FINAL

Fiscal Years 2020 – 2023
Human Services Coordinated Transportation Plan for the Alabama Counties of Mobile, Baldwin and Escambia

Adopted by the South Alabama Rural Planning Organization: September 24, 2020

Adopted by the South Alabama Regional Planning Commission
Board of Directors: September 30, 2020

Adopted by the Mobile Metropolitan Planning Organization:

Prepared by

THE SOUTH ALABAMA REGIONAL PLANNING COMMISSION

Mobile, Alabama

In cooperation with the

ALABAMA DEPARTMENT OF TRANSPORTATION

and the

ALABAMA ASSOCIATION OF REGIONAL COUNCILS

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

APPENDICES

SECTION 1
PURPOSE, GOAL, AND OVERVIEW

Purpose

The Federal Transportation Authorization Fixing America's Surface Transportation Act or "FAST Act" requires that specialized transit projects for the elderly, the disabled, and people with low incomes be included in a locally developed, coordinated human service transportation plan and that the plan be developed and approved through a process that includes participation by seniors, individuals with disabilities, people with low incomes, and private and nonprofit transportation providers.

Goal

It is the goal of the Mobile Metropolitan Planning Organization and the South Alabama Regional Planning Commission to enhance access to transit service in Southwest Alabama through the coordination of existing and future services. In order to achieve this goal, this plan was developed to:

- Identify common origins and destinations for targeted populations
- Inventory existing transit services
- Identify unmet needs
- Identify possible wasteful duplication of efforts
- Recommend provisions for cost-efficient transit services

Overview

The *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) required the development of a coordinated human service transportation plan in for three Federal Transit Administration programs (Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program, Section 5316 - Job Access and Reverse Commute, and Section 5317 - New Freedom). The *Moving Ahead for Progress in the 21st Century Act* (MAP-21) extended the coordinated human service transportation plan requirement for the Section 5310 program. Under Map-21, the Section 5316 and 5317 programs were consolidated with the Section 5307, 5310, and 5311 programs and no longer have the planning requirement. This carried over into the FAST Act, However, remaining Section 5316 and 5317 funding must be allocated based on a coordinated human service transportation plan.

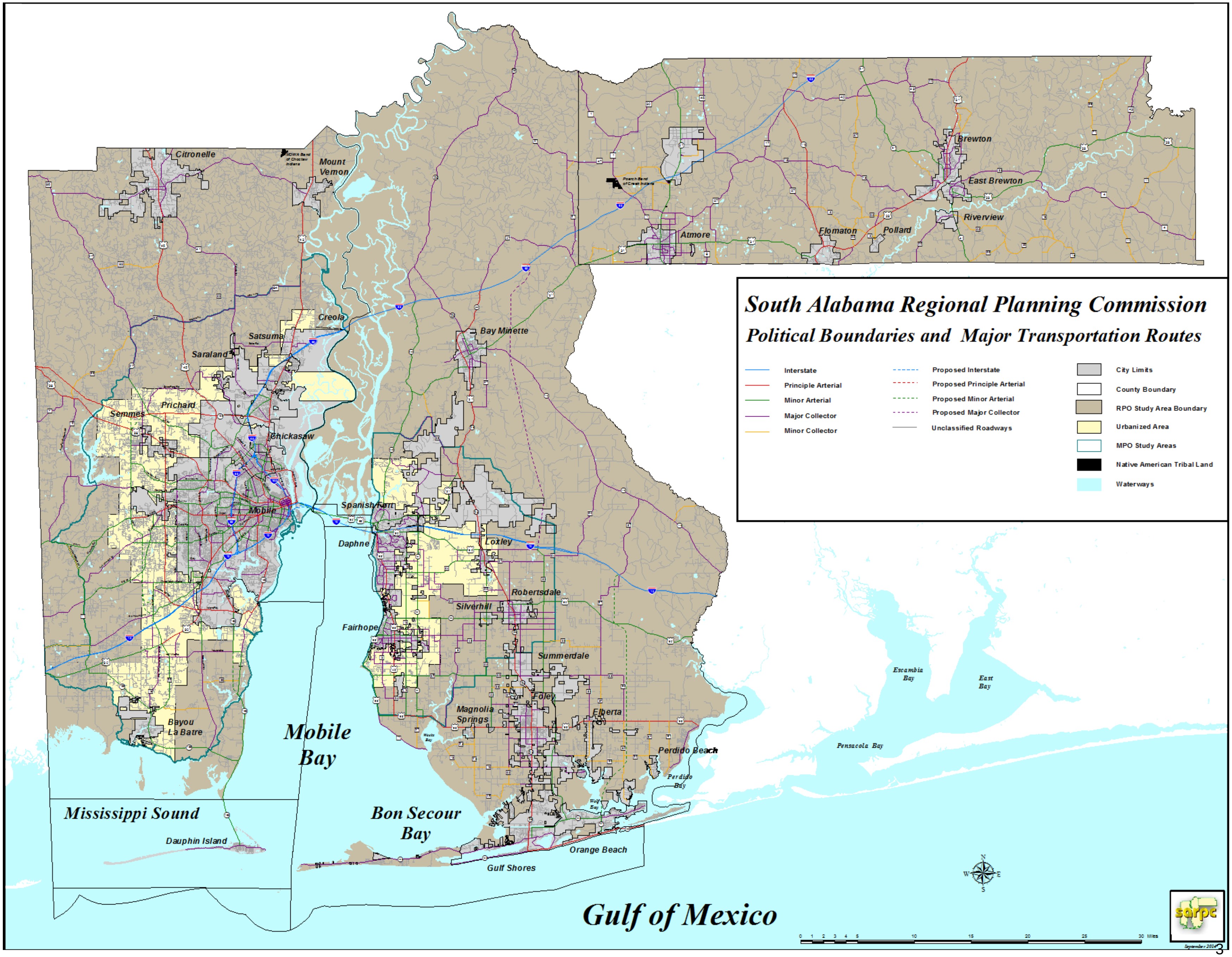
FTA proposes that the key elements of a Coordinated Plan include the following:

- An assessment of available services that identifies current providers (public, private and nonprofit);
- An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes This assessment may be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service;
- Strategies and/or activities to address the identified gaps and achieve efficiencies in service delivery; and
- Relative priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities identified.

To this end, the Multimodal Bureau of the Alabama Department of Transportation approached the South Alabama Regional Planning Commission (SARPC) and the eleven other Regional Commissions, collectively referred to as the Alabama Association of Regional Councils (AARC) and contracted with the AARC to develop Human Services Coordinated Transportation Plans for the counties of Alabama. The South Alabama Regional Planning Commission was charged with developing and updating the Coordinated Plan for Baldwin, Escambia, and Mobile Counties (Figure 1).

For transit programs to receive any Federal Transit Administration (FTA) Section 5310 Elderly Persons and Persons with Disabilities, Sections 5316 Job Access Reverse Commute (JARC), and Sections 5317 New Freedom program funds, the projects they propose must be consistent with the strategies and recommendations contained in this document.

Figure 1
Political Boundaries and Major Transportation Routes of the South Alabama Regional Planning Commission Region



SECTION 2
FUNDING SOURCES

This section provides an explanation of each of the federally funded special needs transit programs under study in this document. It included the policies, requirements and funding associated with each program. For the purposes of this study, special needs populations are defined as elderly, physically or mentally disabled, and persons living in poverty. MAP-21 repealed the Job Access and Reverse Commute (JARC) and New Freedom programs. The JARC program was merged into the Section 5307 Urbanized Area Formula Grant and the Section 5311 Rural Area Formula Grant programs. Activities eligible under the New Freedom program are now eligible under the Section 5310 program. Funds authorized under the JARC and New Freedom programs and not yet obligated or expended remain available for obligation in a grant under the terms and conditions of 49 U.S.C. 5316 and 49 U.S.C. 5317, respectively, as those sections existed prior to the enactment of the FAST Act, until the applicable statutory period of availability expires, or until the funds are fully expended, rescinded by Congress, or otherwise reallocated.

Coordination Provisions, Sections 5310, JARC and New Freedom. Federal transit law, as amended by SAFETEA–LU, required that projects funded from the Section 5310, JARC, and New Freedom programs be derived from a locally developed, coordinated public transit-human service transportation plan (“coordinated plan”). A coordinated plan should maximize the programs’ collective coverage by minimizing duplication of services. **A coordinated plan may incorporate activities offered under other programs sponsored by federal, state, and local agencies to greatly strengthen its impact. FTA also encourages participation in coordinated service delivery as long as the coordinated services will continue to meet the purposes of all programs.**

Section 5310 Funds - Enhanced Mobility of Seniors and Individuals with Disabilities Program

The Section 5310 program was established in 1975 as a discretionary capital assistance program. In cases where public transit was unavailable, insufficient, or inappropriate, the program awarded grants to private nonprofit organizations to serve the transportation needs of seniors and persons with disabilities. Title 49 U.S.C. 5310 authorizes the formula assistance program for the Enhanced Mobility of Seniors and Individuals with Disabilities Program and provides formula funding to states and designated recipients (recipients) to improve mobility for seniors and individuals with disabilities.

This program provides grant funds for capital and operating expenses to recipients for:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
- Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et seq.);
- Public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and

- Alternatives to public transportation projects that assist seniors and individuals with disabilities with transportation.

The FAST Act requires that not less than 55 percent of a recipient’s Section 5310 funds be available for capital projects that are “traditional” Section 5310 projects. A recipient may use more of its Section 5310 funds for these capital projects, but may not use less.

Traditional Section 5310 projects are those public transportation capital projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

- The FAST Act allows up to 45% of a recipient's Section 5310 apportionment to be utilized for other eligible capital and operating expenses.

- Section 5310 operating funds were not available under SAFETEA·LU

Eligible Traditional Capital Projects include, but are not limited to: Purchase of vehicles, computers, ITS, and purchase of transportation services.

Other Eligible Operating and Capital Projects include, but are not limited to: Voucher Programs; Travel Training and Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for wheelchairs under the ADA regulations.

Eligible Sub-recipients (Traditional Program):

- Private Non-Profit Organizations

- State or local governmental authorities that certify there are no non-profit organizations readily available in the area to provide the service

- State or local governmental authorities approved to coordinate services for seniors and individuals with disabilities

Eligible Sub-recipients (Other Section 5310 Projects):

- Private Non-Profit Organizations

- Governmental Authorities

- Operators of public transportation

Cost Sharing/Match Requirement:

The federal share of eligible capital costs shall be in an amount equal to 80% of the net cost of the activity. Local share is 20% of the net cost of the activity. The federal share of the eligible operating costs may not exceed 50% of the net operating costs of the activity. Local share is 50% of the net cost of the activity. Other non–DOT federal funds can be used as match.

Section 5316 - Job Access Reverse Commute Funds (JARC)

The Job Access and Reverse Commute (JARC) program was a formula grant program for projects that improve access to employment-related transportation services for welfare recipients and eligible low-income individuals, and that transport residents of urbanized and rural areas to suburban employment opportunities. Emphasis is placed on projects that use mass transportation services.

Grants may finance capital projects and operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs; promote use of transit by workers with nontraditional work schedules; promote use by appropriate agencies of transit vouchers for welfare recipients and eligible low income individuals; and promote use of employer-provided transportation including the transit pass benefit program.

Eligible Projects:

> Capital and Operational projects designed to meet the needs of the targeted population including reverse commute services. (Reverse commute services are available to everyone regardless of income as long as it is a work route)

Eligible Sub-recipients:

- Private non-profit Organizations
- State and Local Government Authorities (examples include Cities, Counties, Tribes
- Operators of public transportation services including private providers of public transportation

Cost Sharing/Match Requirement:

The federal share of eligible capital costs shall be in an amount equal to 80% of the net cost of the activity. Local share is 20% of the net cost of the activity. The federal share of the eligible operating costs may not exceed 50% of the net operating costs of the activity. Local share is 50% of the net cost of the activity. Other non–DOT federal funds can be used as match.

Section 5317, New Freedom Funds

The New Freedom program was a formula grant program that provided funding for capital and operating expenses that support new public transportation services beyond those required by the Americans with Disabilities Act of 1990 (ADA) and new public transportation alternatives beyond those required by the ADA, designed to assist individuals with disabilities with accessing transportation services. The purpose of the New Freedom formula grant program was to provide additional resources to overcome existing barriers facing individuals with disabilities seeking integration into the workforce and full participation in society.

Eligible Projects:

Capital and Operational projects designed to reduce barriers to transportation services and expand the transportation mobility options available to persons with disabilities beyond the requirements of the ADA.

From the SAFETEA-LU Conference Report (House Bill, Section 3018), examples of projects and activities that might be funded under this program include, but are not limited to:

- Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs.
- Providing paratransit services beyond minimum requirements (3/4 mile to either side of a fixed route), including for routes that run seasonally.
- Making accessibility improvements to transit and intermodal stations that are not key stations.
- Supporting voucher programs for transportation services offered by human service providers.
- Supporting volunteer driver and aide programs.
- Supporting mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.

Eligible Sub-recipients:

- Private non-profit Organizations
- State and Local Government Authorities (examples include Cities, Counties, Tribes
- Operators of public transportation services including private providers of public transportation

Cost Sharing/Match Requirement:

The federal share of eligible capital costs shall be in an amount equal to 80% of the net cost of the activity. Local share is 20% of the net cost of the activity. The federal share of the eligible operating costs may not exceed 50% of the net operating costs of the activity. Local share is 50% of the net cost of the activity. Other non–DOT federal funds can be used as match.

Other Funding Sources

For the purposes of the Human Services Coordinated Transportation Plan, the above three funding categories (Section 5310, JARC and New Freedom) are the only funds required to be included in the plan. Capital and operating projects aided with the following funding sources, although they may be in conjunction with sources and programs listed above, are not subject to the Human Services Coordinated Transportation Plan, but very well may affect Elderly, Disabled and Low Income public transportation.

Section 5307

This program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to states for transit capital (and operating assistance for areas under 200,000) in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

For urbanized areas with a 200,000 population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the Governor of each state for distribution. A few areas under 200,000 in population have been designated as transportation management areas and receive apportionments directly.

For urbanized areas with populations of 200,000 or more, operating assistance is not an eligible expense. In these areas, at least one percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities.

Section 5311

Section 5311is the “other than urbanized area formula” funding program. Only transit systems that are not inside of urban areas with populations greater than 200,000 are eligible for these funds. The program provides both capital and operating assistance for rural and small urban public transportation systems. This federal program is administered through the Alabama Department of Transportation and only two agencies in the region receive this money. The Escambia County Commission receives these funds to assist in the operations of ECATS and the Baldwin County Commission receives these funds to assist in the operations of BRATS.

Section 5339

FTA 5339 makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program, the Low- or No-Emission Vehicle Program, provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

Eligible recipients include direct recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; state or local governmental entities; and federally recognized Indian tribes that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311.

Subrecipients include eligible recipients that receive grant funding under the formula or discretionary programs may allocate amounts from the grant to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation.

Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

SECTION 3
DESCRIPTION OF THE AREA

According to the 2010 U.S. Census 127,054 individuals 60 years of age or over reside in Mobile, Baldwin and Escambia Counties. That is 20.1% of the region's total population, and 13.6% of the State of Alabama's population of people 60 years of age or older. There are 89,701 individuals age 65 and over residing in the region. That is 14.2% of the region's total population, and 13.8% of the state's elderly population. (The Federal Transit Administration defines elderly as age 65 and over). These numbers show only a slight increase in the aging population in the region from the previous census.

Based on the American Community Survey 2018 Five Year Estimates (2014 – 2018), there were 113,470 individuals living below poverty status in the SARPC region. That is 18.3% of the region's total population. The poverty status for Escambia County is 23.8%, Mobile County is 19.3%, and Baldwin County is 11.8%.

There are 110,791 individuals age 65 and over that live in the region. That is 16.8% of the region's total population. The elderly population of Baldwin County is 40,665 (19.5%), Escambia County is 6,476 (17.3%), and Mobile County is 63,650 (15.3%)

There were 92,625 people with a disability living in the three county region. That is 14% of the region's total population. The disabled population of Baldwin County is 28,863 (13.9%), Escambia County is 6,505 (17.4), and Mobile County 57,257 (13.8%).

Based on the Alabama Department of Public Health's County Health Profiles of Alabama 2017, the average life expectancy was 75.5 in Alabama, 78.3 in Baldwin County, 73.5 in Escambia County, and 75.6 in Mobile County.

Table 1

Population Projections for 2015, 2020 and 2025

County	2010	2015	% Change from 2010 to 2015	2020	% Change from 2015 to 2020	20 25	% Change from 2020 to 2025
Baldwin	182,265	206,251	13%	227,727	10%	248,436	9%
Escambia	38,319	41,371	8%	42,100	2%	42,660	1%
Mobile	412,992	426,288	3%	435,084	2%	443,553	2%

Source: Alabama State Data Center

Mobile County

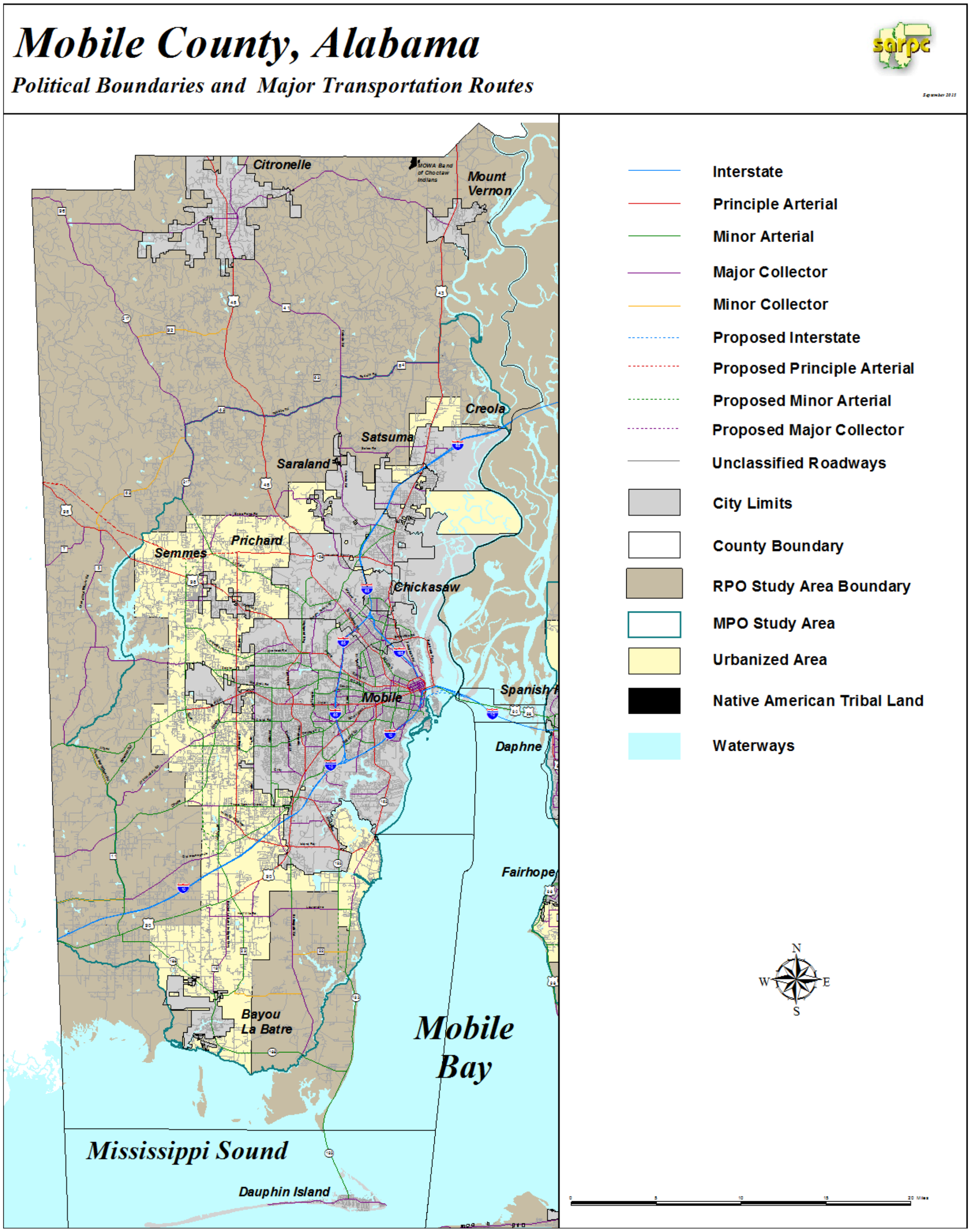
Mobile County (Figure 2) is the second largest county in the state with a population 412,992 in the

2010 Census. The County seat is the City of Mobile, Alabama’s only seaport. Mobile County is known for its bustling seaport, thriving seafood industry, corn, soybean, pecans, berries, subtropical fruits, crude-oil and natural gas production.

Mobile County has a total area of 1,644 sq. miles of which 1,233 square miles is land and 411 square miles is water. The population density is 335 persons per square mile. Mobile has eleven incorporated cities: Bayou La Batre, Chickasaw, Citronelle, Creola, Dauphin Island, Mobile, Mount Vernon, Prichard, Saraland, Satsuma and Semmes; and there are four unincorporated communities: Eight Mile, Grand Bay, Theodore and Tillman’s Corner.

The Mobile Metropolitan Planning Organization (MPO) is located within Mobile County. The MPO is the transportation planning authority governing federal transportation dollars in the Mobile Urbanized Area. The land within the MPO is called the Mobile Area Transportation Study (MATS). The MATS covers an area substantially larger than the City of Mobile, but smaller than Mobile County. The study area measures approximately 44 miles north to south and 26 miles east to west; the boundaries can be generally described as Salco Road and Walter Moore Road to the north, Mobile River (and Spanish River) to the east, Bayou La Batre to the south, and Big Creek Lake and Grand Bay to the west. This area includes all of the Mobile urban area as defined by the U. S. Department of Commerce and also includes all contiguous portions of Mobile County which are expected to be urbanized by the year 2045.

Figure 2
Mobile County Political Boundaries and Major Transportation Routes



Baldwin County

Baldwin County was established in 1809, and it is the largest county east of the Mississippi River. According to the 2010 Census, the population was 182,265. Baldwin County has experienced rapid growth since the 1990's, and it has remained one of the top three fastest growing counties in Alabama. Figure 3 depicts Baldwin County and its municipalities.

The County has a total area of 2,027 square miles, of this 1,596 square miles is land and 431 square miles is water. The population density is 114 persons per square mile Because of the large land area; Baldwin County has six diverse regions: North, Eastern Shore, Central, South, Southwest and East. The County has 13 incorporated municipalities, ranging in size and density, with a majority of Baldwin County residents living in rural, unincorporated areas. The thirteen municipalities include, Fairhope, Gulf Shores, Orange Beach, Perdido Beach, Silverhill, Summerdale, Daphne, Foley, Magnolia Springs, Robertsdale, Spanish Fort, and Bay Minette, the county seat. In addition to the municipalities are two towns, Elberta and Loxley. There are also numerous unincorporated communities throughout Baldwin County.

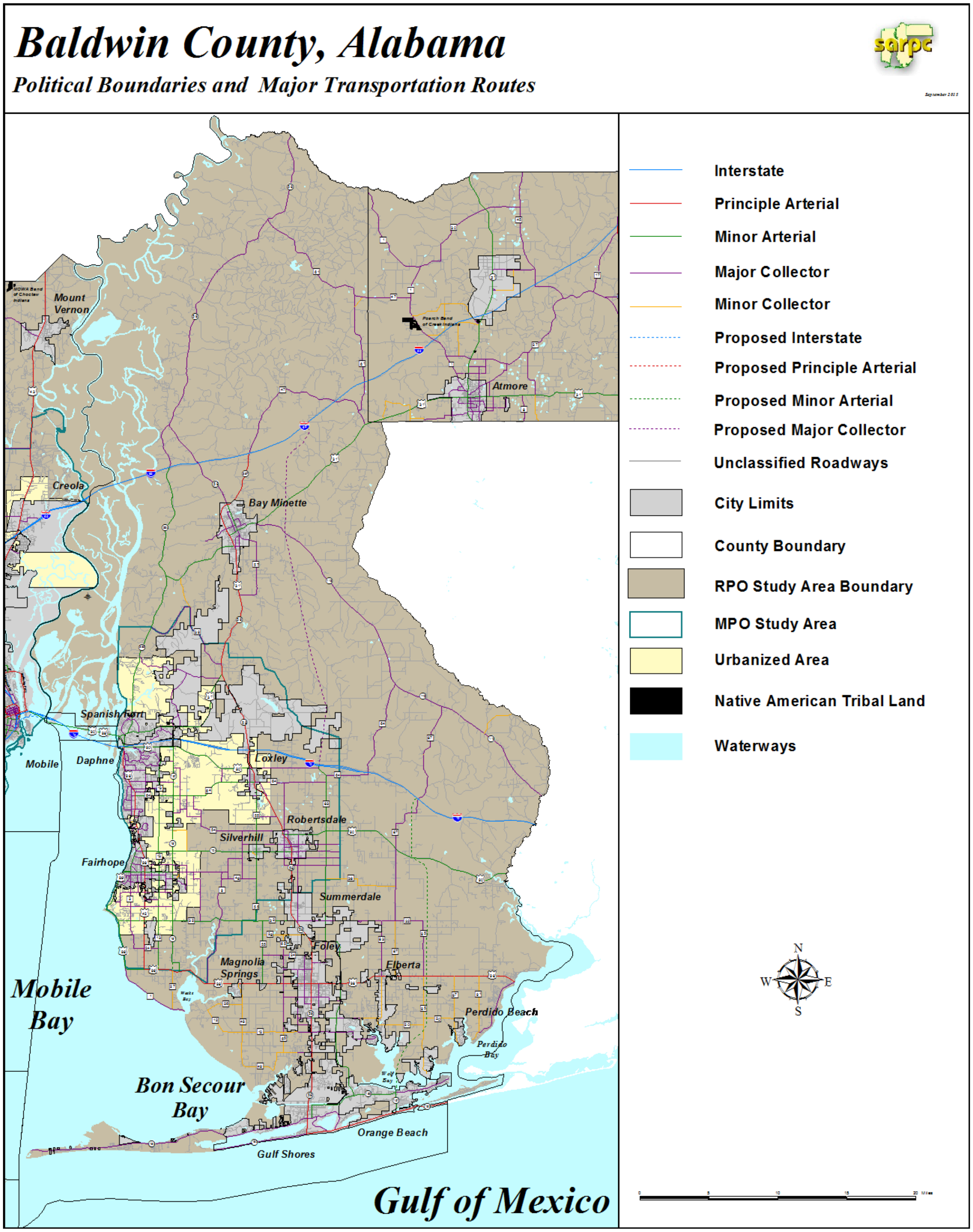
The Eastern Shore Metropolitan Planning Organization (MPO) is located within Baldwin County. The MPO is the transportation planning authority governing federal transportation dollars in the Eastern Shore Urbanized Area. The Study Area of the Eastern Shore MPO includes all of the Eastern Shore Urbanized Area as defined by the U. S. Department of Commerce which includes all, or portions of the city limits of the cities of Spanish Fort, Daphne, Fairhope, and Loxley, as well as some unincorporated areas of Baldwin County. The Study Area also includes all contiguous portions of Baldwin County which are expected to be urbanized by the year 2045 including all, or portions of the cities of Robertsdale and Silverhill,

Table 2
Communities in Baldwin County

Barnwell	Bayside	Belforest	Blackwater	Blakely	Bon Secour
Bromly	Clay City	Fort Morgan	Houstonville	Josephine	Lillian
Magnolia Beach	Malbis	Marlow	Miflin	Montrose	Oak
Oyster Bay	Park City	Perdido	Weeks Bay	Perdido Key	Pine Grove
Pine Haven	Point Clear	Rabun	River Park	Romar Beach	Seacliff
Stapleton	Stockton	Swift	Tensaw	Turkey Branch	

Figure 3

Baldwin County Political Boundaries and Major Transportation Routes



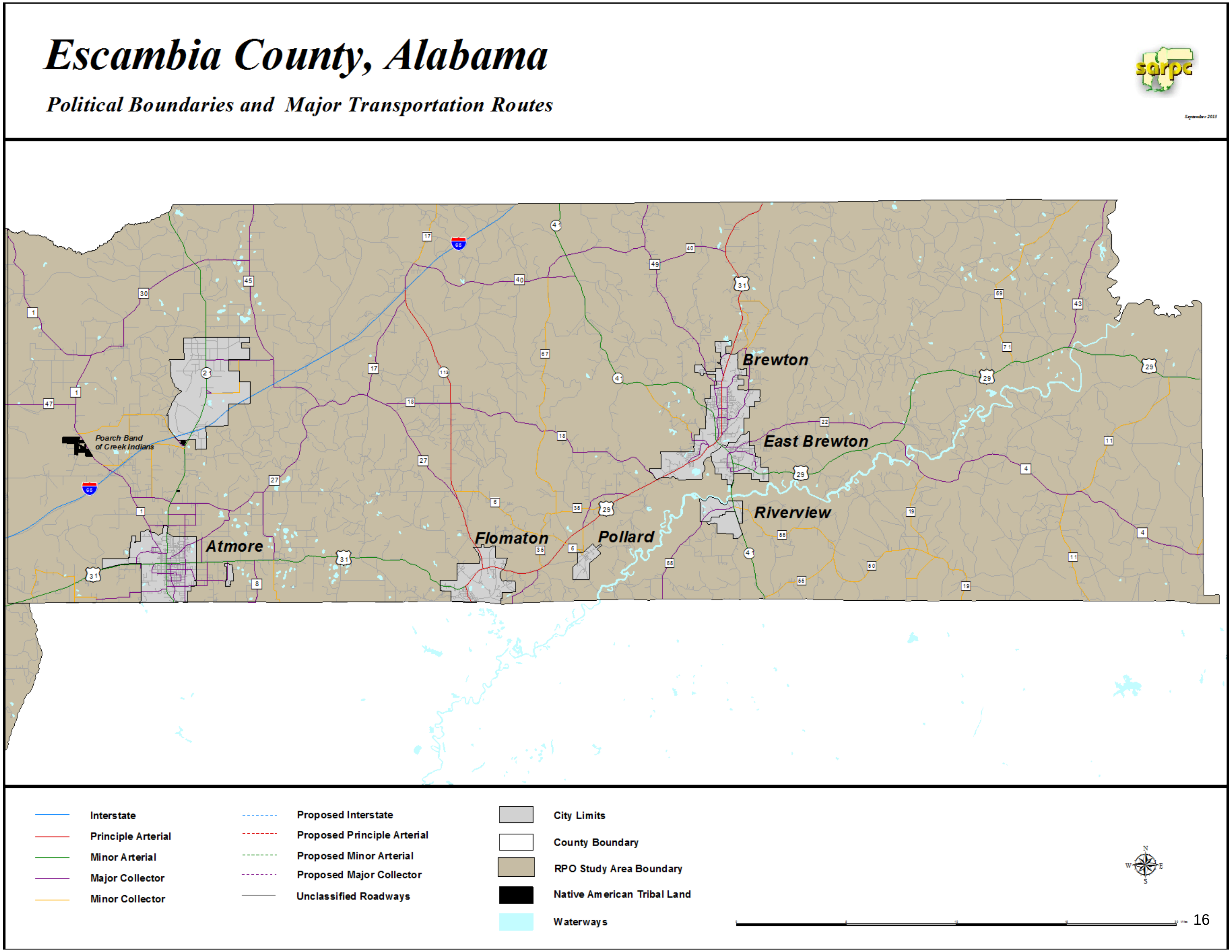
Escambia County

Escambia County (Figure 4) was established in 1868, and it has an area of 963 square miles of which 912 square miles is land. According to the 2010 Census, the population was 38,319 with a population density of 42 persons per square mile. There are three cities and three towns in Escambia County: The City of Atmore, City of Brewton, City of East Brewton, Town of Flomaton, Town of Pollard, and the Town of Riverview, population 99. Escambia County includes the Poarch Creek Indian Reservation, the only federally recognized tribe in Alabama.

Throughout Escambia County's history, the timber and agricultural sectors have been vital to the economic base of the county. Employed persons typically work in manufacturing, retail trade, and education, health, and social service industries.

The Poarch Creek Indian reservation and its headquarters are located in western Escambia County. Historically, the tribe has been situated in this locality, maintaining community autonomy separate from the surrounding non-Indian communities. The community of Poarch, the center of tribal activities and the location of tribal headquarters is the namesake of the tribe. The tribal enrollment is 2,208, with 357 elders age 55 or older and of those 266 is 60 or older. It is culturally appropriate for elders to be cared for in or near their own homes by friends and family members.

Figure 4
Escambia County Political Boundaries and Major Transportation Routes



SECTION 4
METHODOLOGY

In 2006 the SARPC Transportation Planning staff first began gathering information regarding the needs for transit service in the region. A list of groups who should be invited to participate in the plan was developed in conjunction with planning and transit agencies from the eleven other Regional Planning Commissions from around the state and the Alabama Department of Transportation, Multimodal Division.

From this, a stakeholders list was developed including the email, address, and/or phone number, and contact person when available. The stakeholders list also included known advocates of public transit from the general public. Over the past ten years, the stakeholders list has been updated as staff becomes aware of other service providers, advocacy groups, and individuals interested in this planning process.

The above referenced contact list was communicated with via email with a link to an online survey. The survey was developed to collect information on the transportation services provided in each area by program, the kind of vehicle including accessibility, ride schedules, and funding sources. The survey collected information on any underserved population and/or areas, any underutilized transportation services, any overlapping transportation services, and any other information the stakeholders thought should be included in the plan.

Stakeholders meeting were scheduled in Mobile and Baldwin Counties however due to COVID-19 restrictions and concerns, those meetings were cancelled and a stakeholder meeting was held online instead. The purpose of the meeting was to confirm the findings of the survey, to request information on the individual transportation needs of stakeholders, and to solicit possible solutions for future coordination. In addition, stakeholders were presented with the flexibility available to them in developing a plan that best supports and grows transportation services for the elderly, disabled and low income populations in each County. This flexibility encourages stakeholders to become involved in all aspects of the plan from data collection to implementation.

The stakeholder meeting was open to the public and advertised in the area newspapers. The results of these meeting, RPO and MPO meetings that addressed this plan, the survey, and follow-up phone calls, personal interviews, and the transportation planning staff's knowledge of transit needs in the region were used to develop this plan. Details of the inventory, survey and interviews are described in the following sections.

In addition to the surveys and public outreach described above, the Alabama Department of Public Health (ADPH) assisted the Reginal Planning Commissions in the development of the previous iteration of this Plan. The ADPH developed a statewide, Alabama Community Health Improvement Plan (ACHIP), based on the results of a comprehensive statewide Community Health Assessment (CHA) – in collaboration with a varied cross-section of stakeholders. The purpose of this plan was to address the top three statewide healthcare priorities. The highest identified priority is Access to Care, and the associated ACHIP workgroup's defined goal is as follows: "To measurably improve access to care for all Alabamians by reducing transportation barriers, addressing the shortage of providers, closing insurance coverage gaps, and improving health literacy.” This information was reviewed and pertinent data was included in the current plan.

To begin addressing the issues surrounding transportation barriers, ADPH conducted a series of email surveys and interviews (telephone and in-person) with representatives of 114 safety-net healthcare providers across the state. This sample of providers primarily included rural hospitals, rural health clinics, federally-qualified health centers, community mental health centers, and Department of Public Health social workers.

One objective of this assessment was to contribute to identifying the areas and patient demographics most impacted by a lack of transportation. A second objective was to identify potential gaps in information between healthcare providers, patients, and transportation agencies by collecting information on transportation issues and available resources from the providers’ perspective. Based on their experiences in treating their respective patient populations, representatives of each healthcare provider were asked to provide their input on the following topics:

- Types of transportation resources within their operating area, including those offered directly by the provider, that patients may use for their health care needs.
- Other local agencies or organizations that could potentially assist with providing non-emergency patient transportation.
- Groups of patients that have the most difficulty obtaining reliable transportation for their healthcare needs.
- The types of appointments representing the greatest challenges to people without reliable transportation.
- The scope and scale of transportation-related issues faced by their patients, and the accessibility and availability of transportation resources within their operating area.
- Other general comments regarding patient transportation issues and potential access-to-care solutions.

This statewide assessment included input from representatives of eleven safety-net healthcare providers operating within the three counties of the South Alabama Regional Planning Commission.

SECTION 5
FINDINGS

The surveys and public outreach efforts provided valuable information to determine the transportation options of the elderly, disabled, and low income populations of Mobile, Baldwin and Escambia Counties. It also revealed issues and concerns with the current transportation options. The survey requested various types of information from transportation providers including the number and type of vehicles, the type of service offered, the hours and days of operation, and the funding source. In addition the survey encouraged both providers and consumers to detail unmet transportation needs and to share any other information about transportation services for the elderly, disabled and low income population.

To further detail the transportation needs of the elderly, disabled, and low income population, the survey requested that destination stakeholders provide details on the location of their clients. The information was used to form a general origin and destination pattern for segments of the population. This origin/destination pattern will enable transportation providers to better gauge the needs of the population.

Service Areas and Restrictions of Transportation Providers

One purpose of this Plan is to determine the current available private/nonprofit, and public agency transportation options for the elderly, disabled, and low income population of the region. The survey results provided a clearer picture of the various hurdles present for this population. Various nonprofit agencies offer transportation services; however, oftentimes, these services are not offered to their home or destination or at the time transportation is needed. In addition, most agencies place restrictions on who may use the transportation service they provide. Table 3 details the service areas and restrictions of 5310, JARC (5316), and New Freedom (5317) providers in Mobile County, and Figure 17 illustrates the service areas of these providers.

Table 3
Service Areas and Restrictions for 5310, 5316, or 5317 Providers in Mobile County

Agency Name	Service Area	Days/Hours	Restrictions	Federal Funds
City of Saraland	Saraland City Limits	Weekdays - 8 am to 5 pm	Must be elderly or disabled	5310
City of Satsuma	Satsuma City Limits	Weekdays - 8 am to 2 pm	Must be elderly or disabled	5310
City of Prichard	Prichard City Limits	Weekdays – 8:30 am to 1:30 pm	Must be elderly or disabled	5310
Goodwill Easter Seals	Mobile County	Weekdays - 8 am to 5 pm	Participant in a Goodwill Easter Seals Program	5310

South Alabama CARES	Mobile County	Weekdays	NA	5310
Dumas Wesley Community Center	Emerson Garden, Frank L. Boykin Tower, Central Plaza Tower, Bayou Street Senior Apartments, Oaklawn Homes (Baltimore Street), Roger Williams, R.V. Taylor Plaza, Birdville, and Happy Hill; area around these Mobile Housing Board Projects	Weekdays - 8 am to 4 pm	60 years old and above	5310
Dearborn YMCA	Old Shell Road, Spring Hill Avenue, Summerville, St. Stephens Road, M.L. King	Weekdays - 7:30 am to 2:30 pm; Saturday - 8 am to 12 pm	60 years old and above	5310
Alta Pointe (Merged with Mobile ARC)	Mobile County, Baldwin	Weekdays	Program participant	5310
The Learning Tree	Mobile County	Weekdays	Program participant	5310
Mobile ARC (merged with Alta Pointe)	See Alta Pointe above			
MOWA Band of Choctaw Indians	Tribal Lands	Weekdays	Tribal Elderly	5310
Mulherin Custodial Home	NA	NA	Must be a resident of the home	5310
Volunteers of America	Volunteers of America Group homes, apartments and day training programs	Weekdays, Weekends	Program participant or resident	5310
Mount Calvary Baptist Church	City Limits of Mobile, Prichard, Chickasaw, Saraland, Satsuma, and Creola	Weekdays	Must be elderly	5310
Independent Living Center of Mobile	15 mile radius of Independent Living Center	Weekdays	60 years old and above or disabled	5310
City of Bayou La Batre	Bayou La Batre City Limits	Weekdays 8:30 am to 3:30 pm	Must be elderly or disabled	5310

AHEPA	AHEPA 310 Apartment Residents	9:00 am to 5:00 pm	Must be elderly or disabled residents of AHEPA 310 Apartments	5310
Mercy Life	Mobile and Baldwin Counties	Weekdays - 8 am to 6 pm	55 years or older; health problems that qualify for nursing home care	5310
Z Trip	Mobile County	everyday	Must be elderly, Disabled, or low income	5310, 5316, 5317

The Federal Transit Administration only requires 5310, 5316 and 5317 funds be coordinated by the Coordinated Human Services Plan, but because the United We Ride Initiative will eventually require coordination of all federal funds, all funding sources were inventoried in the survey to the stakeholders. Table 4 details the transportation providers that receive other funding sources.

Table 4
Service Areas and Restrictions for Other Service Providers in Mobile County

Agency Name	**Service Area**	**Days/Hours**	**Restrictions**	**Federal Funds**
The Wave Transit System	Fixed routes throughout the City of Mobile with some service in the City of Prichard	Weekdays 5am to 7pm; Saturdays 6am to 7pm	No restrictions	5307, 5339
U.J Robinson Memorial Center Inc.	Within 10.5 miles of center	Weekdays	Enrolled in Adult Daycare program	Older Americans Act
Catholic Social Services - SAIL Sites	Mother of Mercy SAIL -Plateau, Magazine Point, Hills Prince of Peace SAIL - Birdville, Texas Street	Weekdays only	Enrolled in program at either Mother of Mercy SAIL or Prince of Peace SAIL	5309
Providence SAIL/ Providence Hospital Outreach Services	2 mile radius of Senior Center (35 N. Cody Road)	Weekdays	60 years old and above, a program participant, and/or their spouse	Private, Title III
City of Citronelle/ SAIL	Citronelle City Limits	Weekdays from 9 am to 1 pm	60 years old and above	5309
Thomas Sullivan SAIL	2 mile radius of Senior Center (351 N. Catherine Street)	Weekdays - 9 am to 2 pm	Program Participant	City of Mobile, Title III

H.E. Savage Center, Healthcare for the Homeless	Mobile City Limits	Weekdays 8 am to 5 pm	Homeless	330 Grant
City of Mobile Parks and Recreation Department/ Trinity Gardens SAIL Center	Fixed route in Trinity Gardens area	Weekdays 9 am to 1 pm	SAIL participant	5309
City of Chickasaw	Did Not Respond to Survey	Did Not Respond to Survey	Did Not Respond to Survey	5309, Title III
Hillsdale SAIL Center	Did Not Respond to Survey	Did Not Respond to Survey	Did Not Respond to Survey	5309
Wilmer SAIL	Wilmer Community	Weekdays	60 years or older	CDBG
Town of Mt. Vernon	Did Not Respond to Survey	Did Not Respond to Survey	Did Not Respond to Survey	5309
City of Satsuma	City of Satsuma	NA	Delivers Meals	Title III
City of Mobile	City of Mobile	NA	Delivers Meals	CDBG, local funds
Senior Citizens Services Inc.	Within 8 - 10 miles of center	Weekdays	Demand Response	Older Americans Act

Table 5 details the service areas and restrictions Section 5310, JARC (5316), and New Freedom (5317) providers in Baldwin County, and Figure 18 illustrates the service areas of these providers.

Table 5
Service Areas and Restrictions for 5310, 5316, or 5317 Providers in Baldwin County

Agency Name	**Service Area**	**Days/Hours**	**Restrictions**	**Federal Funds**
City of Orange Beach	City of Orange Beach	Recreational use	Participant must be 60 years or older	5310
Baldwin County Mental Health	Baldwin County	Everyday	Residents of Baldwin County Mental Health Center Group homes or participants in day treatment programs	5310
City Of Robertsdale	Thirty Mile Radius of Thames Senior Center	Weekdays	Participant must be 60 years or older	5310
Goodwill Easter Seals	Baldwin County	Weekdays only (hours vary)	Participant in a Goodwill Easter Seals Program	5310

South Alabama CARES	Baldwin County	Weekdays	NA	5310

Table 6 details the service providers in Baldwin County that utilize other funding sources to deliver transportation to the elderly, low income or disabled population.

Table 6
Service Areas and Restrictions for Other Service Providers in Baldwin County

Agency Name	**Service Area**	**Days/Hours**	**Restrictions**	**Federal Funds**
Town of Loxley Senior Program (New Recipient)	NA	NA	Civic Center Use only	5309
City of Daphne	Did Not Respond to Survey	Did Not Respond to Survey	Did Not Respond to Survey	5309, Title III
City of Gulf Shores (New Recipient)	NA	NA	NA	5309
City of Bay Minette	Did Not Respond to Survey	Did Not Respond to Survey	Did Not Respond to Survey	5309
James P. Nix Center/City of Fairhope	Within a 10 mile radius of the Fairhope/Montrose City Limits	Weekdays 7:30 am to 2 pm	NA	5309
Community Action Agency of Baldwin County	Baldwin County	Weekdays	Head Start participant	Other
City of Bay Minette Senior Program	Did Not Respond to Survey	Did Not Respond to Survey	Did Not Respond to Survey	5309, Title III
City of Orange Beach	City of Orange Beach	Recreational use	Participant must be 60 years or older	5309
Baldwin Reginal Area Transportation System (BRATS)	Baldwin County	Weekdays 5:30 am to 7 pm; Limited service on weekends and holidays	No Restrictions	5307, 5309, 5311, JARC, Title III
Town of Summerdale	Did Not Respond to Survey	Did Not Respond to Survey	Did Not Respond to Survey	Title III

Table 7 details the service areas and restrictions 5310, JARC (5316), and New Freedom (5317) providers in Escambia County, and Figure 19 illustrates the service areas of these providers.

Table 7
Service Areas and Restrictions for 5310, 5316, or 5317 Providers in Escambia County

Agency Name	Service Area	Days/Hours	Restrictions	Federal Funds
City of Atmore Senior Center	Within a 5 mile radius of the Atmore City Limits	Other	SAIL Center participant	5310
Poarch Creek Indians	Poarch Creek Indian Tribal Lands	NA	Elderly or disabled member of the tribe	5310
Escambia County Alabama Transit System (ECATS)	Escambia County	Weekdays	No Restrictions	5316
South Alabama CARES	Escambia County	Weekdays	NA	5310

Table 8 details the service providers in Escambia County that utilize other funding sources to deliver transportation to the elderly, low income or disabled population.

Table 8
Service Areas and Restrictions for Other Service Providers in Escambia County

Agency Name	Service Area	Days/Hours	Restrictions	Federal Funds
Southwest Alabama Mental Health/ Mental Retardation Board, Inc.	Fixed route system over entire county	Weekdays	Compass (school age kids only), Disabled Adults	Medicaid
Escambia County Alabama Transit System (ECATS)	Escambia County	Weekdays	No Restrictions	5309, 5311, JARC
Escambia County Agency on Aging	Escambia County	Weekdays	Meals on Wheels and elderly	5309, Title III
City of Atmore Senior Center	Within a 5 mile radius of the Atmore City Limits	Other	SAIL Center participant	5309
Poarch Band of Creek Indians	Tribal Lands	NA	Member of the tribe	Title III
Town of Flomaton	Did not Respond to Survey	Did not Respond to Survey	Did not Respond to Survey	Title III
City of East Brewton	Did not Respond to Survey	Did not Respond to Survey	Did not Respond to Survey	Title III

If an individual does not qualify or is not in a service area of any private/nonprofit or public agency transportation service providers, then the individual has to either not take the trip or use private transportation providers. While the benefit of these services is unlimited mobility, the cost is often prohibitive to the majority of the population. Table 9 details the private transportation providers throughout the region that responded to the survey.

Table 9
Public Transportation Providers Serving the Region

Company	Service Area	Hours/Days
z Trip (was Mobile Bay Transportation)	Mobile and Baldwin Counties	Everyday 5 am to 11 pm
Mobile Airport Authority	Mobile City Limits	Everyday 4:30 am to last flight
Home Instead Senior Care	NA	NA
Colonial Trailways	State of Alabama	24 hours a day/7 days a week

Capacity of Transportation Providers

There are numerous transportation providers that cater to the elderly, disabled, and low income citizens of the region. The providers range from public businesses to senior centers to nonprofit associations to agencies. Each agency/company has limitation on the volume of services they can offer. Because of equipment requirements, each entity may not be able to offer services to individuals of varying degrees of mobility. Table 10 details the type of vehicles, the type of service operated and the level of mobility served for 5310, 5316 and 5317 transportation providers serving Mobile County.

Table 10
5310, 5316 and 5317 Transportation Providers' Vehicles and Capacity in Mobile County

Program/Company	Vehicle Type (#)	Lift (#)	Type Service
Goodwill Easter Seals	Van (4), Van with wheelchair section (4)	Yes (4)	Demand Response
City of Prichard	Buses (4)	Yes (2)	Demand Response
City of Satsuma	Buses (2) Van (1)	Yes (3)	Demand Response
City of Saraland	Vans (5)	Yes (5)	Demand Response
South Alabama CARES	Bus (1)	Yes (1)	Demand Response
Dumas Wesley Community Center *	Station Wagon (1), Goshen Vans (1), Van (1)	No	Demand Response
Dearborn YMCA	Bus (1)	No	Demand Response with fixed transfer stations
AHEPA 310	Vans (5)	Yes (5)	Demand Response
Mercy Life	Buses (10) Van (1) Car (1)	Yes (all but car)	Demand Response

MOWA Band of Choctaw Indians	Did not Respond to Survey	Did not Respond to Survey	Did not Respond to Survey
Volunteers of America *	Goshen Coach (3), Goshen (2), Van (2)	Yes (2)	Other
Mount Calvary Baptist Church	Unknown	Unknown	Demand Response
Independent Living Center *	Van (5)	Yes (5)	Demand Response
Mulherin Home	NA	NA	Other
Mobile Bay Transportation	Van (2)	Yes (2)	Demand Response
Bayou La Batre SAIL	Bus (1), Van (2)	Yes (1)	Demand Response
City of Satsuma	Commuter Van (1)	No	Demand Response
City of Saraland	Commuter Van (2)	Yes (1)	Demand Response
Highpoint Baptist Church	Modified Van (1)	Yes	Demand Response
Murray House	30 passenger bus (1)	Yes	Demand Response
South Alabama	Modified Van (1)	Yes	Demand Response
City of Mobile Parks and Recreation Dept.	Modified Van (2)	Yes (2)	Demand Response
Alta Pointe (merged with Mobile ARC)	103 in five counties (Mobile, Baldwin, Sylacauga, Washington, and Talladega)	unknown	Demand Response
The Learning Tree	13	Yes (?)	Demand Response

* Additional vehicles may be shown not funded with 5310, 5316 or 5317

Table 11 details the service providers in Mobile County that utilize other funding sources to deliver transportation to the elderly, low income or disabled population.

Table 11
Other Transportation Providers' Vehicles and Capacity in Mobile County

Program/Company	**Vehicle Type (#)**	**Lift (#)**	**Type Service**
U.J Robinson Memorial Center Inc.	Vans (3)	No	Demand Response with fixed transfer stations

Colonial Trailways	Bus (26)	Yes (1)	Bus Charters
Z Trip	Vans, Minivans, Sedans, Wheelchair Vans	Yes ()	Demand Response
Catholic Social Services, SAIL Sites	Astro Vans (2)	No	Demand Response
The Wave Transit System *	Bus (43), Paratransit (33)	Yes	Fixed Route, Demand Response
Providence SAIL/ Providence Hospital	Van (1)	No	Demand Response
City of Citronelle SAIL	Bus (1)	No	Demand Response
Mobile Airport Authority	Vehicles (2)	Yes (1)	Demand Response
City of Saraland/ Saraland SAIL	Van (1)	No	Demand Response
Thomas Sullivan SAIL	Van (1)	No	Demand Response with fixed transfer stations
H.E. Savage Center, Healthcare for the Homeless	SUV (1), Van (1)	No	Demand Response
City of Mobile Parks and Recreation/ Trinity Garden SAIL	Van (1)	Yes (1)	Fixed Route
Senior Citizens Services, Inc.	Bus (1), Van (1)	Yes (1)	Demand Response

Table 12 details the type of vehicles, the type of service operated and the level of mobility served for 5310, 5316 and 5317 transportation providers serving Baldwin County.

Table 12

5310, 5316 and 5317 Transportation Providers’ Vehicles and Capacity in Baldwin County

Program/Company	**Vehicle Type (#)**	**Lift (#)**	**Type Service**
Goodwill Easter Seals	Van (1), Van with wheelchair section (1)	Yes (1)	Demand Response
South Alabama CARES	Bus (1)	Yes (1)	Demand Response
City of Orange Beach *	Bus (2)	Yes (2)	Demand Response
Baldwin Regional Area Transportation System (BRATS) *	Bus (49) Vans (2)	Yes (Lifts 49) Ramps (2)	Demand Response with fixed transfer stations
Baldwin County Mental Health *	Goshen Coach (2), Commuter Van (2)	No	Other

Alta Pointe (merged with Mobile ARC)	103 in five counties (Mobile,	unknown	Demand Response
Mercy Life	Buses (10) Van (1) Car (1)	Yes (all but car)	Demand Response

* Additional vehicles may be shown not funded with 5310, 5316 or 5317

Table 13 details the service providers in Baldwin County that utilize other funding sources to deliver transportation to the elderly, low income or disabled population.

Table 13
Other Transportation Providers' Vehicles and Capacity in Baldwin County

Program/Company	**Vehicle Type (#)**	**Lift (#)**	**Type Service**
Colonial Trailways	Bus (26)	Yes (1)	Bus Charters
Z Trip	Vans, Minivans, Sedans, Wheelchair Vans	Yes (1)	Demand Response
City of Robertsdale	Did not Respond to Survey	Did not Respond to Survey	Did not Respond to Survey
City of Daphne	Did not Respond to Survey	Did not Respond to Survey	Did not Respond to Survey
City of Gulf Shores	NA	NA	NA
City of Bay Minette	Did not Respond to Survey	Did not Respond to Survey	Did not Respond to Survey
Town of Loxley	Commuter Van (1)	No	Other
James P. Nix Center/ City of Fairhope	Bus (1), Van (1)	Yes (1)	Demand Response
Community Action Agency of Baldwin County	Buses (10), Vans (3)	Unknown	Fixed Route

Table 14 details the type of vehicles, the type of service operated and the level of mobility served for 5310, 5316 and 5317 transportation providers serving Escambia County.

Table 14
5310, 5316 and 5317 Transportation Providers' Vehicles and Capacity in Escambia County

Program/Company	**Vehicle Type (#)**	**Lift (#)**	**Type Service**
City of Atmore *	Vans (2)	No	Other
South Alabama CARES	Bus (1)	Yes	Demand Response
Poarch Creek Indians	Van (1)	Yes (1)	Demand Response

Escambia County Alabama Transit System (ECATS) *	Van (10)	Yes (4)	Demand Response with fixed transfer stations

* Additional vehicles may be shown not funded with 5310, 5316 or 5317

Table 15 details the service providers in Escambia County that utilize other funding sources to deliver transportation to the elderly, low income or disabled population.

Table 15
Other Transportation Providers' Vehicles and Capacity in Escambia County

Program/Company	**Vehicle Type (#)**	**Lift (#)**	**Type Service**
Colonial Trailways	Bus (26)	Yes (1)	Bus Charters
Mobile Bay Transportation Company, Inc	Vans, Minivans, Sedans, Wheelchair Vans	Yes (1)	Demand Response
Southwest Alabama Mental Health/ Mental Retardation Board, Inc.	Vans (3) - Atmore Compass; Vans (5) - Brewton Day Rehab	No	Demand Response with fixed transfer stations
Escambia County Agency on Aging	Bus (5), Van (2)	No	Demand Response with fixed transfer stations

SECTION 6
TRANSIT DEPENDENT POPULATIONS

Transit services that provide transportation that are subject to this coordination serve the elderly, the physically and mentally disabled, and those that live in poverty. For the purposes of this study, populations of those demographics will be referred to as transit dependent populations. Using U. S. Census block group data, population density maps were created to identify pockets of these populations.

Mobile County

As can be seen in Figures 5 through 7, the highest concentrations of the elderly, the disabled, and the poverty stricken in Mobile County are in the urban areas of the cities of Mobile, Semmes, Bayou La Batre, Satsuma, Creola, Saraland, Prichard, Chickasaw, and in the rural areas southwest of Mobile (known as Tillman's Corner, Theodore and Grand Bay). There are also high concentrations in Citronelle in the north of the county. In addition, there are significant concentrations to the north of Bayou La Batre and west of Prichard and Mobile. It should be noted that except for Bayou La Batre and Citronelle, most all of these dependent populations are concentrated near major transportation routes.

According to the 2010 Census, in Mobile County, there are 76,439 people (18.5% of the total population) age 60 or over. There are 53,321 people (12.9% of the total population) age 65 or over. Based on American Community Survey 2013 Five Year Estimates, in Mobile County the per capita income is $22,501. There are 79,994 people (19.8% of the total population) that live in poverty, and there are 63,786 people (15.7% of the total population) that have a disability.

Baldwin County

In Baldwin County, the highest concentrations of the elderly are in Bay Minette, Spanish Fort, Daphne, Fairhope, and Foley. There are significant concentrations in the rural areas around Bay Minette and in Robertsdale, Foley, Magnolia Springs, Elberta, Gulf Shores, Orange Beach, and just to the east of Perdido Beach (Figure 8). The highest concentrations of the disabled are in and around Bay Minette, Spanish Fort, Daphne, Fairhope, Point Clear, Robertsdale, Magnolia Springs, Foley, and Gulf Shores, with significant populations in Silverhill, Elberta, Perdido Beach, and Orange Beach (Figure 9). The highest concentrations of those who live in poverty are in portions of Bay Minette, Spanish Fort, Daphne, Fairhope and Foley. There are significant populations in Robertsdale, Summerdale, Elberta, Gulf Shores, and Orange Beach (Figure 10).

According to the 2010 Census, in Baldwin County, there are 42,580 people (23.4% of the total population) age 60 or over. There are 30,568 people (16.8% of the total population) age 65 or over. Based on American Community Survey 2013 Five Year Estimates, in Baldwin County the per capita income is $26,766. There are 25,752 people (13.9% of the total population) that live in poverty, and there are 25,923 people (14.0% of the total population) that have a disability.

Figure 5

Mobile County Elderly Population per Square Mile by Census Block Group

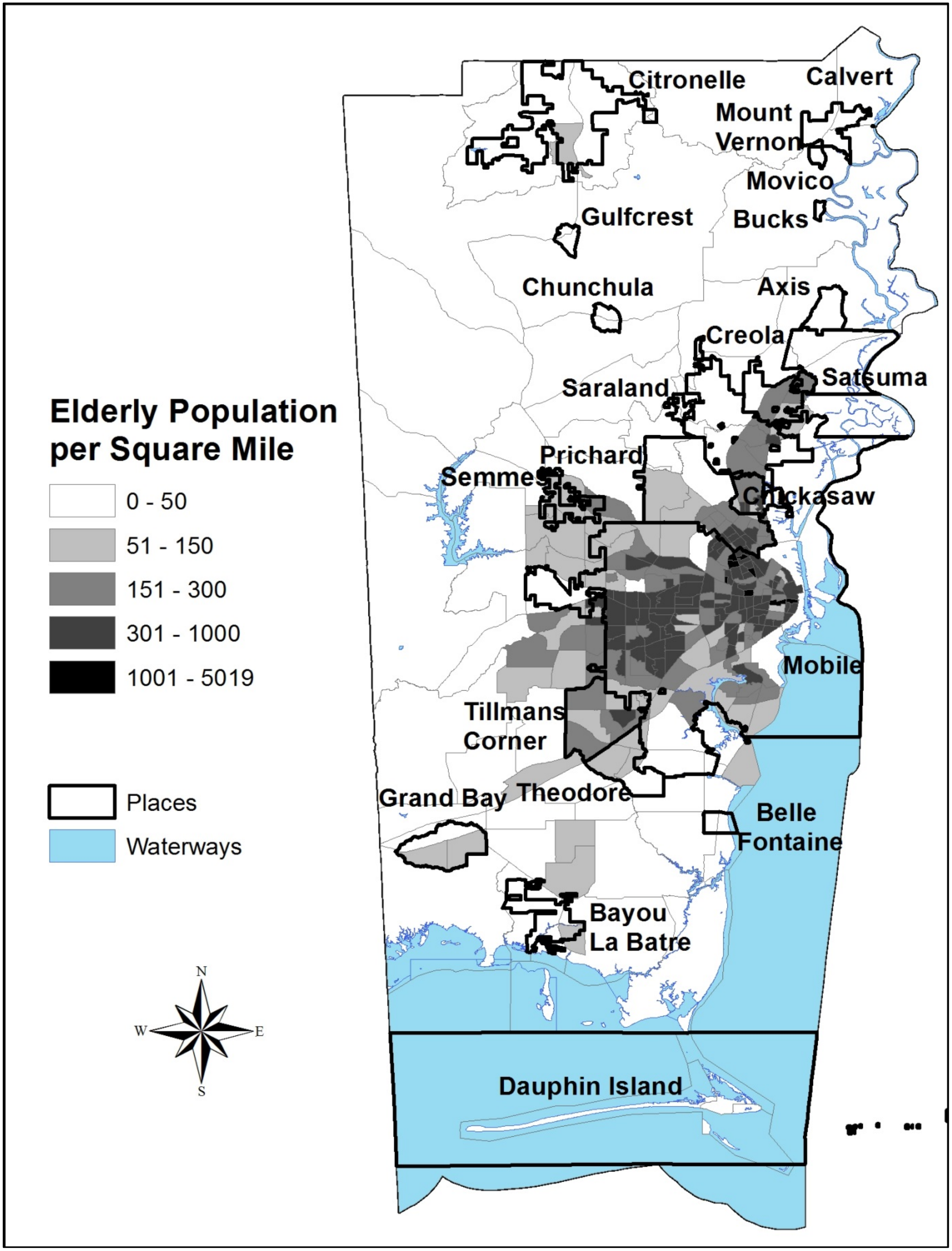


Figure 6
Mobile County Disabled Population per Square Mile by Census Block Group

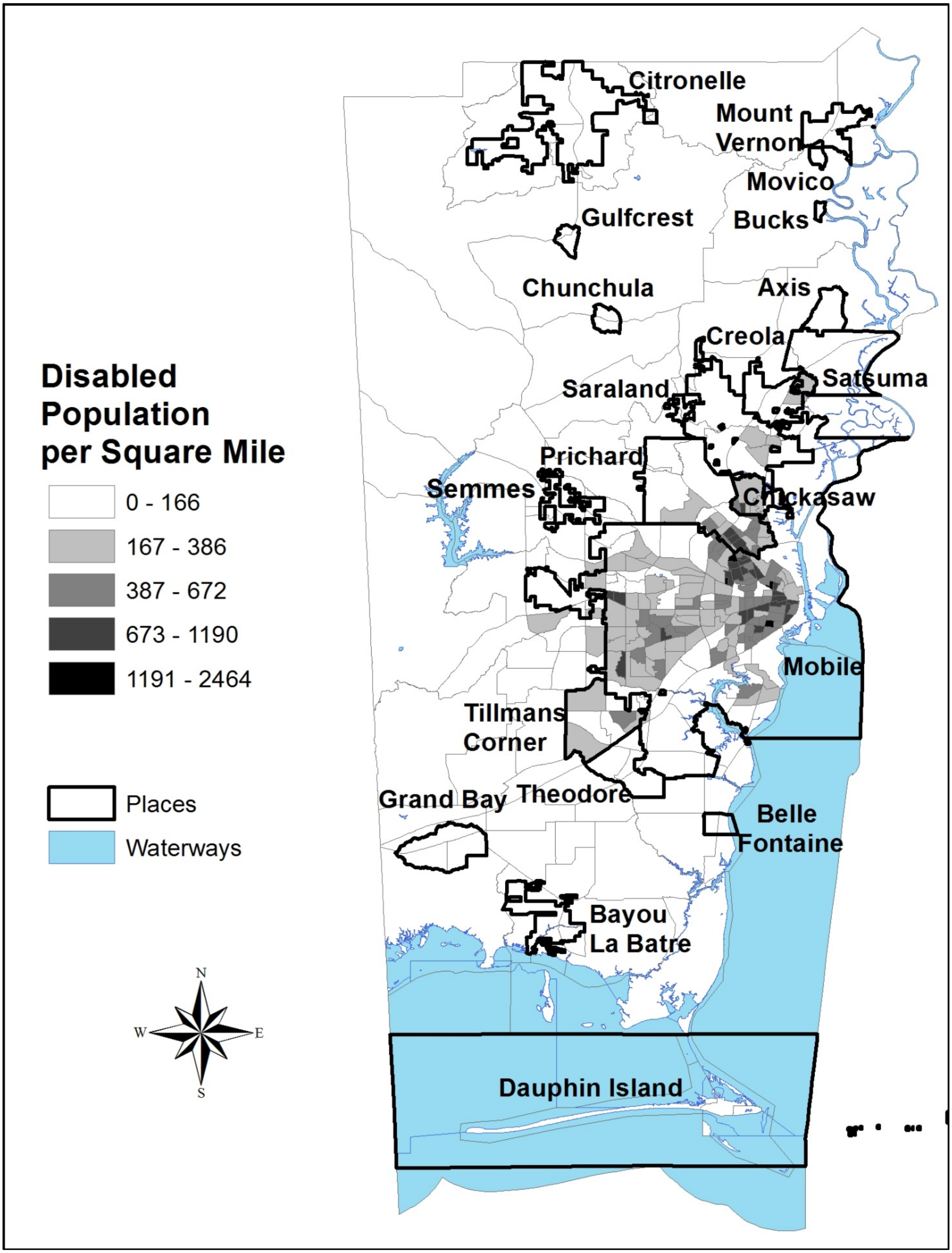


Figure 7
Mobile County Poverty Status per Square Mile by Census Block Group

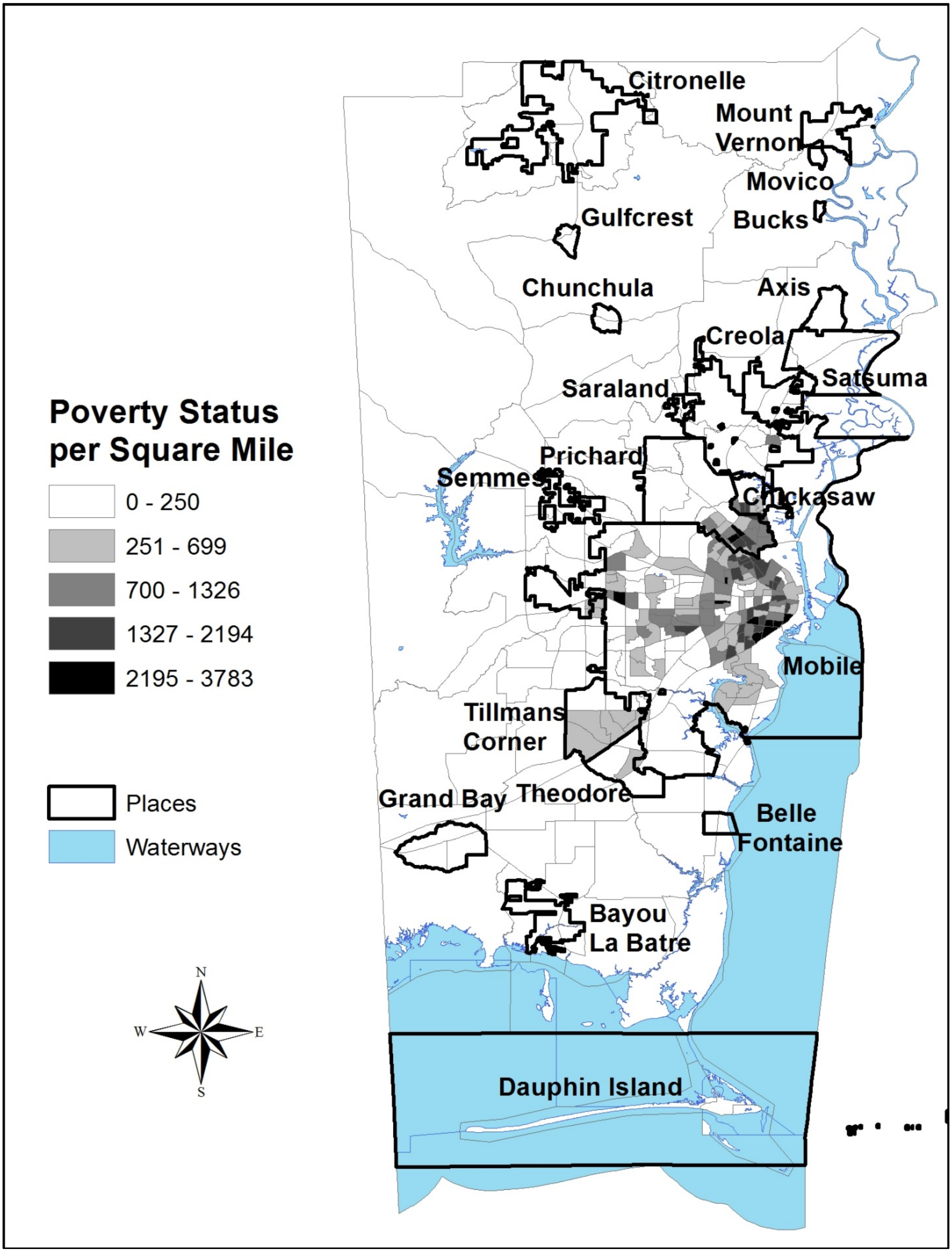


Figure 8

Baldwin County Elderly Population per Square Mile by Census Block Group

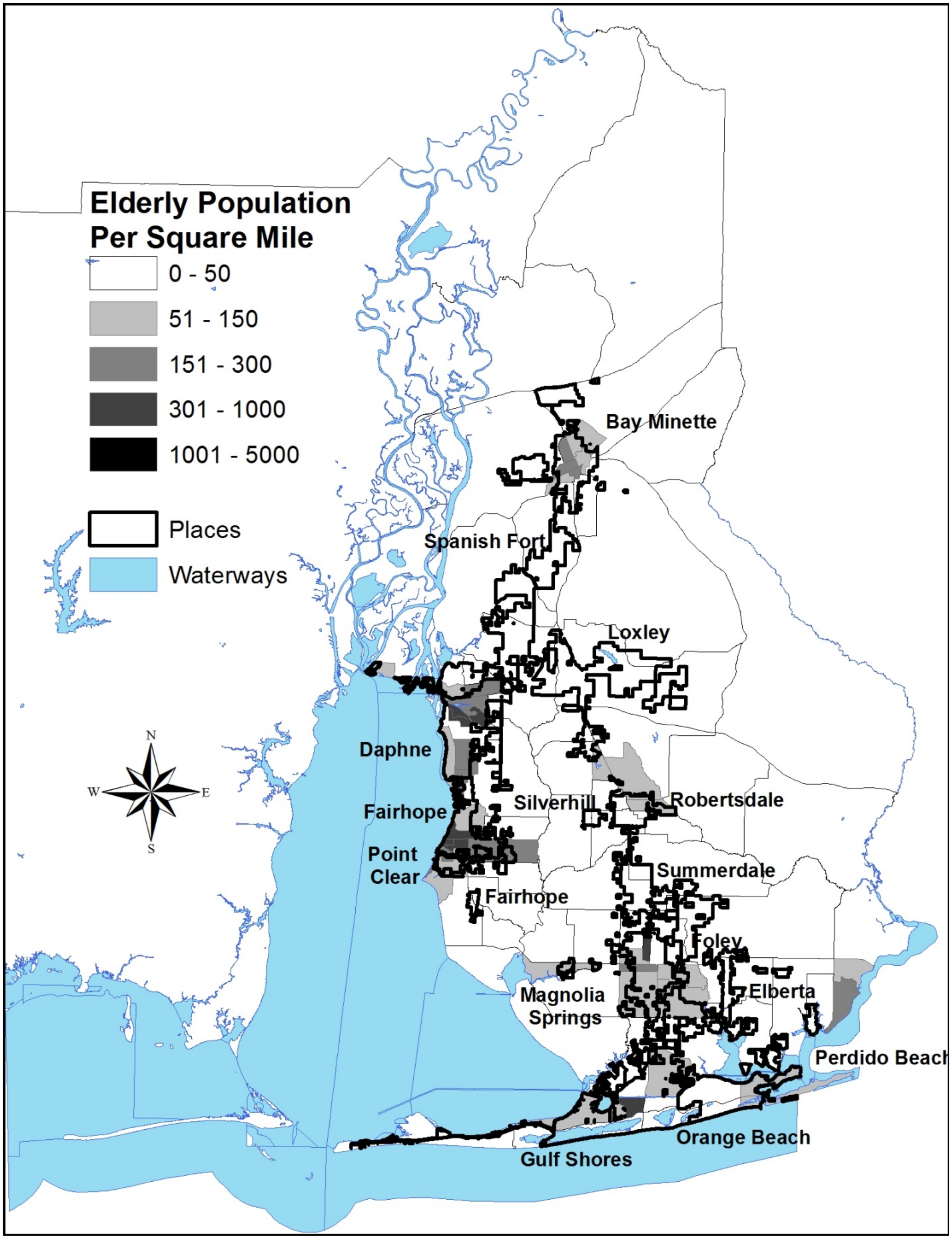


Figure 9
Baldwin County Disabled Population per Square Mile by Census Block Group

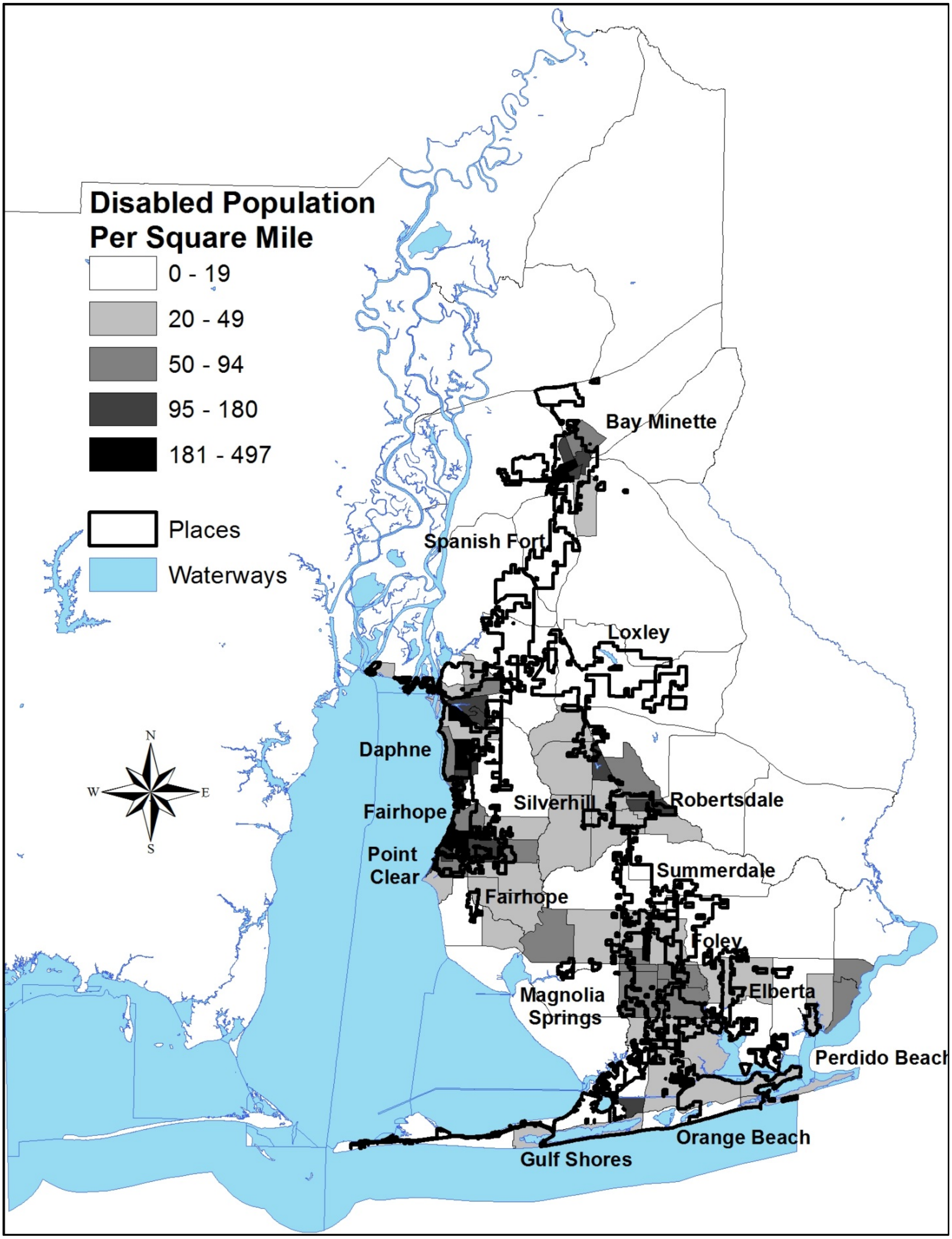
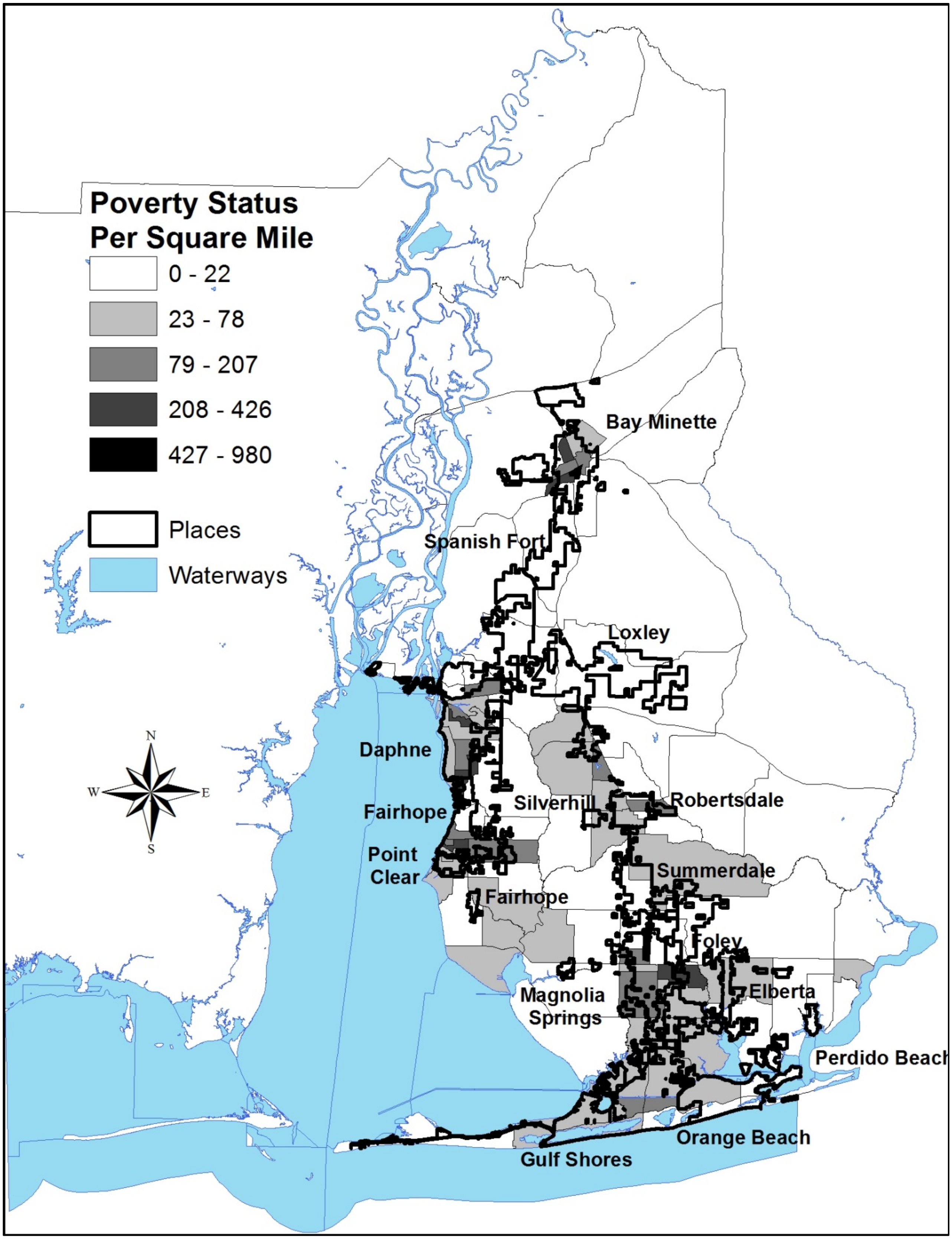


Figure 10
Baldwin County Poverty Status per Square Mile by Census Block Group



Escambia County

In Escambia County, the highest concentrations of the elderly are in Brewton and Atmore, with significant concentrations in portions of East Brewton (Figure 11). The highest concentrations of disabled are in Brewton and Atmore, with significant concentrations in and around East Brewton and portions of Flomaton, and in the rural areas between Atmore and Flomaton and around the Poarch Creek Native American Reservation (Figure 12). The highest concentrations of poverty status are in Brewton, East Brewton, and Atmore, with significant populations in small pockets a few miles north of Atmore near the Poarch Creek Native American Reservation (Figure 13).

According to the 2010 Census, in Escambia County, there are 8,035 people (21.0% of the total population) age 60 or over. There are 5,812 people (15.2% of the total population) age 65 or over. Based on American Community Survey 2013 Five Year Estimates, in Escambia County the per capita income is $16,540. There are 9,087 people (25.4% of the total population) that live in poverty, and there are 7,222 people (20.3% of the total population) that have a disability.

Figure 11

Escambia County Elderly Population per Square Mile by Census Block Group

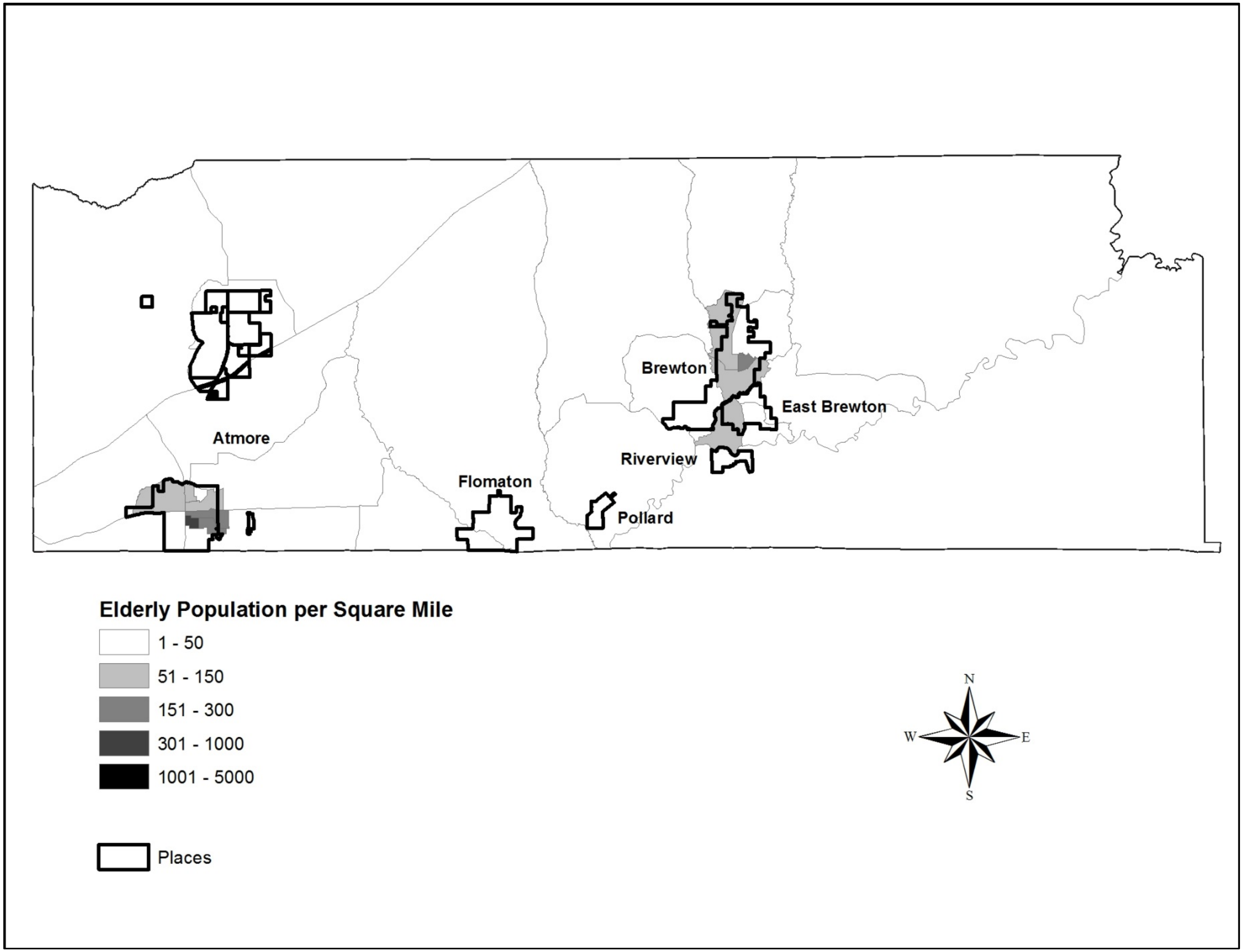


Figure 12
Escambia County Disabled Population per Square Mile by Census Block Group

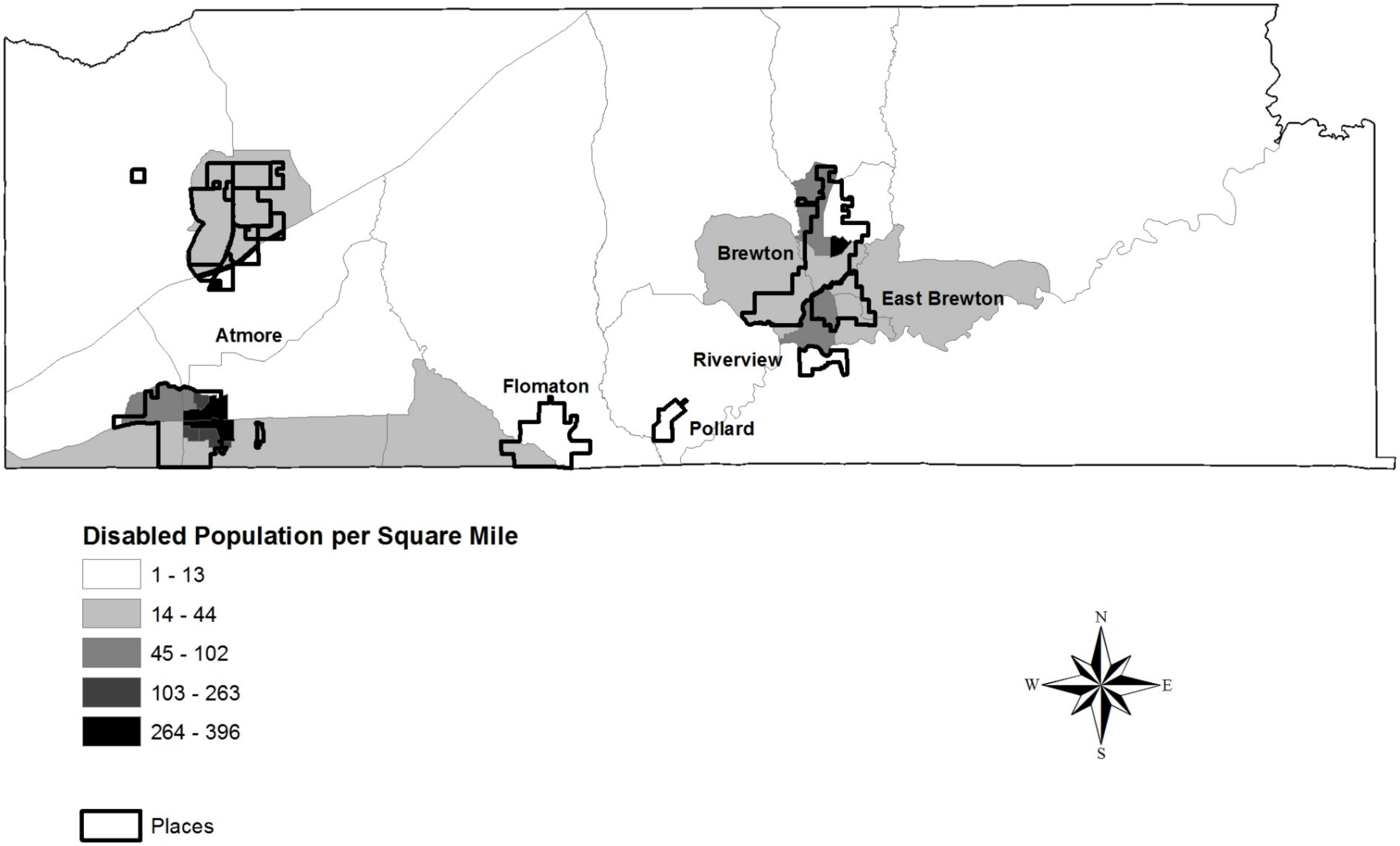
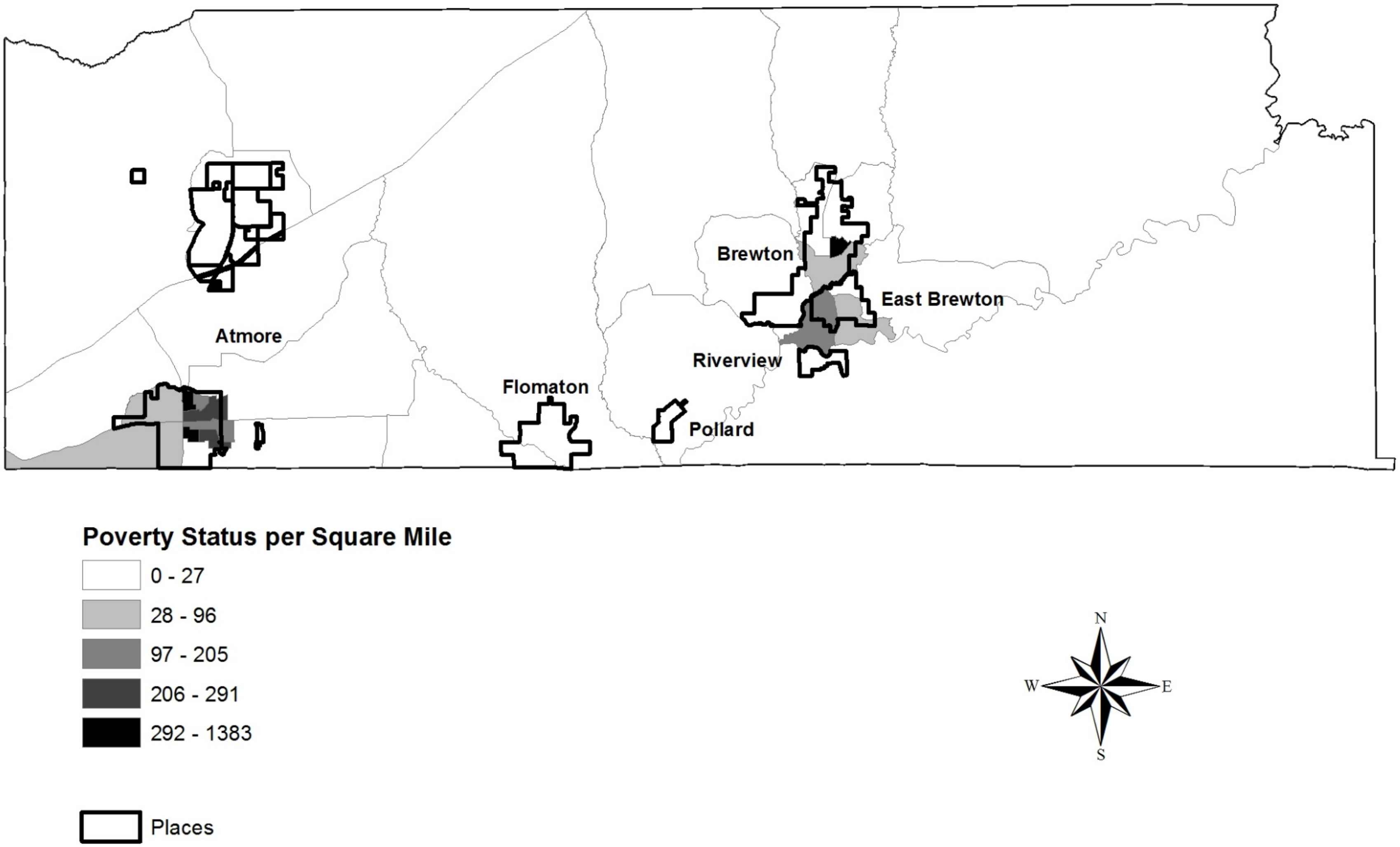


Figure 13
Escambia County Poverty Status per Square Mile by Census Block Group



SECTION 7
UNMET NEEDS AND DUPLICATION OF SERVICES

Unmet Transportation Needs

In addition to assessing the status of transportation services for the elderly, disabled and low income populations, this Plan was designed as a precursor to the coordination of transportation in the future. It needs to address the deficiencies in the current system in order to create a coordinated transportation system that includes every segment of the population across the region. To prepare for this planning process, we asked transportation providers, destinations, and consumers to identify shortcomings in the current transportation system. The comments and concerns ranged from certain areas that are lacking service to times when service is unavailable to individuals that are not adequately served by services. Table 16 summarizes the concerns and comments.

Table 16
Transportation Services Deficiencies

Type of Comment	**Comments**
Areas/Locations with Deficient Transportation Services	Past the Mobile City Limits, West Mobile, Prichard, Dauphin Island, Semmes, Old Shell Road, Bayou La Batre, Grand Bay, Coden, Rural Mobile County, Theodore, Alabama Port, Mobile Regional Airport, Even side of Spring Hill Avenue at I-65, Little River, Tensaw
Destinations Outside Mobile County not Served by Transportation Service	Some rural areas of Baldwin and Escambia Counties
No Transportation Services During Various Times	Weekends, early morning, ride share after hours, smaller shuttles late at night
Parts of Population Lacking Transportation Services	Individuals that utilize wheelchair, individuals with medical conditions that require specially trained transportation providers (ex. Individuals with epileptic seizures) Individuals with limited income that are unable to pay fare box
Lack of organization	There needs to be a Mobility Manager to coordinate existing services and funding throughout the region
General Comments	Needs Home to Job transportation service, need more flexible transportation options, the current systems are affordable but inconsistent

<u>Mobile County</u>

Within the core urban area, Mobile is served by several transportation providers. However, towards the outer urban areas, fewer agencies provide transportation services. The rural parts of Mobile County have very few options for transportation. Although there are private providers, this option can be costly. It should be noted that there are agencies (that have received 5310, JARC) in Mobile County that have a service area of the entire county. However, these agencies only provide services to their clients, and they barely have enough capital equipment to provide that service.

A major need in Mobile County is a public, rural transit provider. Two major trip patterns are North Mobile County to the core of the urban area and South Mobile County to the core of the urban area. Mount Vernon, Bayou La Batre and Citronelle are three municipalities in areas outside of the U.S. Census designated urban area of Mobile County that need transportation options. All three municipalities are supplied by principal arterials with no regular transit service and have very limited transit options for elderly, disabled, and low-income clients. A rural transit provider would be eligible for various forms of federal assistance to provide transit for employment or healthcare. It can be assumed that agencies providing service to their own clients to these areas of Mobile County cannot supply the overall demand with the very limited vehicles they have. There is an unmet need within the Mobile's urban boundary as well. The cities of Creola, Satsuma, Saraland, Semmes, Prichard, Chickasaw and Bayou La Batre are currently not being served by a fixed route system, and the agencies that do include them in their service area, have limited resources as well. The Wave Transit System, which serves the City of Mobile and a small portion of the City of Prichard, lacks the funds to serve other areas.

Since regulations specify only three funding sources to be coordinated, only the vans/busses assisted with those funds are subject to coordination. So even though an agency receives one of the mandated coordinated funds, not all of the agency's transportation capacity may be subject to the coordination effort. Throughout the entire county there is an overall need for transportation for low income, elderly, and disabled clients that are outside of the Wave Transit's Mobility Assistance Program and Access-A-Ride Program. This need cannot be satisfied by the agencies currently providing transportation for their own clients with vans purchased through the funds subject to coordination. Coordination of all transit services including a public, rural transit provider is needed in Mobile County.

Baldwin County

Baldwin County is fortunate to have the support of the Baldwin County Commission in providing funding for the Baldwin Regional Area Transportation System (BRATS). BRATS' service area is the entire county and already does quite a bit of coordination. Based on the high concentrations of transit dependent populations (see Figures 8 - 10) and high number of common destinations on the Eastern Shore (Spanish Fort, Daphne, and Fairhope) and South Baldwin County (Orange Beach, Foley, and Gulf Shores) of Baldwin County (see Figure 18), it is evident that a fixed route transit system is needed in both parts of the County. Although BRATS does provide limited service to these areas, it is apparent that there is a need for fixed route services.

Although the service does run the entire county, there is a need for more frequent service. The demand to run to the most remote parts of the county is not there to justify daily trips. Although service is run every two days or twice weekly, in order for the low income, elderly and disabled to get daily transportation for jobs and medical services, there needs to be more funding from local, state and federal levels.

Escambia County

Escambia County also is fortunate to have the support of the Escambia County Commission, not just for the Escambia County Area Transportation System (ECATS) but also for the Escambia County Agency on Aging as well. Both agencies receive federal assistance and support from the Escambia

County Commission. However, Escambia County being a predominantly rural county may not have the demand to run daily trips to remote areas of the county. Service of any type is costly and to increase frequency of the service will require more local, state and federal funds. The elderly have vans in the City of Atmore for some transportation, but this excludes potential low income client's transportation to jobs.

Regional Transportation

The populations of Mobile, Baldwin, and Escambia County do not always have to travel exclusively within the boundaries of their respective political jurisdictions and need transportation across political lines. There is a high demand for entry level employment opportunities in south Baldwin County that could be potentially supplied by areas of the regional that have concentrations of low-income populations. In addition the population of Mobile County also needs transportation options to Mississippi, where there is a large number of industrial and service industry positions.

According to the US Census Local Employment Dynamics data (LED), 19.5% (23,404) of the labor force worked outside of Mobile County with 4.7% (5,613) commuting to Baldwin County. The population of Baldwin County needs transportation to Mobile County for both employment and healthcare. 41.7% (17,126) of Baldwin County's labor force worked outside Baldwin County with 24.8% (10,193) commuting to Mobile County. Escambia County additionally needs transportation service to Baldwin County for both healthcare and employment. Escambia County lacks a large hospital that has specialized medical care available, and already has established van pools commuting to Baldwin County. 41.1% (3,776) of Escambia County's labor force worked outside Escambia County with 10.4% (957) commuting Baldwin County, 7.0% (643) commuting to Mobile County, 4.0% (364) commuting to Monroe County, and the last 19.8% commuting throughout the rest of the region, according to the US Census Local Employment Dynamics data (LED).

Duplication of Transportation Services

This Plan was also charged with addressing the duplication of transportation service that has been assisted with federal funds subject to coordination. To address possible duplication of transportation services, it must first be defined. This would entail the capacity, cost, eligibility restrictions, service area, driver requirements, and hours of operation. It is apparent that the transportation services that are subject to coordination currently being provided are sparsely located outside the core of the urban area (roughly the limits of the City of Mobile).

Based on the data presented in this document, the only notable duplication of service is in Mobile County. Baldwin County has only two other agencies in the County other than BRATS, as shown in Figure 15, that have received funds subject to coordination. One of those agencies is Baldwin County Mental Health of which BRATS already coordinates services with on a regular basis. Likewise, the City of Atmore has received one van for their senior program of which clients most likely utilize ECATS. Figure 16 details the combined service areas for coordination for Escambia County.

For Mobile County, only five agencies have a “service area” of the entire county. That on a map, as shown in Figure 14, would appear to be a duplication of service. However the reality is that those five agencies combined include several restrictions and limitations, and they barely have enough capital equipment to provide service for their clientele. For example, Alta Pointe has several vehicles subject to coordination. However, their drivers must be medically trained to handle situations that may occur with their clients. Although Alta Pointe already does some coordination with other agencies, this most likely will restrict another agency from providing service for Alta Pointe. As for the other agencies that have “county wide” service, Volunteers of America has possibly two vehicles subject to coordination, the Independent Living Center has possibly four vehicles subject to coordination and South Alabama Cares has one van to service twelve counties.

The city limits of Mobile and a portion of the city of Prichard is where there is a slight duplication of service. The Wave Transit’s Mobility Assistance Program and Access-A-Ride Program services 3/4 mile beyond the fixed route system in accordance with the Americans with Disabilities Act (ADA). Once a trip is beyond those boundaries of the Wave’s ADA service area and neighborhood routes, it becomes a stretch to call it a duplication of service as the service becomes very limited. Table 3 of this document details the service areas and hours of operation for transportation providers subject to coordination.

Figure 14
5310, 5316, 5317 Combined Service Areas for Mobile County

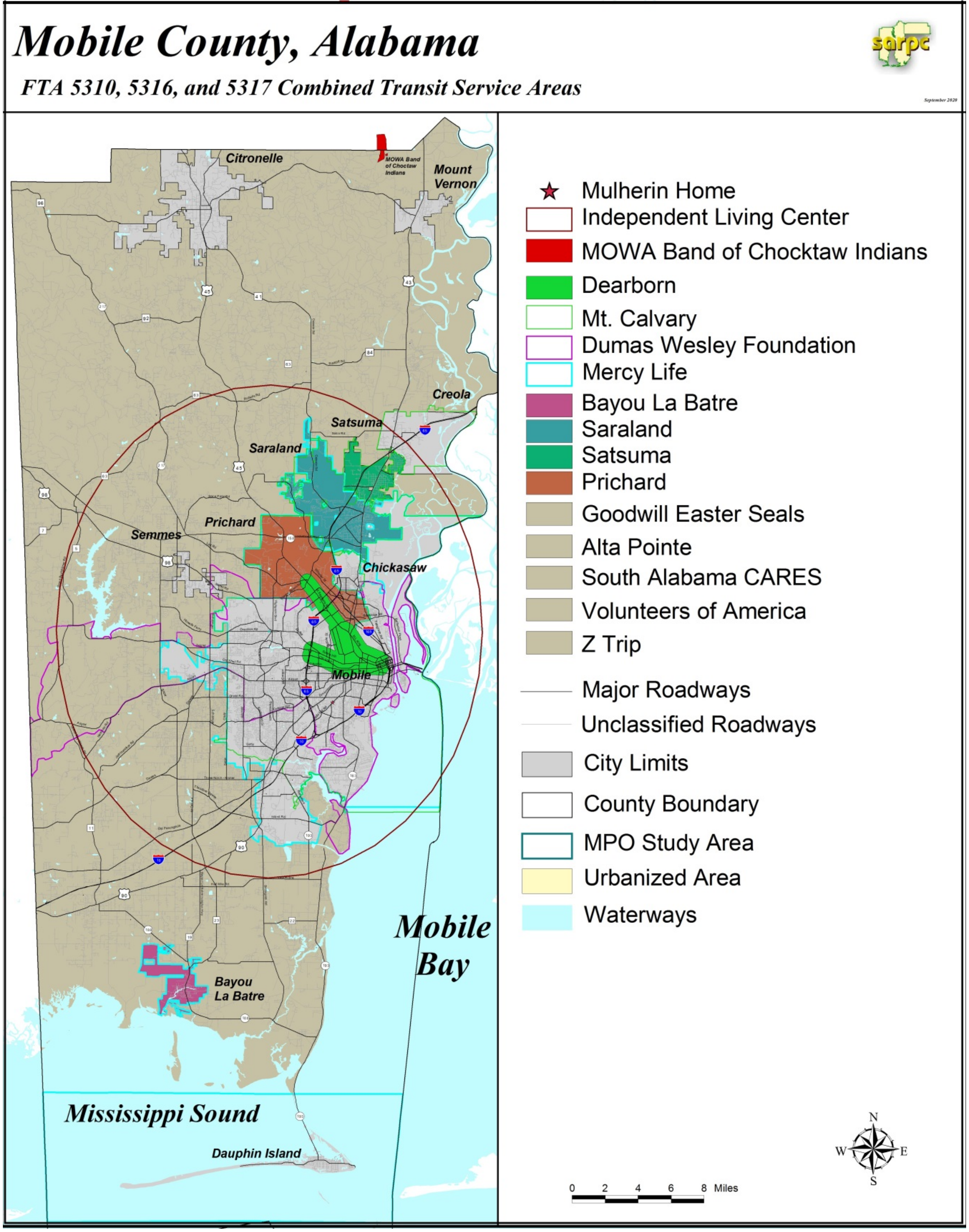


Figure 15
5310, 5316, 5317 Combined Service Areas for Baldwin County

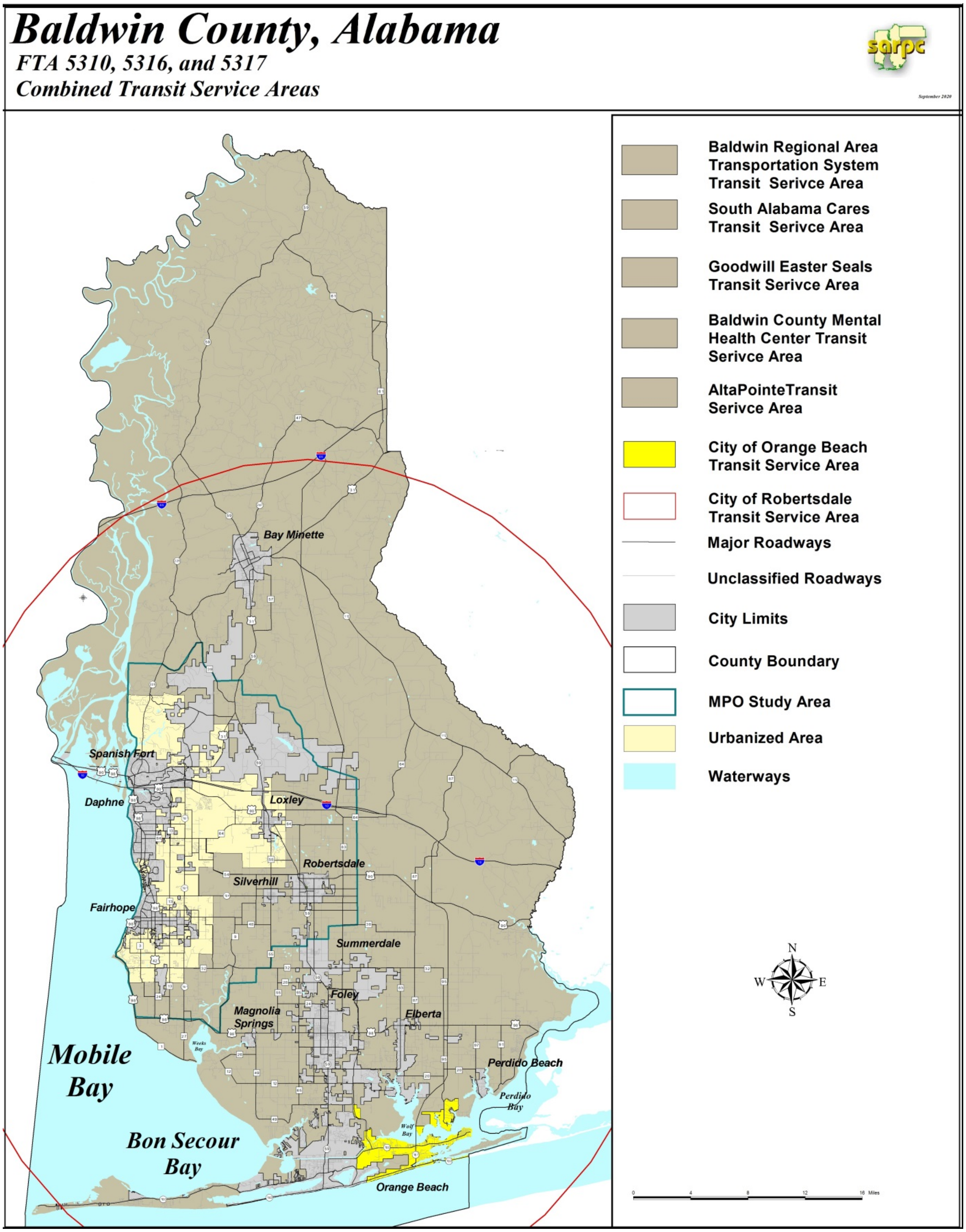


Figure 16
5310, 5316, 5317 Combined Service Areas for Escambia County