies for Duplicated or Inefficient Services

A. Expand mobility management throughout the region, especially in a climate of coordination and sharing of resources. Mobility management is an allowed activity for Section 5307, 5310, and 5311 programs. Mobility management is considered a capital costs, so that function only is required to be matched 20%, instead of the 50% required for operations activities. Mobility managers can be an integral piece of coordinated

transportation efforts as they can provide varied roles in coordinating transportation resources. A mobility manager can facilitate a network to coordinate transportation resources through working with multiple providers to assess the best allocation of assets to address needed services, can develop a resource directory to distribute to target populations and the public at-large, and overall provide strategies to creatively utilize the limited resources available to facilitate a more comprehensive transportation network. Appropriate training and planning for this role is essential for effective functionality. Regional mobility management is more of a long-term priority, though this process will likely be implemented incrementally on a local level.

B. Develop agreement templates for sharing of vehicles. Most transportation vehicles are only utilized at certain times of day. Since many impediments involve transportation needs during non-traditional hours, increasing utilization of existing vehicles may expand opportunities. Increasing vehicle use will require additional funding for vehicle maintenance and driver costs. This is a high priority.

C. Study the potential for providing same day demand response services for providers with appropriate logistical capabilities. Most likely, same day service would be limited feasibility and would require premium rates for the service. This is more of a long-term priority.

5.2.5. Strategies for Coordination between Jurisdictions and Agencies

A. Expand mobility management throughout the region, as described in Section 5.2.4.

B. Facilitate a study to assess need and feasibility for establishing a regional transportation system to manage transportation resources for the Southeast Alabama region and to serve as the broker for publicly-funded transportation assets. Multiple local agencies facilitating transportation resources may enhance duplicated and inefficient services that are addressed in Chapter 4. Also, for mobility management for one regional entity is more efficient than a group of managers advocating for each user group or agency. This is a long-term priority.

C. Assess and develop additional partnerships with other groups, including taxi services, charter companies, ambulance companies, and other providers to coordinate resources. This is a high priority.

D. Continue seeking partnerships to expand additional services to human services clientele. In many areas, target populations are not within a service area to public transportation resources. There is a need to be creative and resourceful to reach these unserved areas. This is a high priority.

5.2.6. Strategies for Fixed Route Services

A. Implement fixed route system to serve the Dothan area. A recent study facilitated by the Southeast Wiregrass MPO demonstrated there would be some demand and support for provision of a fixed route bus system. This would require extensive marketing and

education of the services, as well as additional costs. Although there is need and some demand, fiscal realities dictate this is a long-term priority.

B. Implement a regional, deviated route system in Southeast Alabama along major corridors. The most likely corridors for service include:
   i. U.S. Highway 431
   ii. U.S. Highway 231
   iii. U.S. Highway 84
   iv. Alabama Highway 52
   v. Alabama Highway 167

   A regional, deviated route system would require extensive coordination between regional local governments and additional funding through Section 5307 and Section 5311 programs, as well as additional local match to absorb the additional operational and capital costs required. This is a long-term priority.

5.2.7. Strategies for Transportation Services to Desired Activities

A. Expand access for transportation opportunities to target populations, including utilization of New Freedom activities and further expansion of Job Access and Reverse Commute (JARC). Transportation for target populations should be coordinated with existing resources, when possible, including shared agreements between agencies. This is a high priority and an ongoing process.

B. Continue to facilitate sustained and expanded transportation capabilities of existing Section 5310 and other social service providers, including procuring vehicles, wheelchair aids, technology systems, and voucher programs. Though the ultimate goal of coordinated transportation is a fully managed and integrated regional network of transportation resources, specialized providers still maintain an important component in providing those resources to their clients. This is a high priority.

C. Expand volunteer driver programs to provide transportation services to desired activities through ridesharing activities. Additional costs would be associated with driver recruitment and training, scheduling functions, insurance, and other associated administration requirements. This is a high priority.

5.2.8. Strategies for Funding Issues

A. For local governments to politically prioritize match funding needed to operate transportation systems, there must be a commitment from the community to value public transportation and to support the local government's effort. Prioritizing public transportation as a value to the community requires education of transportation needs, capacity, and limitations. This is a long-term priority.

B. State of Alabama facilitates a stable source to provide funding assistance for public transportation. This is a long-term priority.

C. Mandate that agencies reimburse transportation providers at the allocated cost rate for transportation. In certain cases, agencies only reimburse for fare box rate, which is already heavily subsidized by local matching funds. This is a high priority.

D. Provision for funding to account for increasing operation costs. Many of the funding sources provide flat funding. With the fluctuations in fuel costs and increases in insurance costs and other labor costs, more funding must cover those increases leaving less resources for other aspects of operations. This is a high priority.

5.2.9. Strategies for Education and Expectations

A. Provide and market resource directory with detailed information about services provided, including summarization of scheduling process and hours of operation. This is a high priority.

B. Develop communication strategies, especially between transportation providers, agencies, target populations, and the general public, to facilitate better understanding of needs and capabilities concerning public transportation. This is an ongoing process.

5.2.10. Strategies for Private Transportation Services

A. Identify and cultivate additional partnerships with private transportation providers. Private transportation services fulfill a vital role of providing additional options, especially where no public options exist. There are currently some partnerships with the JARC program and through non-emergency medical transportation, but there remain substantial gaps that can be bridged through expansion of services. Potential additional partnerships with private providers may concentrate on types of services or periods of operation that are unable to be served by public providers. This is an ongoing process.

Chapter 6 – Conclusions

This Plan has demonstrated multiple transportation impediments and shortfalls within the Southeast Alabama region. These impediments restrict access and mobility for the target populations of older adults, individuals with disabilities, and persons of low income. Most of these impediments can be attributed to fundamental misunderstandings of transportation services available, funding resources, and territorial focus.

Positively, there are many successfully working partnerships that are occurring and ongoing within the Southeast Alabama region that is providing essential transportation services to target populations. Most of these partnerships have been in separate realms. The challenge is that the framework of public transportation within Southeast Alabama is generally fragmented, due to having multiple local public transportation providers and specialized population providers, with no overlying regional process. There is a hope that the continuing discussions and education regarding coordinated transportation will incrementally change the coordination and collaboration atmosphere to become more formalized and comprehensive regionally. This focus will enable additional service coverage and administrative efficiency in providing opportunities to target populations.

Coordinated transportation planning is an ongoing process. This Plan will continue to be updated regularly pertaining to the guidance of federal regulations and the ALDOT. There are many variables that contribute to the public transportation environment. Currently, Congress is debating a new transportation authorization bill to replace MAP-21. Though early drafts do not appear that there will be major changes to transit programs, SEARP&DC will study the final version to see how changes may affect the coordination planning climate. The challenges in state and federal budgeting impact human service agencies that enable many of the partnerships present and may provide additional challenges in the future, as many of these agencies will have to make difficult decisions in their operational structure.

In conclusion, the need for coordinated transportation planning is becoming more important, as fiscal realities become more challenging and the numbers of target populations are significantly increasing. It is imperative that public transportation providers, human service agencies, local governments, and general users are creatively looking at how our current imperfect system can reach more needs more effectively using the resources that are available.

Appendix A – Implementing Resolution

Southeast Alabama Regional Planning and Development Commission
Resolution Number 263

WHEREAS, the most recent transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), and the prior transportation authorization bill, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), require the development of a coordinated human services transportation plan in order to be eligible for specific Federal Transit Authority (FTA) funds appropriated from both bills, including Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities), Section 5316 (Job Access and Reverse Commute), and Section 5317 (New Freedom) funds; and

WHEREAS, the Southeast Alabama Regional Planning and Development Commission in cooperation with the Alabama Association of Regional Councils and the Alabama Department of Transportation developed the Human Services Coordinated Transportation Plan for Southeast Alabama 2015-2017; and

WHEREAS, the Board of the Southeast Alabama Regional Planning and Development Commission has reviewed the Plan and has passed recommendation in support of adopting the Plan.

NOW THEREFORE BE IT RESOLVED, this 24th day of September 2015, that the Southeast Alabama Regional Planning and Development Commission does hereby adopt the Human Services Coordinated Transportation Plan for Southeast Alabama 2015-2017.

Chairman

Attest:

Secretary

Appendix B – Public Involvement Documentation

RPO Barbour County Local Public Forum

Southeast Alabama Rural Planning Organization
August 18, 2015 – Barbour County Courthouse
10:30 AM

Name:	Address:	Email:	Organization:
Darrell Bigsby	794-4093	dbigsby@searpdc.org	SEARP+DC

RPO Barbour County Local Public Forum

Southeast Alabama Rural Planning Organization
April 13, 2015 – Barbour County Courthouse
2:00 PM

Name:	Address:	Email:	Organization:
Scott Farmer			SEARPDC
Darrell Bigsby			SEARPDC
FRED COOPER			BARBOUR CO. CO. COMMISSIONER

RPO Coffee County Local Public Forum

Southeast Alabama Rural Planning Organization
August 19, 2015 – Coffee County Community Room
1:00 PM

Name:	Address:	Email:	Organization:
Scott Farmer		sfarmer@searpdc.org	SEARPDC
Randy Tindell		rtindell@co.coffee.al.us	Coffee Co
Phillip Thomas		pthomas@enterprisecal.gov	City of Enterprise
Cassie Gibbs		Cgibbs@southeastsun.com	Southeast Sun (Press)
Alyssa Akins		alyssa_akins@mcehospital.com	MCE
Darrell Frigsby		drigsby@searpdc.org	SEARPDC

RPO Coffee County Local Public Forum

Southeast Alabama Rural Planning Organization
April 16, 2015 – Coffee County Community Room
10:00 AM

Name:	Address:	Email:	Organization:
Scott Farmer			SEARPDC
Darrell Rigsby			SEARPDC
Kenneth W. Boswell			City of Enterprise

RPO Covington County Local Public Forum

Southeast Alabama Rural Planning Organization
August 19, 2015 – Covington County Administration Building
10:00 AM

Name:	Address:	Email:	Organization:
Staci Wilson	205 Academy Dr. Andalusia AL 36420	staci.wilson@scamhc.org	So. Central AL Mental Center
Darrell Rigsby		drigsby@searpdc.org	SEARPDC

RPO Covington County Local Public Forum

Southeast Alabama Rural Planning Organization

April 14, 2015 – Covington County Administration Building

10:00 AM

Name:	Address:	Email:	Organization:
Seth Farmer			SEARPDC
William L. Godwin			Cov Cty Comm
Karen L. Sowell			Cov. County Comm.
Carl Turman			Cov. County Comm.

RPO Dale County Local Public Forum

Southeast Alabama Rural Planning Organization
August 18, 2015 – Dale County Government Building
1:30 PM

Name:	Address:	Email:	Organization:
Scott Farmer		sfarmer@searpdc.org	SEARPDC
Glenda Williams		glenda.williams@dhr.alabama.gov	Dale Co DHR
Karen Clark		Angela.clark@dhr.alabama.gov	Dale Co DHR
Darrell Rigsby		drigsby@searpdc.org	SEARPDC
STEVE PRICE		pwdirector@ozarkalabama.us	CITY OF OZARK

RPO Dale County Local Public Forum

Southeast Alabama Rural Planning Organization

April 15, 2015 – Dale County Government Building

10:00 AM

Name:	Address:	Email:	Organization:
Seth Farmer			SEARPDC
Darrell Rigsby			SEARPDC
Carol Richburg		newtonseniors@gmail.com	Newton Senior Center
Steve McLean			Dale Co.

RPO Geneva County Local Public Forum

Southeast Alabama Rural Planning Organization
August 19, 2015 – Geneva County Courthouse
3:00 PM

Name:	Address:	Email:	Organization:
Jonathan Tullos	102 Commerce Drive	jtullos@wiregrassedc.com	Wiregrass Econ. Dev. Corp
Darrell Rigsby		drigsby@searpdc.org	SEARPDC

RPO Geneva County Local Public Forum

Southeast Alabama Rural Planning Organization

April 14, 2015 – Geneva County Courthouse

2:00 PM

Name:	Address:	Email:	Organization:
Darrell Rigsby			SEARPDC
Justin Barfield		justinbarfield@centurytel.com	Geneva County R&B
Bryan Hatton		~~bhatton~~ bhatton@harrissecurity.com	Geneva Co Commission District 1
Jay Fleck		Geneva Newspaper	news@genevareapr.com
Fred Hamic		HARROWMAN2000@Yahoo.com	Geneva County

RPO Henry County Local Public Forum

Southeast Alabama Rural Planning Organization
August 13, 2015 – Henry County Courthouse
10:00 AM

Name:	Address:	Email:	Organization:
Scott Farmer		sfarmer@searpdc.org	SEARPDC
David Money	HCo Court House	mdmoney72@msn.com	Henry County
Darrell Rigsby	SEARPDC	drigsby@searpdc.org	SEARPDC

RPO Henry County Local Public Forum

Southeast Alabama Rural Planning Organization
April 13, 2015 – Henry County Courthouse
10:30 AM

Name:	Address:	Email:	Organization:
Scott Farmer			SEALPDC
Darrell Rigsby			SEARPDC
Pam Ward			

RPO Houston County Local Public Forum

Southeast Alabama Rural Planning Organization
August 20, 2015 – Houston County Administration Building
10:00 AM

Name:	Address:	Email:	Organization:
Darrell Rigsby		drigsby@searpdc.org	SEARPDC
Terri Francis		terri.francis@sarcoa.org	SARCOA
Sarah Moore		smoore119626@troy.edu	WRC, Inc.
Kim Lisseveld		Klisseveld@wrcjobs.com	WRC, Inc. WRC Inc
Edsel Johnson		ejohnson@wrcjobs.com	Wiregrass Adult Day Care
James R. Rathburn		jrathburn@searpdc.org	WTA
Scott Farmer		sfarmer@searpdc.org	SEARPDC
Reginald Franklin		rbfranklin@dothan.org	Wiregrass MPO

RPO Houston County Local Public Forum

Southeast Alabama Rural Planning Organization
April 15, 2015 – Houston County Administration Building
3:00 PM

Name:	Address:	Email:	Organization:
Scott Farmer			SEARPDC
Darrell Rigsby			SEARPDC
LARRY L LANCASTER			Town of Columbia
Sandra Lancaster			

NEWS RELEASE

For Additional Information Contact:
Thomas B. Solomon, Executive Director
Southeast Alabama Regional Planning & Development Commission
P.O. Box 1406
Dothan, AL 36302
(334) 794-4093 * Fax (334) 794-3288

March 27, 2015

The Southeast Alabama Rural Planning Organization (RPO) will hold the following meetings:

1. Local Public Forums
   A. Henry County – April 13, 2015, 10:00 a.m. – Henry County Courthouse, Commission Chamber
   B. Barbour County – April 13, 2015, 2:00 p.m. – Barbour County Courthouse (Clayton), Commission Chamber
   C. Covington County – April 14, 2015, 10:00 a.m. – Covington County Administration Building, Small Conference Room
   D. Geneva County – April 14, 2015, 2:00 p.m. – Geneva County Courthouse, Commission Chamber
   E. Dale County – April 15, 2015, 10:00 a.m. – Dale County Administration Building, Small Conference Room
   F. Houston County – April 15, 2015, 3:00 p.m. – Houston County Administration Building, 6th Floor Conference Room
   G. Coffee County – April 16, 2015, 10:00 a.m. – Coffee County Community Room (New Brockton)

2. Technical Coordinating Committee (TCC), Tuesday, April 28, 2015, 10:30 a.m. – Daleville City Hall, Chamber Room

3. Policy Committee, Wednesday, April 29, 2015, 10:30 a.m. – Daleville City Hall, Chamber Room

The scope of the meetings is to discuss transportation safety issues, regional transportation project updates, and coordinated public transportation issues.

The RPO was established to develop a transportation planning process for the rural areas of southeastern Alabama and provides a formal link between the Alabama Department of Transportation (ALDOT) and the local governments. The counties served by the RPO include Barbour, Coffee, Covington, and areas of Dale, Geneva, Henry, and Houston not served by the Southeast Area Wiregrass Metropolitan Planning Organization (MPO). The RPO provides government officials and citizens in these counties an opportunity to receive information and advise the ALDOT on road, bridge, and other transportation projects.

All of the meetings are open to the public. Anyone requiring special assistance should contact the SEARP&DC at least 48 hours prior to the meeting at (334) 794-4093.

NEWS RELEASE

For Additional Information Contact:
Thomas B. Solomon, Executive Director
Southeast Alabama Regional Planning & Development Commission
P.O. Box 1406
Dothan, AL 36302
(334) 794-4093 * Fax (334) 794-3288

August 3, 2015

The Southeast Alabama Rural Planning Organization (RPO) will hold the following meetings:

1. Local Public Forums and Coordinated Public Transit Plan Public Meetings
   A. Barbour County – August 18, 2015, 10:00 a.m. – Barbour County Courthouse (Clayton), Commission Chamber
   B. Coffee County – August 19, 2015, 1:00 p.m. – Coffee County Community Room (New Brockton)
   C. Covington County – August 19, 2015, 10:00 a.m. – Covington County Administration Building, Small Conference Room
   D. Dale County – August 18, 2015, 1:30 p.m. – Dale County Administration Building, Small Conference Room
   E. Geneva County – August 19, 2015, 3:00 p.m. – Geneva County Courthouse, Commission Chamber
   F. Henry County – August 13, 2015, 10:00 a.m. – Henry County Courthouse, Commission Chamber
   G. Houston County – August 20, 2015, 10:00 a.m. – Houston County Administration Building, 6th Floor Conference Room

2. Technical Coordinating Committee (TCC), Thursday, August 27, 2015, 10:00 a.m. – Houston County Administration Building, 6th Floor Conference Room

3. Policy Committee, Thursday, September 3, 2015, 10:00 a.m. – Houston County Administration Building, 6th Floor Conference Room

The scope of the local public forums is to discuss transportation safety issues and regional transportation project updates. These meetings will also include discussion of the regional coordinated public transit plan, which identifies transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting these local needs, and prioritizes transportation services for funding and implementation.

The committees will review the draft FY 2016 Work Program, discuss transportation safety issues and regional transportation project updates, and the development of the upcoming regional coordinated public transit plan. In addition, Mr. Scott Farmer of SEARP&DC will provide an update on recent developments regarding the new highway bill reauthorization.

The RPO was established to develop a transportation planning process for the rural areas of southeastern Alabama and provides a formal link between the Alabama Department of Transportation (ALDOT) and the local governments. The counties served by the RPO include Barbour, Coffee, Covington, and areas of Dale, Geneva, Henry, and Houston not served by the Southeast Area Wiregrass Metropolitan Planning Organization (MPO). The RPO provides government officials and citizens in these counties an opportunity to receive information and advise the ALDOT on road, bridge, and other transportation projects. All of the meetings are open to the public. Anyone requiring special assistance should contact the SEARP&DC at least 48 hours prior to the meeting at (334) 794-4093.

RPO Policy Committee Meeting

Southeast Alabama Rural Planning Organization

September 3, 2015 – Houston County Admin Building 6th Floor

10:00 AM

Name	Jurisdiction	Email	Phone Number
Darrell Rigsby	SEARPDC	drigsby@searpdc.org	794-4093
FRED COOPER	BARBOUR CO.	FCOOPER11@HOTMAIL.COM	775-8455
Doug Dingufield	H/C Com.	D.SingueField@HoustonCounty.org.	

RPO Policy Committee Meeting

Southeast Alabama Rural Planning Organization

April 29, 2015 – Daleville City Hall

10:30 AM

Name	Jurisdiction	Email	Phone Number
Scott Farmer	SEARPDC	sfarmer@searpdc.org	334-794-4093
Darrell Rigsby	SEARPDC	drigsby@searpdc.org	334-794-4093

RPO Technical Committee Meeting

Southeast Alabama Rural Planning Organization
August 27, 2015 – Houston County Admin Building 6th Floor
10:00 AM

Name:	Address:	Email:	Phone Number:
Darrell Rigsby		drigsby@searpdc.org	334-794-4093
Scott Farmer		sfarmer@searpdc.org	334-794-4093
Alfred T. Townsend		alfred.t.townsend.civ@mail.mil	334-255-1659
BARCLEY KIRKLAND		sbkirkland@houstoncounty.org	334-792-4149
Randy Tindell		rtindell@co.coffee.al.us	334-894-6112

RPO Technical Committee Meeting

Southeast Alabama Rural Planning Organization

April 28, 2015 – Daleville City Hall

10:30 AM

Name:	Address:	Email:	Phone Number:
Scott Farmer	SEARPDC	sfarmer@searpdc.org	334-794-4093
PATRICK MCDOUGALD	BARBOUR COUNTY	barbeng@bellsouth.net	334-232-1408
Chris Champion	Henry County	cchampion@henrycountyal.net	334-585-2735
Darrell Rigsby	SEARPDC	drigsby@searpdc.org	334-794-4093
Darren Capps	Covington County	darren.capps@covcounty.com	334-428-2620

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In The News

Whisnant

Whisnant honored at memorial service

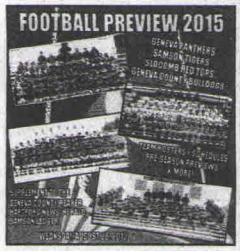
Geneva County business leader Blan Whisnant, 68, was honored at a memorial service at Pittman Funeral Home in Geneva on Friday. Whisnant passed away at his home on Wednesday, August 19 after an extended illness.

Whisnant was the owner of Pittman Funeral Homes in Geneva and Samson. Whisnant began working at Pittman Funeral Home while he was still in Geneva High School in 1963.

He graduated in 1965 and served his apprenticeship at Pittman and earned a degree from the Dallas Institute of Mortuary Science.

Whisnant recently retired after 50 years of service.

Complete obituary, Page 1B.



2015 Football Preview in this week's paper.

Weather

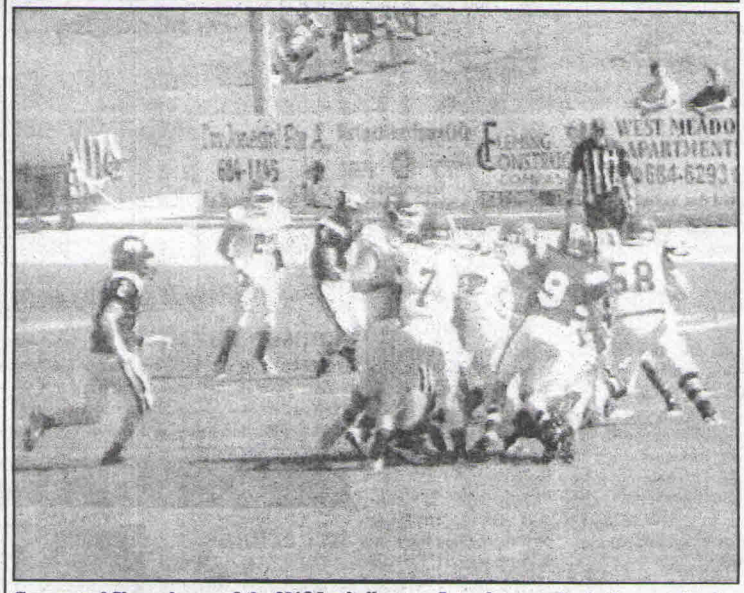
Wednesday evening
Mostly Clear
Low 61 degrees

Thursday
Sunny, high 91 degrees, low 64 degrees

Friday
Sunny, high 93 degrees, low 68 degrees

Saturday

Football 2015



Geneva and Slocomb opened the 2015 football season Saturday morning in Geneva after being forced to postpone Friday night's game due to bad weather. Slocomb pulled out a 31-26 victory. Game coverage, Page 5B.

Commission hears request for upgrade to CR 75

JAY FELSBERG
Editor

The new owners of Coffee Springs pool came to Geneva County Commission Monday requesting upgrades to County Road 75 leading to the pool. They did not receive very much encouragement.

John Gilley and Janice Waters asked Commission to resurface the road from the county line to the pool. They plan to host a variety of events, including weddings, family reunions and music concerts. They also requested purchasing a piece of county property adjacent to the pool.

"We don't want the county to put a park in there and take away from what we are doing," Gilley said.

The property in question was part of the Federal Emergency Management Agency's flood property buyouts, and cannot be developed except for recreation or planting pine trees, Commission Chairman Fred Hamic said.

The property also cannot be sold under federal buyout regulations.

It was acknowledged that County Road 75 is in poor condition, but County Engineer Justin Barfield said that the road is not on the resurfacing schedule. The road is not eligible for state funds due to a low traffic count.

Barfield said he would do an estimate, but Hamic said that it would cost about $130,000 a mile to resurface a roads and about $400,000 a mile to pave a dirt road.

Gilley said he would check on the issue on his own.

Hamic told Commission that he closed his office Friday due to a personal loss by one off his employees, "and I will continue to do so," he said.

Hamic also reported that work is underway to improve the county website, genevacounty.us. This would allow more information on the site.

"The more knowledgeable the public is the better off we are," Hamic said.

There was considerable discussion about work recently completed on the courthouse. Hamic said the contractor used thee wrong color of caulking. County Administrator Marietta Webster said that the contractor used the closest color match and the caulking would age and blend in more. Commission looked the courthouse over before holding a budget workshop after the regular meeting.

Sheriff Tony Helms noted that "a deer attacked one of our patrol cars," causing more than $3,000 in damage, and that a 24/7 watch is being maintained on a sex offender in Wiregrass Medical Center. Helms also reported that the trash pickup is continuing to be a big success, with an average of 32 bags a day being picked up for a total of 316 bags since the program began.

Barfield reported that the County Road 70 resurfacing is complete except for striping. The installation of the guardrail makes the Kelly Road Bridge "open for business," and work on the Windy Hill Bridge should begin soon. County crews are cutting bushes and once that is done will return to blading depending on the weather.

County Attorney Phil Eldridge reported that a federal lawsuit that was filed by an inmate in 1983 has been dismissed, but an appeal is possible.

An amended notice on the closure of the Bellwood road will be published.

Hamic reported that in discussion at a recent conference that he heard that another $7 million would be cut from the mental health program, and if federal matching funds were correspondingly reduced, that the cuts would actually total $19 million.

EMA Director Margaret Mixon said that the warning sirens in Devco and on County Road 73 have been optimized, and would be operational on Wednesday. Mixon will retire on February 29, 2016

Fred Smith of FAS Air Conditioning reported that the courthouse air conditioning is "good to go."

County to meet with poultry companies about roads

JAY FELSBERG
Editor

County Commission Chairman Fred Hamic and County Attorney Phil Eldridge will meet with representatives from major poultry companies regarding improvements to county dirt roads and the new "superhouses" being built in the county.

Commissioner Johnny Windham addressed the problem of the roads and large poultry operations at Monday's regular county commission meeting. "They have offered to help some," Windham said. The superhouses are each serviced by about 90 18-wheelers that cause serious damage to dirt roads, making service to the large poultry houses very difficult. Windham proposed a meeting to discuss the issue.

Commission has maintained a policy where a private landowner pays for the material, and county road crews would make the improvements. One superhouse operator, Jim Mock of West Geneva County, has offered to pay part of the improvements on the road servicing his houses, but has not offered to pay the full cost. Commission has so far held to its policy.

County Engineer Justin Barfield noted instances where he gets calls at night to fix roads the next morning. Barfield was critical about the situation where poultry operators put in superhouses

"If I was putting millions into superhouses I would think twice about putting them on dirt roads," Barfield said. "We have to fix those roads." During past discussions on the subject Barfield has quoted the high cost of repairing damage or upgrading the roads, as well as the time required of county road crews already responsible for maintain roads throughout the county.

Hamic and Eldridge will meet with poultry representatives, and then the discussion would resume at a full Commission meeting.

Arrest Reports Page 3A

Geneva County unemployment rate up slightly

Gov. Robert Bentley on Friday announced that Alabama's leisure and hospitality sector (+5,400), and the construction active job orders in July.

Choctaw County was the moving their effects to the civilian labor force.

RPO looks to assess transportation needs in Coffee County

Posted: Wednesday, August 26, 2015 2:32 pm | Updated: 2:35 pm, Wed Aug 26, 2015.

By Cassie Gibbs cgibbs@southeastsun.com |

The Southeast Alabama Rural Planning Organization discussed ongoing transportation projects in Coffee County and the Human Services Coordinated Transportation Plan at a public meeting on Wednesday, Aug. 19.

According to Darrell Rigsby, regional manager for the Southeast Alabama Regional Planning and Development Commission, RPO's work with rural areas to find transportation issues in seven counties, including Coffee and Dale.

"We're one of 12 RPOs in the state," Rigsby said. "We basically cover all transportation needs outside the Metropolitan Planning Organization (MPO). For our region, that is only the Dothan area.

"The RPO is basically a liaison between ALDOT (Alabama Department of Transportation) and the community. We try to pass information back and forth in whatever direction. For the most part, the focus is just on transportation, road networks and transit, whether that be safety, road issues or projects that ALDOT's doing."

The RPO develops the regional HSCT plan, which looks at identifying issues with public transportation and tries to find solutions to the problems.

"The focus of that plan is to look at the impediments and needs of the population of the region, and find how some of the services can provide potential solutions to some of those problems," Rigsby said.

The populations most affected by public transportation issues are the elderly, low-to-moderate income makers and disabled individuals.

Rigsby and Scott Farmer, director of community development, are working to create a newly revised plan based on public commentary, information from elected officials and transit providers and users.

Surveys and questionnaires have been sent out to providers and users to provide feedback on the issue.

"Coffee and Dale don't have a general transit provider," Farmer said. "It's difficult for people in those counties, unless you have different programs such as the (Section) 5310 programs at senior centers."

Besides public commentary, Farmer and Rigsby are also using the demographics of all the counties to help find any possible transportation issues.

"The biggest thing with these plans are looking at the impediments for transportation," Farmer said. "We utilize demographic data and

census data. We look at where populations are a little bit higher proportion than others. Then, we also look at common destinations, things like medical facilities, government buildings, social service agencies, Walmarts and grocery stores, and dialysis centers, places like that a lot of these people have to go."

The transportation resources available are also compiled in the plan.

"It's an ongoing process," Farmer said. "Things we found out four years ago are probably about the same now, but we're trying to do a little bit different process in getting comments."

Farmer said it's important to know about local transportation issues.

"Transportation affects everybody, and there's a lot of people with limitations that can't just jump in a car to go to the doctor or the grocery store," Farmer said. "There are certain limitations to the resources that are available to these people."

For any information about RPOs, the HSCT plan or local transportation issues, contact the Southeast Alabama Regional Planning and Development Commission at (334) 794-4093.

VIN #1G4AL19E4E6466241
8/6,13

TAKE NOTICE that Letters Testamentary having been granted to **Joszet** **same within the time allowed by law or the same will be barred.**

The Abbeville Herald 8/6/2015

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The scope of the local public forums is to discuss transportation safety issues and regional transportation project updates. These meetings will also include discussion of the regional coordinated public transit plan, which identifies transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting these local needs, and prioritizes transportation services for funding and implementation.

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The Star - News

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RPO-SEAL

THE CLAYTON RECORD (8) THURSDAY, APRIL 2, 2015

Southeast AL RPO meeting schedule for April

The Southeast Alabama Rural Planning Organization (RPO) will hold meetings and local public forums in Barbour County and surrounding counties during the month of April.

Meeting dates and places are as follows: Henry County – April 13, 2015; 10:00 a.m., Henry County Courthouse, Commission Chamber; Barbour County – April 13, 2015, 2:00 p.m., Barbour County Courthouse (Clayton), Commission Chamber;

The Technical Coordinating Committee (TCC) will meet Tuesday, April 28, 10:30 a.m. at the Daleville City Hall, Chamber Room.

The Policy Committee will meet Wednesday, April 29, 2015, 10:30 a.m. in the Daleville City Hall, Chamber Room.

The scope of the meetings is to discuss transportation safety issues, regional transportation project updates, and coordinated public transportation issues.

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Clayton Record

8/6/2015

Mail Check to
P.O. Box 69
Clayton, AL 36016

Fax 334-775-8554
Phone 334-775-3254
claytonrecord@bellsouth.net

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Legal Announcements

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Meeting Notice

Posted: 10 hours ago

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Location: , DOTHAN, AL 36303

Posted in Legal on *Wednesday, August 5, 2015 10:02 pm.*

Listing ID: 2b2334f1-46b7-5434-8aae-2c0a79812d3d

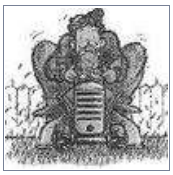
MOST RECENT CLASSIFIED ADS

se Cleaning
Updated: Yesterday

125 S. Randolph, Eufaula
Updated: Yesterday

Bush Hogging
Updated: Yesterday

Roy Poole Concrete Contractors
Updated: Yesterday



Rhodes Family Total Lawn Service LLC
Updated: Yesterday

CALENDAR

August 2015

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Affidavit of Publication of Legal Notice
State of Alabama
Coffee County

Before me, a notary public in and for the county and state above listed, personally appeared **Linda Hodge**, who, by me duly sworn, deposes and says that:

"My name is _____. I am the Editor of **The Elba Clippe**r. The newspaper is printed in the English language, has a general circulation and its principal editorial office in the county above listed and has been mailed under the second or publication class mailing privilege of the United States Postal Service from the post office where it is published at least 51 weeks a year.

The newspaper published the attached Advertising in the

August 06, 2015

The sum charged for these publications was $103.13. The sum charged by the newspaper for said publication is the actual lowest regular price for legal advertising notices as determined by Ala. Code § 6-8-64(a).

There are no agreements between the Newspaper and the officer or attorney charged with the duty of placing the attached legal advertising notices whereby any advantage, gain or profit accrued to said officer or attorney."

AFFIANT

Sworn and subscribed this 21 day of August, 2015.

Notary Public Anita Louise Plummer

My commission expires: _____

Anita Louise Plummer
Notary Public, AL State at Large
My Comm. Expires April 24, 2017

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LEGALS

LEGAL NOTICES

L237 NOTICE OF SALE UNDER POWER

GEORGIA, QUITMAN COUNTY

By virtue of a Power of Sale contained in that certain Security Deed from JACK KANE aka JACK D. KANE, JR. to Mortgage Electronic Registration Systems, Inc., solely as nominee for Superior Bank, dated September 30, 2010, recorded October 25, 2010, in Deed Book 105, Page 796, , Quitman County, Georgia Records, said Security Deed having been given to secure a Note of even date in the original principal amount of Three Hundred Thirty-Seven Thousand Five Hundred and 00/100 dollars ($337,500.00), with interest thereon as provided for therein, said Security Deed having been last sold, assigned and transferred to BANK OF AMERICA, N.A., there will be sold at public outcry to the highest bidder for cash at the Quitman County Courthouse, within the legal hours of sale on the **first Tuesday in September, 2015**, all property described in said Security Deed including but not limited to the following described property:

ALL THAT CERTAIN TRACT OR PARCEL OF LAND SITUATE, LYING AND BEING KNOWN AS LOT NO. 14 OF BONAPARTE'S RETREAT LOCATED IN THE 8TH LAND DISTRICT OF QUITMAN COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED ON THAT CERTAIN PLAT OF SURVEY FOR "JACK KANE" DATED THE 10TH DAY OF MARCH, 2005, PREPARED BY C. EUGENE BRADLEY, GEORGIA REGISTERED LAND SURVEYOR NO. 2052 IN PLAT BOOK A59, PAGE 3 B IN THE OFFICE OF THE CLERK OF THE SUPERIOR COURT OF QUITMAN COUNTY, GEORGIA, WHICH SAID PLAT, INCLUDING THE BOUNDARIES, METES, COURSES AND DISTANCES OF SAID REAL ESTATE AS SHOWN AND DELINEATED THEREON IS BY THIS REFERENCE INCORPORATED HEREIN IN AID OF THIS DESCRIPTION.

Said legal description being controlling, however the property is more commonly known as **101 JOSEPHINE OVERLOOK DR aka 101 RUE DE LANE, GEORGETOWN, GA 39854** .

The indebtedness secured by said Security Deed has been and is hereby declared due because of default under the terms of said Security Deed and Note. The indebtedness remaining in default, this sale will be made for the purpose of paying the same, all expenses of the sale, including attorneys' fees (notice to collect same having been given) and all other payments provided for under the terms of the Security Deed and Note.

Said property will be sold on an "as-is" basis without any representation, warranty or recourse against the above-named or the undersigned. The sale will also be subject to the following items which may affect the title: any outstanding ad valorem taxes (including taxes which are a lien, whether or not now due and payable); the right of redemption of any taxing authority; matters which would be disclosed by an accurate survey or by an inspection of the property; all zoning ordinances; assessments; liens; encumbrances; restrictions; covenants, and any other matters of record superior to said Security Deed.

To the best of the knowledge and belief of the undersigned, the owner and party in possession of the property is JACK KANE aka JACK D

LEGAL NOTICES

Telephone Number: (877) 813-0992 Case No. BAC-15-02191-1
Ad Run Dates 08/09/2015, 08/16/2015, 08/23/2015, 08/30/2015

www.rubinlublin.com/property-listings.php

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L258 In the Probate Court of Co

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The Florala News

AFFIDAVIT OF PUBLICATION

STATE OF ALABAMA
COUNTY OF COVINGTON

efore me, a Notary Public in and for said State and County, personally appeared Gary Woodham who states on oath that he is ıe publisher of THE FLORALA NEWS, a newspaper published eekly at Florala, Alabama, in said County and State, and that ıe Notice hereto attached was published in said newspaper for a eriod of 1 consecutive week(s) on the following dates, to-wit:

AUGUST 5, 2015

RURAL PLANNING ORGANIZATION MEETINGS

Gary B Woodham

Sworn to and subscribed before me on this the 23rd day of eptember, 2015.

Melissa Windham

MELISSA WINDHAM
NOTARY PUBLIC

My commission expires January 15, 2019.

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il marksgj@auburn.ed
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Commission.

Geneva County Leader
8/5/2015

MEETINGS SCHEDULED

The Southeast Alabama Rural Planning Organization (RPO) will hold the following meetings:

1. Local Public Forums and Coordinated Public Transit Plan Public Meetings
   A. Barbour County – August 18, 2015, 10:00 a.m. – Barbour County Courthouse (Clayton), Commission Chamber
   B. Coffee County – August 19, 2015, 1:00 p.m. – Coffee County Community Room (New Brockton)
   C. Covington County – August 19, 2015, 10:00 a.m. – Covington County Administration Building, Small Conference Room
   D. Dale County – August 18, 2015, 1:30 p.m. – Dale County Administration Building, Small Conference Room
   E. Geneva County – August 19, 2015, 3:00 p.m. – Geneva County Courthouse, Commission Chamber
   F. Henry County – August 13, 2015, 10:00 a.m. – Henry County Courthouse, Commission Chamber
   G. Houston County – August 20, 2015, 10:00 a.m. – Houston County Administration Building, 6th Floor Conference Room

2. Technical Coordinating Committee (TCC), Thursday, August 27, 2015, 10:00 a.m. – Houston County Administration Building, 6th Floor Conference Room

3. Policy Committee, Thursday, September 3, 2015, 10:00 a.m. – Houston County Administration Building, 6th Floor Conference Room

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