

**West Alabama
Rural Planning Organization**

**Long-Range
Transportation Plan
2021 Update**

Adopted August 13, 2021



Developed by the
West Alabama Regional Commission (WARC)
in cooperation with the
Alabama Department of Transportation

West Alabama Rural Planning Organization (RPO)

Long-Range Transportation Plan - 2021

This document is posted at
<http://warc.info/transportation-planning/west-alabama-rpo/documents>

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This plan was prepared as a cooperative effort of the U. S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Alabama Department of Transportation (ALDOT), and local governments as a requirement of 23 USC 134 and 135 (amended by the FAST Act, Sections 1201 and 1202, December 2015), and task 3.1 of the RPO FY 2016 Work Program. The contents of this document do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

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Municipal Appointments

Jerry C. Pow

Tracy Sanders

Fayette County

County Appointments

Allen Dunavant

Municipal Appointments

Wanda Deavours

Bobbie Kemp-Driver

Greene County

County Appointments

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Judy Jarvis

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Julia D. Fuller

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Hale County

County Appointments

William Thomas

Tony Lee

Municipal Appointments

Jerry Elkins

Austin Long

Lamar County

County Appointments

Wayne Baines

Al Elbert

Municipal Appointments

Wayne Christian

Lane Gilliam

Pickens County

County Appointments

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Prepared by the
West Alabama Regional Commission (WARC)
Staff to the RPO

West Alabama Rural Planning Organization

Resolution RPO 2021-4

**Adopting the
West Alabama Rural Planning Organization
Long-Range Transportation Plan 2021 Update**

WHEREAS, the Alabama Department of Transportation (ALDOT) allows the West Alabama Rural Planning Organization, in carrying out the transportation planning responsibilities of the nonmetropolitan cooperative process as established in 23 USC 134 and 135 (amended by the FAST Act, Sections 1201 and 1202, December 2015) to develop and maintain a long-range transportation plan that documents the transportation needs of the region; and

WHEREAS, the West Alabama Rural Planning Organization in cooperation with the Alabama Department of Transportation developed the *Long-Range Transportation Plan 2021 Update*, and

WHEREAS, the Technical Coordinating Committee and the Citizens Transportation Advisory Committee of the West Alabama Rural Planning Organization have recommended that the Policy Committee adopt the *Long-Range Transportation Plan 2021 Update*; now

THEREFORE, BE IT RESOLVED, this **13th day of August 2021**, that the West Alabama Rural Planning Organization Policy Committee does hereby adopt the *Long-Range Transportation Plan 2021 Update*.



Chairman

Attest:



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1.0 Introduction

1.1 Purpose of the Plan

The purpose of this plan is to document the long-range transportation needs of west Alabama as identified by the elected and appointed officials in the area. The plan is intended to help local governments address and prioritize their transportation needs. The plan is also intended to help the Alabama Department of Transportation (ALDOT) develop the statewide plan and Statewide Transportation Improvement Program and schedule the construction of transportation projects based on their limited budget. However, this plan is strictly advisory. No funds have been set aside to undertake any of the strategies or projects included in this plan.

This plan is part of the formal cooperation process developed in west Alabama through the West Alabama Rural Planning Organization (RPO). In 2004 the Alabama Department of Transportation (ALDOT) funded a two-year pilot project to determine the effectiveness of a non-metropolitan consultation process organized similarly to a Metropolitan Planning Organization (MPO). MPOs conduct transportation planning processes in metropolitan areas with 50,000 or more people. The West Alabama RPO was established to conduct the consultation/transportation planning process in the six rural counties of west Alabama. ALDOT considered the pilot project a success and extended the RPO program to cover the entire state with long-term agreements with the 12 Alabama regional commissions.

The West Alabama RPO holds committee meetings to facilitate cooperation between local officials and the ALDOT. The committee meetings are the main cooperation tool of the RPO. The work of the committees includes developing several reports including this plan. This plan serves as a record of the consultation/cooperation process between the local officials and the ALDOT as related to long-range transportation needs.

1.2 Laws and Regulations

Title 23 United States Code (U.S.C) 135, and 150; and Title 49 U.S.C. 5304 are the laws that establish planning policy and delineate State responsibilities in the transportation planning process. The Code of Federal Regulations (CFR) Title 23, Part 450, Sections 450.206, 450.208, 450.210, 450.216, 450.218, and 450.222 include requirements for the state to cooperate with locally elected officials in nonmetropolitan areas when conducting transportation planning work. Sections 450.216 and 450.218 specifically indicate that States are required to develop a statewide transportation plan and a State Transportation Improvement Program (STIP) in cooperation with these officials.

1.3 Agency Participation

This plan was developed by the West Alabama RPO. The RPO serves as the official cooperation process for the Alabama Department of Transportation (ALDOT) in rural west Alabama. The RPO is a collaborative effort of the West Alabama Regional Commission, ALDOT, and the local governments in the counties of Bibb, Fayette, Greene, Hale, Lamar, and Pickens. These entities are represented on the RPO Policy Committee and Technical Coordinating Committee (TCC). The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) also have representation on these two committees

and review ALDOT cooperation efforts throughout the state. The staff of the RPO is housed at the West Alabama Regional Commission (WARC).

1.4 RPO Organizational Structure

The West Alabama Rural Planning Organization (RPO) is composed of three committees. The Policy Committee is the official decision making body of the process. The Policy Committee is served by two advisory committees: the Technical Coordinating Committee (TCC) and the Citizens Transportation Advisory Committee (CTAC). A more detailed description of the RPO can be found in Appendix B.

1.5 Planning Area (Study Area)

The RPO study area includes the six rural counties served by the West Alabama Regional Commission: Bibb, Fayette, Greene, Hale, Lamar, and Pickens. Tuscaloosa is not included in the study area because it is already served by a transportation planning process governed by the Tuscaloosa Area Metropolitan Planning Organization. Tuscaloosa County does have non-voting representatives on the RPO Policy and TCC.

1.5.1 Bibb County

Based on a 2018 American Community Survey (ACS) 5-Year Estimates (U.S. Census Bureau) there are 22,527 people living in Bibb County. This figure is a slight decrease (388) from the number reported in the 2010 Census. The ACS also indicated there are 3,412 disabled people, 3,661 elderly individuals, and 2,683 people below the poverty line in the county. The population density of the county is 36 people per square mile.

Bibb County has a land area of 622 square miles. At its widest section the county is 28 miles north-to-south and 32 miles east-to-west. There are 945 miles of roads in the county (Alabama Department of Transportation, 2018). The main north-south route is SR-5 and the main east-west route is US-82.

There are three areas of concentrated population in Bibb County. The largest of the three is the Brent-Centreville community in the south-central part of the county. The second concentration is the West Blocton community located in the north-central part of the county. The northern area of the county around Woodstock and along the Tuscaloosa County line is the third area of concentration. These areas also contain the bulk of the potential destinations including government offices, social service organizations, schools, medical facilities, and large employers.

According to figures from the Alabama Department of Industrial Relations, in 2019 Bibb County had 8,685 people in the labor force. Of this number 8,213 were employed and 266 were unemployed. The 2019 average unemployment rate (3.1 percent) was lower than the national number (3.7 percent) and comparable to the state average (3.0 percent). Major employers in the county include the Bibb County Medical Center, Alabama Department of Corrections, Bibb County Board of Education, and Burkes Mechanical. In Bibb County, there are approximately 700 businesses with 85 categorized as entry-level employers. Most of the employers, including major and entry-level employers, are located within the municipal limits.

The 2009-2013 American Community Survey indicated that 48 percent of the employed workforce in Bibb County commutes out of the county to their job. Of this group 94 percent are employed in Jefferson, Tuscaloosa, and Shelby County. Only 39 percent of the total workforce live and work in Bibb County. An additional 13 percent of the workforce commutes into Bibb County from another county.

1.5.2 Fayette County

Based on a 2018 American Community Survey (ACS) 5-Year Estimates (U.S. Census Bureau) there are 16,585 people living in Fayette County. This is a decrease of 656 from the number reported in the 2010 Census. The ACS also indicated there are 4,207 disabled people, 3,392 elderly individuals, and 3,258 people below the poverty line in the county. The population density of the county is 26 people per square mile.

Fayette County has a land area of 628 square miles. At its widest section the county is 27 miles north-to-south and 30 miles east-to-west. There are 1,091 miles of roads in the county (Alabama Department of Transportation, 2018). The main north-south routes are US-43/SR-13 and US-43/SR-171. The main east-west route is SR-18.

There are three areas of concentrated population in Fayette County. The largest of the three is the City of Fayette in the west-central part of the county. The second concentration is the Town of Berry located in the southeastern part of the county. The City of Winfield in the north-central part of the county is the third area of concentration. These areas also contain the bulk of the potential destinations including government offices, social service organizations, schools, medical facilities, and large employers.

According to the Alabama Department of Industrial Relations, in 2019 Fayette County had 6,579 people in the labor force. Of this number 6,372 were employed and 207 were unemployed. The 2019 average unemployment rate (3.1 percent) was lower than the national number (3.7 percent) and comparable to the state average (3.0 percent). Major employers in the county include the Fayette County Medical Center, Fayette County Board of Education, Showa Best Glove Manufacturing, Ox Bodies, Inc., and Georgia-Pacific Corporation. In Fayette County, there are approximately 700 businesses with 78 categorized as entry-level employers. Most of the employers, including major and entry-level employers, are located within the municipal limits.

The 2009-2013 American Community Survey indicated that 38 percent of the employed workforce in Fayette County commutes out of the county to their job. Of this group, 65 percent are employed in Marion and Tuscaloosa County. Only 46 percent of the total workforce live and work in Fayette County. An additional 16 percent of the workforce commutes into Fayette County from another county.

1.5.3 Greene County

Based on a 2018 American Community Survey (ACS) 5-Year Estimates (U.S. Census Bureau) there are 8,426 people living in Greene County. This is a decrease

of 619 from the number reported in the 2010 Census. The ACS also indicated there are 2,104 disabled people, 1,716 elderly individuals, and 3,225 people below the poverty line in the county. The population density of the county is 13 people per square mile.

Greene County has a land area of 646 square miles. At its widest section the county is 43 miles north-to-south and 27 miles east-to-west. There are 616 miles of roads in the county (Alabama Department of Transportation, 2018). The main north-south route is SR-14/US-43. The main east-west route is I-20/59.

There are two areas of concentrated population in Greene County. The larger of the two is the City of Eutaw in the east-central part of the county. The second concentration is the Town of Forkland located in the southern part of the county. These areas also contain the bulk of the potential destinations including government offices, social service organizations, schools, medical facilities, and large employers.

According to the Alabama Department of Industrial Relations, in 2019 Greene County had 2,883 people in the labor force. Of this number 2,722 were employed and 161 were unemployed. The unemployment rate (5.6 percent) was higher than the national and state averages, 3.7 percent and 3.0 percent respectively. Major employers in the county include the Greene County Board of Education, Southfresh Aquaculture, WestRock Company, Greene County Hospital, and Alabama Power Company. In Greene County, there are approximately 300 businesses with 44 categorized as entry-level employers. Most of the employers, including major and entry-level employers, are located within the municipal limits.

The 2009-2013 American Community Survey indicated that 37 percent of the employed workforce in Greene County commutes out of the county to their job. Of this group 85 percent are employed in Tuscaloosa and Marengo County. Only 41 percent of the total workforce live and work in Greene County. An additional 22 percent of the workforce commutes into Greene County from another county.

1.5.4 Hale County

Based on a 2018 American Community Survey (ACS) 5-Year Estimates (U.S. Census Bureau) there are 14,887 people living in Hale County. This is an increase of 873 from the number reported in the 2010 Census. The ACS also indicated there are 3,088 disabled people, 2,717 elderly individuals, and 3,809 people below the poverty line in the county. The population density of the county is 23 people per square mile.

Hale County has a land area of 644 square miles. At its widest section the county is 36 miles north-to-south and 24 miles east-to-west. There are 797 miles of roads in the county (Alabama Department of Transportation, 2018). The main north-south route is SR-69. The main east-west route is SR-14.

There are three areas of concentrated population in Hale County. The largest of the three is the City of Greensboro in the south-central part of the county. The second

concentration is the Town of Moundville located in the northern part of the county. The Town of Akron in the west-central part of the county is the third area of concentration. These areas also contain the bulk of the potential destinations including government offices, social service organizations, schools, medical facilities, and large employers.

According to the Alabama Department of Industrial Relations, in 2019 Hale County had 6,119 people in the labor force. Of this number 5,878 were employed and 241 were unemployed. The unemployment rate (3.9 percent) is higher than the national and state averages, 3.7 percent and 3.0 percent respectively. Major employers in the county include the Hale County Board of Education, Hale County Hospital, Westervelt Lumber, and Colonial Haven Care & Rehab. In Hale County, there are approximately 1,000 businesses with 97 categorized as entry-level employers. Most of the employers, including major and entry-level employers, are located within the municipal limits.

The 2009-2013 American Community Survey indicated that 46 percent of the employed workforce in Hale County commutes out of the county to their job. Of this group 79 percent are employed in Tuscaloosa and Marengo County. Only 44 percent of the total workforce live and work in the county. An additional 11 percent of the workforce commutes into Hale County from another county.

1.5.5 Lamar County

Based on a 2018 American Community Survey (ACS) 5-Year Estimates (U.S. Census Bureau), there are 13,933 people living in Lamar County. This is a decrease of 631 from the number reported in the 2010 Census. The ACS also indicated there are 3,364 disabled people, 2,938 elderly individuals, and 2,916 people below the poverty line in the county. The population density of the county is 23 people per square mile.

Lamar County has a land area of 605 square miles. At its widest section the county is 37 miles north-to-south and 20 miles east-to-west. There are 1,106 miles of roads in the county (Alabama Department of Transportation, 2018). The main north-south route is SR-17. The main east-west routes are US-278 and SR-18.

There are four areas of concentrated population in Lamar County. The largest of the three is the City of Vernon in the south-central part of the county. The second concentration is the City of Sulligent located in the north-central part of the county. The Town of Millport in the southern part of the county is the third area of concentration. The fourth area is the Town of Kennedy in the southeastern corner of the county. These areas also contain the bulk of the potential destinations including government offices, social service organizations, schools, medical facilities, and large employers.

According to the Alabama Department of Industrial Relations, in 2019 Lamar County had 5,849 people in the labor force. Of this number 5,670 were employed and 179 were unemployed. The 2019 average unemployment rate (3.1 percent) was lower than the national number (3.7 percent) and comparable to the state

average (3.0 percent). Major employers in the county include NAACCO Material Handling Group, Marathon Equipment Corporation, Lamar County Board of Education, Generations of Vernon, Steele Dust Recycling, and Weyerhaeuser Corporation. In Lamar County, there are approximately 500 businesses with 63 categorized as entry-level employers. Most of the employers, including major and entry-level employers, are located within the municipal limits.

The 2009-2013 American Community Survey indicated that 34 percent of the employed workforce in Lamar County commutes out of the county to their job. Of this group 38 percent are employed in Mississippi and 45 percent work in Fayette and Marion County. Only 51 percent of the total workforce live and work in the county. An additional 15 percent of the workforce commutes into Lamar County from another county.

1.5.6 Pickens County

Based on a 2018 American Community Survey (ACS) 5-Year Estimates (U.S. Census Bureau), there are 20,298 people living in Pickens County. This is a increase of 552 from the number reported in the 2010 Census. The ACS also indicated there are 4,626 disabled people, 3,729 elderly individuals, and 4,430 people below the poverty line in the county. The population density of the county is 23 people per square mile.

Pickens County has a land area of 882 square miles. At its widest section the county is 38 miles north-to-south and 28 miles east-to-west. There are 1,089 miles of roads in the county (Alabama Department of Transportation, 2018). The main north-south route is SR-17. The main east-west route is US-82.

There are five areas of concentrated population in Pickens County. The largest of the five is the City of Aliceville in the south-central part of the county. The Town of Gordo in the west-central part of the county is the second area of concentration. The third concentration is the Town of Reform located in the north-central part of the county. The Town of Carrollton, the county seat, is the fourth largest area of concentrated population. Carrollton is located in the center of the county. The final area is located in the Town of Pickensville, which is located west of Carrollton on the state line. These areas also contain the bulk of the potential destinations including government offices, social service organizations, schools, medical facilities, and large employers.

According to the Alabama Department of Industrial Relations, in 2019 Pickens County had 7,923 people in the labor force. Of this number 7,647 were employed and 276 were unemployed. The unemployment rate (3.5 percent) is lower than the national number (3.7 percent) and higher than the state average (3.0 percent). Major employers in the county include the Pickens County Board of Education, Buchanan Hardwood Flooring, LLC, PECO Foods, Inc., and Lewis Brothers Lumber Company. In Pickens County, there are approximately 600 businesses with 75 categorized as entry-level employers. Most of the employers, including major and entry-level employers, are located within the municipal limits.

The 2009-2013 American Community Survey indicated that 46 percent of the employed workforce in Pickens County commutes out of the county to their job. Of this group, 65 percent are employed in Tuscaloosa County and 26 percent work in Mississippi. Only 45 percent of the total workforce live and work in the county. An additional 9 percent of the workforce commutes into Pickens County from another county.

1.6 Time Frame

Due to federal regulations, a typical long-range transportation plan developed for an urban area by a Metropolitan Planning Organization (MPO) usually extends 20 or more years. RPOs currently are not required to develop long-range plans. Since this plan is strictly advisory and it is not financially constrained, an end date was not selected. The purpose of this plan is to document the long-range transportation needs of west Alabama regardless of the costs and time.

The RPO is scheduled to update the plan every five years. This time frame was chosen because it is a standard plan development period for MPOs. The RPO adopted their first long-range plan in 2006. Prior to this document, the plan has been updated two other times in 2011 and 2016. This plan was approved in 2021, and the next plan should be adopted by 2026.

1.7 Development Process

The RPO followed a nine-step process to develop the long-range transportation plan. The nine steps included (1) development of a vision statement, (2) development of goals, (3) identification of general problems and needs, (4) identification of strategies to address problems and needs, (5) identification of projects that support the strategies, (6) prioritization of projects, (7) adoption of the draft plan, (8) public review of the draft plan, and (9) adoption of the final plan. The RPO Citizens Transportation Advisory Committee (CTAC), Technical Coordinating Committee (TCC), and Policy Committee were involved in each step and had an opportunity to review the outputs from each step. Since all of the RPO committee meetings are open to public and news releases are distributed prior to the meetings, the public also had an opportunity to be involved in each step.

1.8 Public Involvement

The RPO holds committee meetings four times a year, one set of meetings per quarter. The committee meetings are advertised through news releases (mail and e-mail), website posts, and bulletin board posts. The news releases are distributed to local media contacts, interested individuals, and groups that work with low-income families, minorities, persons with disabilities, and senior citizens. Anyone who attends an RPO committee meeting is allowed to participate. The long-range transportation plan was discussed at the RPO committee meetings held from April 2020 through August 2021.

The RPO staff, with the assistance of the RPO committees, held six public meetings to provide the general public an additional opportunity to participate in the plan development process. The meetings were held on July 20, 2021 in Hale County, July 22, 2021 in Lamar County, July 26, 2021 in Bibb County, July 27, 2021 in Fayette County, July 28, 2021 in Greene County, and July 29, 2021 in Pickens County. 13 people attended the public meetings, not including the WARC staff. News releases were distributed detailing the

public meetings. These items and other material from the public meetings are included in Appendix C.

Anyone could submit comments regarding the plan to the RPO staff during the year-long development period. Comments could be submitted by mail, FAX, e-mail, in-person, and by audio recording. The RPO did not receive any comments regarding the plan.

1.9 Amendment Process

This plan can be amended by a resolution adopted by the RPO Policy Committee. All proposed amendments will be reviewed by the RPO advisory committees prior to adoption by the Policy Committee. Any proposed amendments will be listed on the news releases distributed prior to meetings.

1.10 Plan Format

This plan is divided into five chapters and includes three appendices. This chapter, 1.0 Introduction, provides a basic description of the plan including relevant background information. Chapter 2.0, Vision Statement and Goals, lists the RPO transportation-related vision and goals for west Alabama. Chapters 3.0 through 11.0 review each transportation mode and provides the RPO strategies for improving each. Chapter 12.0, Project Descriptions, includes lists and maps of the major road projects that the RPO has deemed important to west Alabama. The final chapter, 13.0 Continuing Efforts, describes the expected efforts to maintain the plan and RPO program.

2.0 Vision Statement and Goals

The West Alabama Rural Planning Organization (RPO) adopted a vision statement and three goals to help guide the transportation planning process. The RPO intended for the vision statement and goals to apply to the development of the long-range transportation plan but also to all RPO activities.

2.1 Vision Statement

West Alabama will have a well-planned, safe, effective transportation infrastructure that helps sustain and promote a fulfilling quality of life and a strong, competitive economy, which will be attractive to industry and result in future economic development.

2.2 Goals

The goals were taken from the Moving Ahead for Progress in the 21st Century Act (MAP-21) signed into law in July 2012.

- (1) Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- (2) Infrastructure condition - To maintain the highway infrastructure asset system in a state of good repair
- (3) Congestion reduction - To achieve a significant reduction in congestion on the National Highway System
- (4) System reliability - To improve the efficiency of the surface transportation system
- (5) Freight movement and economic vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- (6) Environmental sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- (7) Reduced project delivery delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

3.0 Airports

There are eight airports in the six rural counties of the region. The airports do not provide commercial air transportation. The nearest airports offering commercial service are in Birmingham, Alabama and Columbus, Mississippi. The managers for the various airports provided WARC with information necessary to complete this section. In addition the WARC staff used information from the www.ipilot.com and www.airnav.com websites to complete the descriptions.

3.1 Descriptions

Bibb County

The Bibb County Airport is located at 177 Airport Street, Centreville, AL 35042 near the unincorporated community of Vick. Bibb County is the owner of the facility. The FAA Identifier is 0A8.

The airport facilities include one runway, a small terminal building, and an engine shop. The runway (10/28) is 4,200 feet long by 80 feet wide; asphalt paved and is in fair condition. The runway has a landing beacon, GPS approach equipment and windsock. The airport recently installed fencing around the facility for security. All taxiways were reported to be in good condition. The facility has no commercial airline flights. The airport has about 500 take-offs and landings per year.



The terminal building is a small facility, which includes a maintenance shop, restrooms and local phone service. The airport has fuel storage but none for sale. Privately owned hangars are on the site.

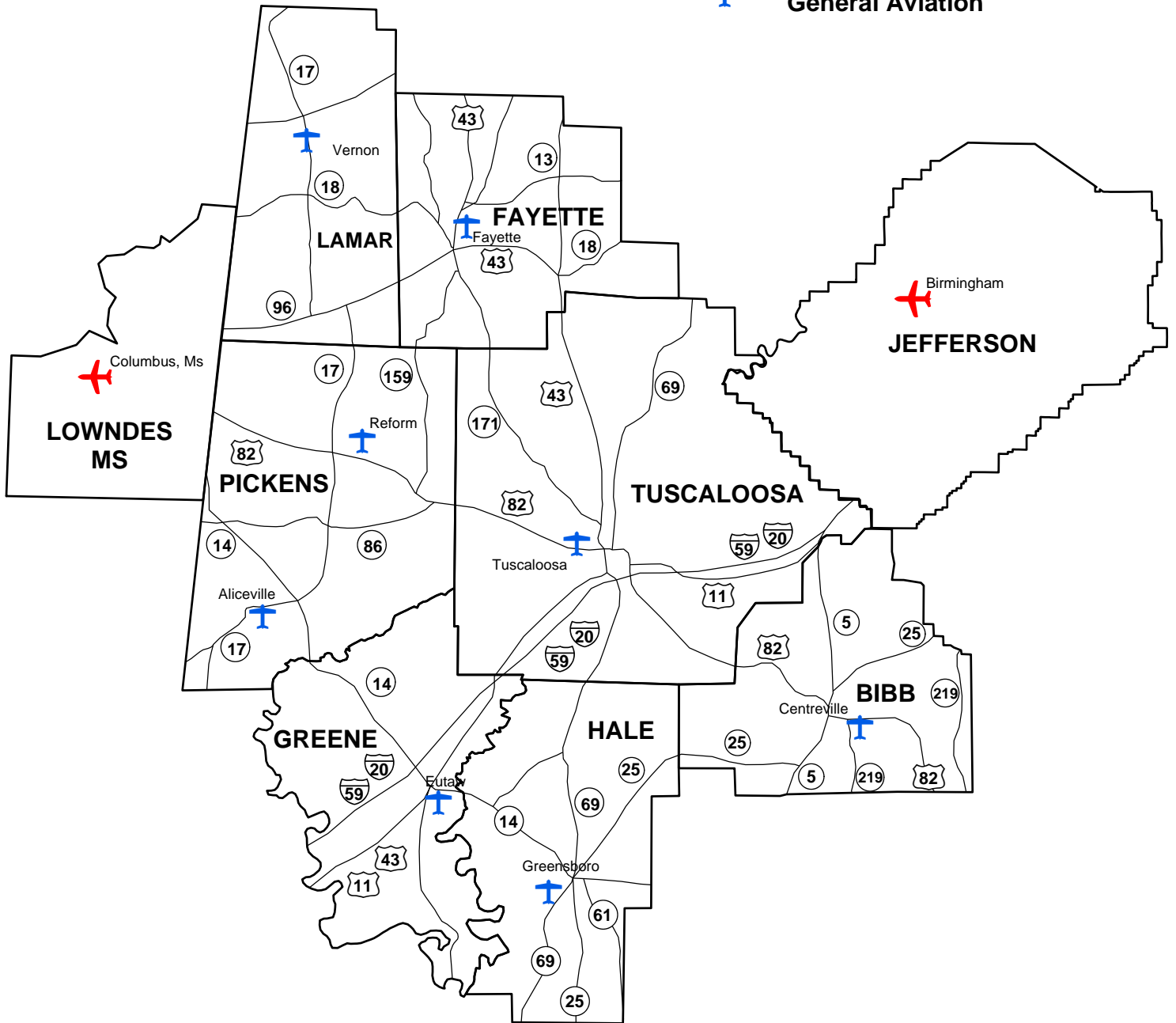
Fayette County

Richard Arthur Field (Fayette Municipal Airport) is located at 2010 Temple Avenue N, Fayette AL 35555. The FAA Identifier is M95. The airport facilities include one runway, a small terminal building, and an enclosed hangar. The runway (19/01) is 5,000 feet long by 80 feet wide; asphalt paved and is in fair condition. The runway has been extended 1,000' to the south. The taxiways and aprons are in fair condition. The taxiways have a non-directional beacon. The airport has no commercial flight service. The facility has about 3,000 take-offs and landings per year and carries about 200 passengers. The facility is fenced from the road but the fence does not encompass the entire property. The airport recently added seven nested T-hangars.

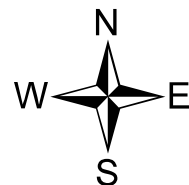
The terminal building is a small facility, about 60 by 40 feet. It includes restrooms and local phone service. It was recently renovated and internet access was added. The facility does not have a control tower, but does have a Unicom frequency. The airport is manned from 8:00 a.m. to 1:00 p.m. on weekdays and is closed on weekends. The airport has approximately 5,000-gallon storage capacity of 100LL and 12,000 gallons of JetA fuel.

Airports in West Alabama

-  Commercial Service
-  General Aviation



Source
Basemap: US Census TIGER Files
Airports: WARC



Greene County

The Greene County Airport is located in the City of Eutaw off of SR-14 and CR-53. The FAA Identifier is 3A7. This airport is currently closed. The facility has a runway and an enclosed hangar. The hangar is not usable due to storm damage. The runway (16/34) is 3,600 x 80-foot, asphalt. The runway lighting and beacon are currently inoperable. There are no fuel or maintenance facilities available. The facility is fenced and kept locked. Prior to closing, the airport averaged 5,000 take-offs and landings a year. In 2020, the airport authority plans to apply for two FAA grants to bring the facility up to minimum standards.

Hale County

The Greensboro Municipal Airport is located three miles southwest of Greensboro off CR-24 on Airport Loop. The FAA Identifier is 7A0. The facility sits on a 50-acre site and includes a runway (18/36) that measures 3,495 feet by 78 feet. There are no commercial flights available. The airport averages about 2,000 take-offs and landings per year. The runway has a low, medium, and high intensity light system and REIL lights. A self-serve 100LL fuel system is located at the facility. The airport has a two-story concrete block field house with restrooms. The airport also has five T-hangars and two enclosed hangars.

Lamar County

The Lamar County Airport is located 6.5 miles north of Vernon on SR-17, at the junction of CR-14 (51315 Hwy 17, Sulligent AL 35586.) The FAA Identifier is M55. The airport is a rural county airport consisting of a 3,619 feet by 75 feet runway, two hangars, and visitor rest area. The rest area/terminal building is an older two-story structure mostly used as a pilot lounge area. The upstairs had previously been used as a caretaker apartment, but is empty now and in need of repair. The hangars are enclosed metal. The county owns one hangar and the other is privately owned. There are no maintenance facilities or fuel available on the compound. The runway has pilot controlled 5-click/5 second auto lighting. There is a beacon but no control tower or GPS approach. The facility has a chain link fence along the road but the fence does not enclose the entire airport. The County has requested matching funding from the State of Alabama Aeronautics Bureau and funding for an automated refueling system.

Pickens County

There are two airports in Pickens County. One is located near Aliceville and the other in the City of Reform.

Aliceville

The George Downer Airport is located two miles southwest of Aliceville off SR-17. The FAA Identifier is AIV. The airport facilities include one runway, three enclosed hangars, and ramp tie downs. The runway (6/24) is 4,970 feet long by 80 feet wide, asphalt paved, and is in fair condition. The runway has a landing beacon and windsock. All taxiways were reported in good condition as well as most of the general aviation aprons. The facility has no commercial airline flights. One of the hangars has an office and handicapped accessible restrooms. Self-service aviation fuel is available but no maintenance facilities are available. The airport has about 500

take-offs and landings per year and 50 passengers. The airport recently extended the runway to 5,000 feet.

Reform

The North Pickens County Airport is located at 690 5th Avenue NE, Reform AL 35481. The FAA Identifier is 3M8. The airport facilities include one runway, three private hangars, a corporate hangar, and a five bay T-hangar that is available for rent. The runway (1/19) is 5,144 feet long by 80 feet wide, asphalt paved, and is in good condition. The runway has VASI Lights, a landing beacon, windsock, and two GPS approach 237 MSL. The runway also includes a pilot operated 5 click/5 second auto lighting. All taxiways were reported in good condition. The facility has no commercial airline flights. Fuel (110 LL) is available at a card pump. The airport has about 4,000 take-offs and landings per year and 800 passengers. The runway has been repaved and a safety zone purchased. There are twenty-two planes home based at the site and a 40-acre industrial site adjacent to the property. There are no maintenance facilities available.

3.2 Needs

Bibb County

In a 2015 telephone interview Mr. Mike Culliton, the airport manager, listed the following needs:

- fuel sale capacity
- hangars
- longer runway (5,000')
- additional perimeter security fencing
- improved public facilities at the terminal building

Fayette County

In 2020, the following needs were provided by the Shannon Taylor, City of Fayette Building and Life Safety Director:

- additional funding for maintenance and operation
- perimeter fencing
- improved access roads
- public transportation service

Greene County

In 2020, Billy Minges, chairman the airport authority, confirmed the following needs:

- runway needs to be cleared on both ends prior to it reopening
- runway beacon needs to be repaired
- windsock needs to be replaced

Hale County

In 2020, the following needs were provided by the airport manager, Charlie Seale:

- airport beacon replacement
- consistent funding to maintain and operate the airport
- reach 10 planes based at location to qualify for federal funds

Lamar County

In 2015, Jim Smith, the Lamar County Engineer, provided the following needs:

- additional hangars
- automated refueling system to include storage for 100LL and possibly JetA
- extension of runway to 5,000 feet to accommodate larger aircraft (The north end borders CR-14, which allows only limited expansion to the north. The south end will require a considerable amount of earthwork due to the terrain. In order to provide a longer runway, a new airport site may prove to be the best alternative.)
- security fencing to replace poor condition sections and also to enclose areas currently open
- public transit service to the facility

Pickens County

Aliceville

In 2021, the airport manager, Larry Potts provided the following needs:
Engineer:

- terminal facilities
- T-hangars
- fuel storage capacity

Reform

In 2020, the airport manager, Bill Lang provided the following needs:

- auto weather system is needed
- terminal or rest area
- local road improvements
- signage
- city water and sewer service
- airport improvement plan

3.3 Strategy (For All Airports in the Region)

(Summarized Airport Needs - Facility Upgrades and System Preservation)

3.3.1 Strategy - Capital Investment

- Develop/update airport plans
- Purchase/build facilities
- Purchase land for runway or clear zone expansions
- Repair, refurbish, and rebuild the various elements at the airports
- Hire managers when necessary

Tasks

- Determine local funding sources
- File grant applications
- Complete development/capital investment plans
- Construct projects / Purchase equipment / Purchase right-of-way / Hire managers
- Maintain airports

Responsible Agencies

- Local governments
 - Airport boards
- Local businesses

Assisting Agencies

- ALDOT Aeronautics Bureau (Grant writing, technical guidance)
- WARC (Grant writing)

Funding Sources

- Local governments
- Local businesses
- Federal Aviation Administration (FAA)

The strategy applies to all airports in the region based on a summary of the airport needs, including facility upgrades and system preservation.

4.0 Bicycle Transportation

4.1 Description

Other than recreational trails in local parks there are no bicycle travel ways in the six-county area. There are 30 municipalities (towns and cities) in the six rural counties of west Alabama. Most of these municipalities are relatively geographically-compact communities with relatively low automobile traffic volumes. These conditions seem to offer the potential for high bicycle-use rates.

The Alabama Department of Transportation Plan adopted a Statewide Bicycle and Pedestrian Plan in 2017. The plan recommended three strategies (1) Prioritize Pedestrian and Bicycle Safety Programs and Improvements, (2) Increase Access to Walking and Bicycling Facilities for Traditionally Underserved Populations, and (3) Improve Connections between Pedestrian and Bicycle Facilities on State Highways and Local Greenway and Shared Use Path Systems as well as to Natural and Scenic Areas. Each strategy featured multiple action items. The plan also included a bicycle corridor plan. In West Alabama, suggested corridors generally followed SR-13 in Fayette County, SR-25 in Bibb County, north of US-80 through Hale and Greene County, US-11 through Greene County, and US-82 in Pickens County. As of 2021, the state has not prepared a corridor study in the region.

4.2 Needs

- Identification of municipal bicycle routes
- Modifications to municipal plans and codes to make bicycling safer
- Bicycle facilities (signs, lanes, paths, paved shoulders, pavement markings, and parking)

4.3 Strategies

4.3.1 Strategy - Land Use Management

- Update/develop comprehensive plans
- Update/develop zoning regulations
- Update/develop subdivision regulations

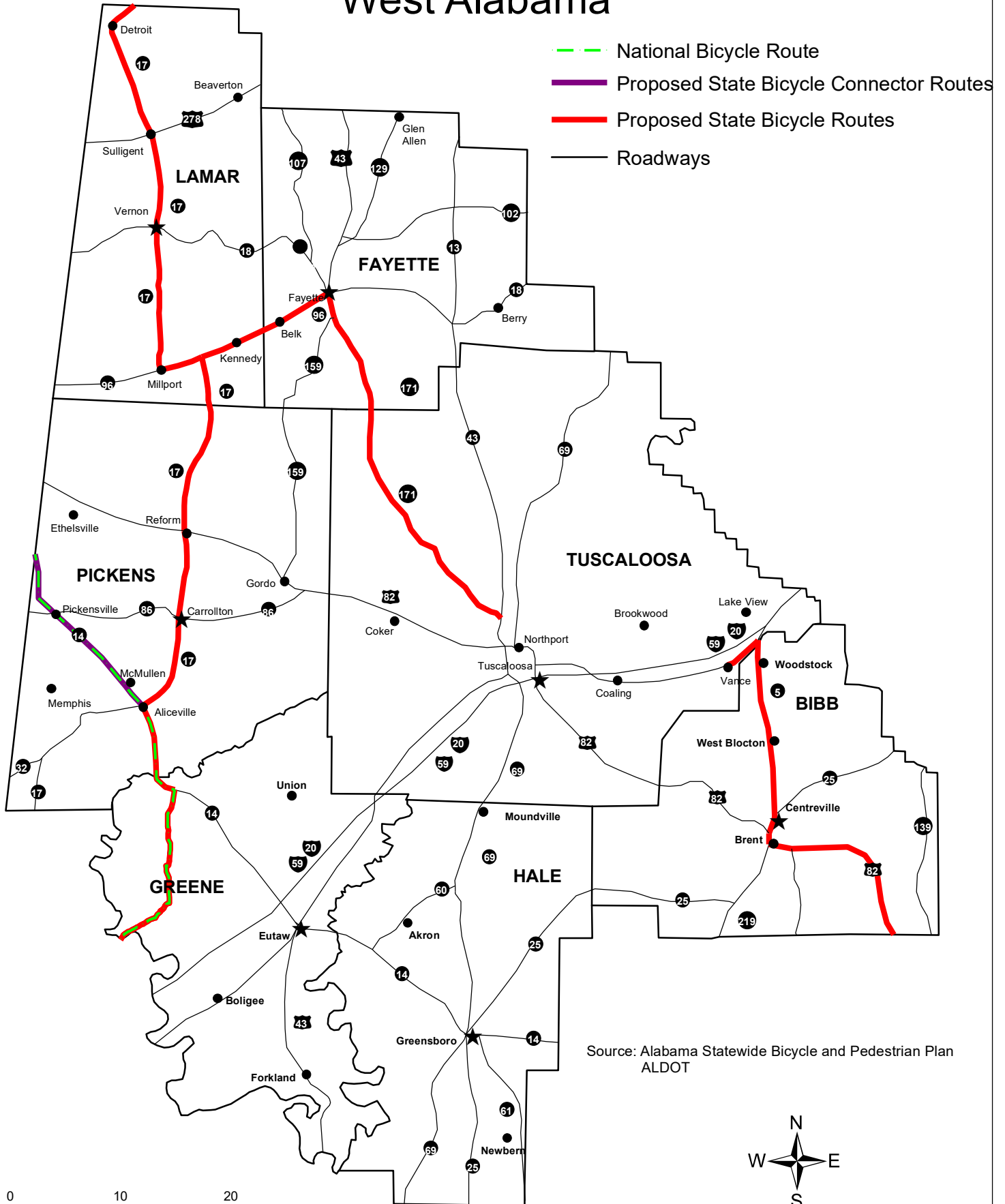
The updates will include access management techniques; context sensitive solutions; and complete streets, new urbanism, and smart growth principles*. These additions should increase the capacity and safety of the transportation system for bicyclist and encourage additional bicycle use.

Tasks

- Determine local funding sources
- File grant applications
- Develop/Update comprehensive plans, subdivision regulations, zoning regulations
- Manage development and improvements based on the adopted plan and regulations
- Maintain the plans and regulations

Figure 2

Potential Bicycle Routes in West Alabama



Responsible Agencies

- Local governments
 - Planning boards
 - Zoning boards

Assisting Agencies

- ADECA (Grant writing, technical guidance)
- WARC (Grant writing, plan development, regulation development)

Funding Sources

- Local governments
- Economic Development Administration (EDA)
- Community Development Block Grants (CDBG)
- Appalachian Regional Commission (ARC)
- Housing and Urban Development (HUD)

4.3.2 Strategy - Capital Investment

- Install bicycle signage (Bicycle Route, Share the Road)
- Install pavement markings
- Construct paved shoulders, bicycle lanes, paths, racks

These facilities will support bicycle routes within the communities and statewide routes that pass through the area.

Federal laws require states to consider bicycle and pedestrian needs in all comprehensive transportation plans. The Federal Highway Administration (FHWA) guidelines related to this law state that bicyclist and pedestrians will be accommodated in the design of new and improved transportation facilities.

Tasks

- Conduct an inventory and survey to determine needs
- Determine local funding sources
- File grant applications
- Construct projects
- Maintain projects

Responsible Agencies

- Local governments
- Alabama Department of Transportation (ALDOT)

Assisting Agencies

- ALDOT Multimodal Bureau (Grant writing, technical guidance)
- WARC (Grant writing, inventory assistance, mapping)
- Local schools (Needs determination)
- Local clubs, organizations, churches, neighborhood associations (Needs determination)

Funding Sources

- Local governments
- Local businesses
- US Department of Transportation (Surface Transportation Program, National Highway System, Safety Program, Transportation Enhancement, Safe-Routes-to-School, Recreational Trails)
- Appalachian Regional Commission (ARC)
- Delta Regional Authority (DRA)
- State Appropriations (SA)

5.0 Intercity Bus

5.1 Description

In west Alabama, there are limited inter-county transportation options. A reliable method to transport people from the rural west Alabama counties to Tuscaloosa, Birmingham, Selma, Meridian, Mississippi, or other economic hubs is needed. This is especially true in Fayette, Lamar, and Pickens County. The hub communities offer national travel options (air, rail, and bus), employment opportunities, medical facilities, educational institutions, shopping, and recreation. Rural residents have to travel to these hubs for at least some of their needs.

West Alabama Public Transportation provides service from Bibb to Tuscaloosa and from Greene and Hale to the Selma. However, the other rural counties do not have access to a similar service. A public or private service could address this need.

The Greyhound Bus Line operates four stops in the West Alabama RPO Planning Area (Greene, Hale, and Tuscaloosa County) and has facilities in Birmingham and Selma. The West Alabama stops are not stand-alone bus stations but are generally housed with small businesses. The stops and associated businesses are listed below:

- Eutaw, gas station
- Greensboro, gas station
- Moundville, community center
- Tuscaloosa, gas station

The stops offer limited service and tickets can only be purchased at the Tuscaloosa location (www.greyhound.com). Amtrak has stations in Tuscaloosa, Birmingham, and Meridian, Mississippi. The closest commercial air service is located in Birmingham, Alabama, and Meridian and Columbus, Mississippi.

5.2 Needs

The following need was taken from the *West Alabama Coordinated Public Transit Plan 2019*:

- Additional inter-county service to connect rural residents with national bus service, Amtrak service, commercial air service, jobs, medical facilities, shopping opportunities, recreation facilities, education, and training opportunities; including west Alabama and out-of-region travel

5.3 Strategy

5.3.1 Strategy - Capital Investment

- Fund additional intercity transit connection service (Bibb, Fayette, Lamar, Pickens County)
- Continue funding intercity transit connection service (Greene and Hale County)

Tasks

- Determine local funding sources
- File FTA/ALDOT grant applications
- Purchase equipment / operate system
- Maintain equipment
- Manage system

Responsible Agencies

- Local governments
- Transit providers (public and private)
- ALDOT

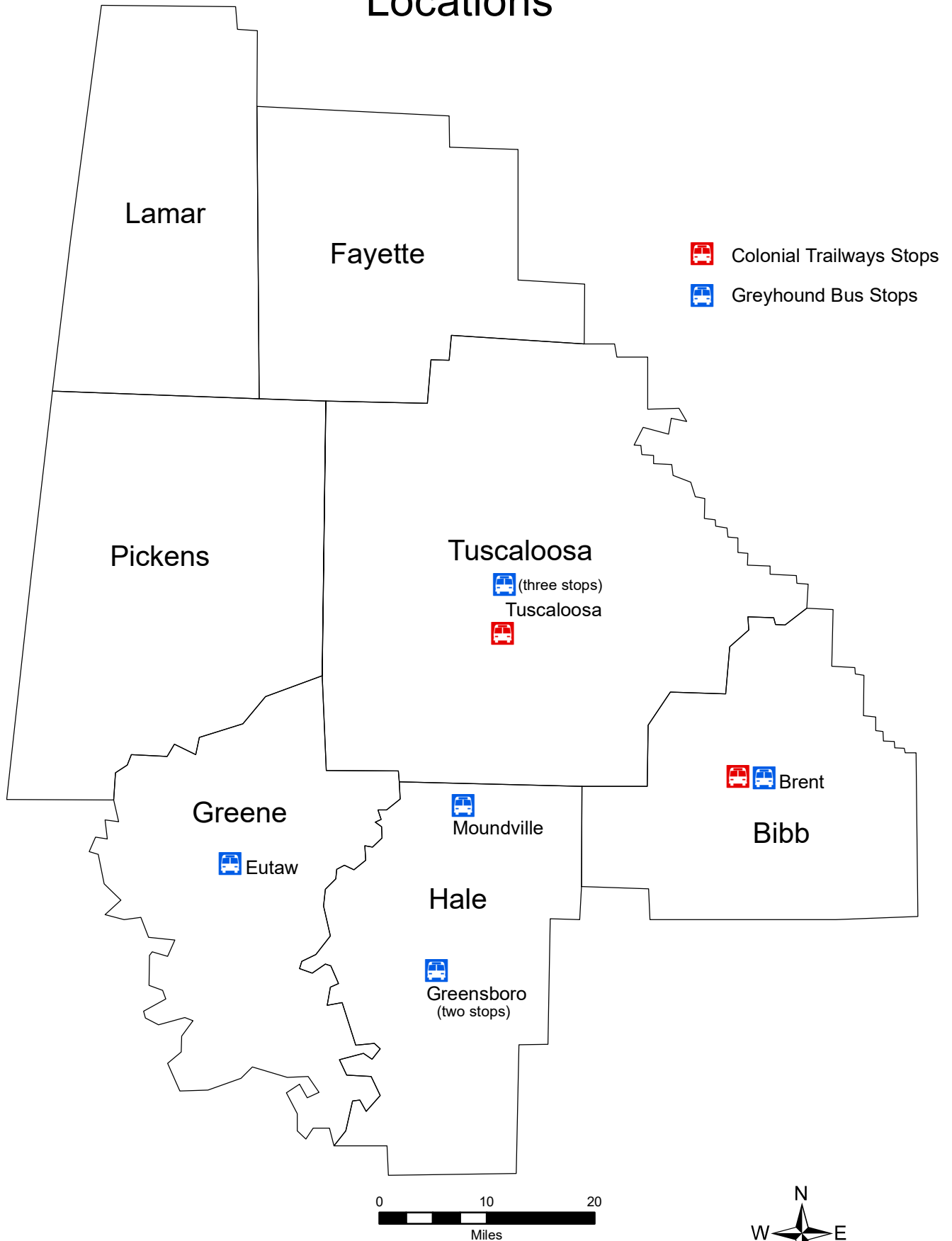
Assisting Agencies

- ALDOT Multimodal Bureau (Grant writing, technical guidance)
- WARC (Grant writing)

Funding Sources

- Local governments
- Local businesses
- FTA/ALDOT

Intercity Bus Station Locations



Source:
Basemap: US Census TIGER Line Files
Station Locations: WARC

6.0 Pedestrian Transportation

6.1 Description:

Of the 30 municipalities in the RPO region only 15 have a sidewalk network. These 15 municipalities do not have complete sidewalk coverage. Generally, the sidewalks in these communities have missing and damaged segments and lack curb cuts and other Americans with Disabilities Act (ADA) requirements. Most of the municipalities in the region are relatively geographically-compact communities with relatively low automobile traffic volumes. These conditions seem to offer the potential for high pedestrian activity.

6.2 Needs

- Modification of municipal plans and codes to make walking safer
- Identification of missing and damaged segments of sidewalks
- ADA compliant sidewalk features
- Addition of missing sidewalk segments
- Identification of areas of need that do not have sidewalks
- New sidewalks

6.3 Strategies

6.3.1 Strategy - Land Use Management

- Update/develop comprehensive plans
- Update/develop zoning regulations
- Update/develop subdivision regulations

The updates will include access management techniques; context sensitive solutions; and complete streets, new urbanism, and smart growth principles*. These additions should increase the capacity and safety of the transportation system for pedestrians and encourage walking.

Tasks

- Determine local funding sources
- File grant applications
- Complete comprehensive plans, subdivision regulations, zoning regulations
- Manage development and improvements based on the adopted plan and regulations
- Maintain the plans and regulations

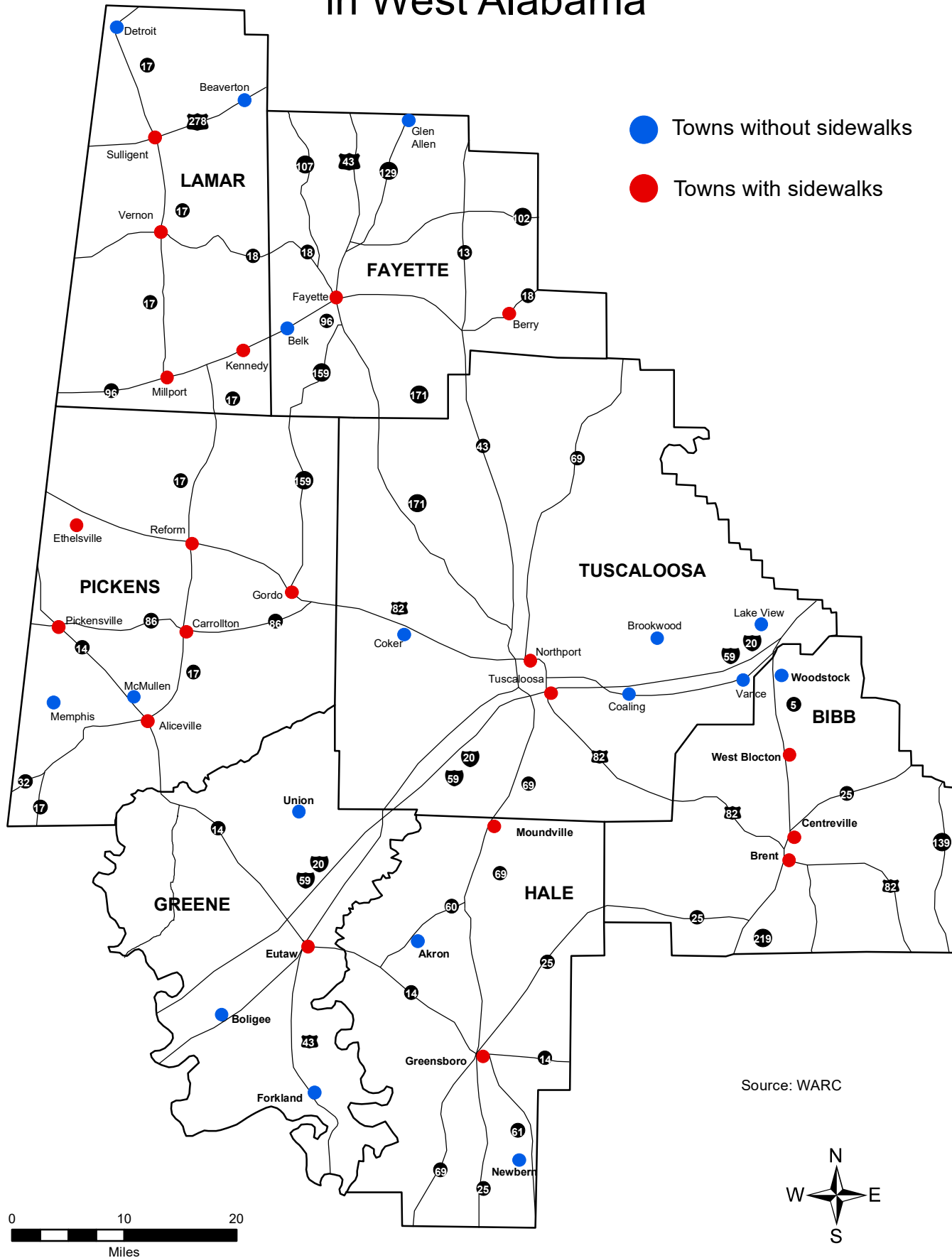
Responsible Agencies

- Local governments
 - Planning boards
 - Zoning boards

Assisting Agencies

- ADECA (Grant writing, technical guidance)
- WARC (Grant writing, plan development, regulation development)

Towns with Sidewalks in West Alabama



Funding Sources

- Local governments
- US Department of Transportation (Surface Transportation Program, National Highway System, Safety Program, Transportation Enhancement, Safe-Routes-to-School, Recreational Trails)
- Economic Development Administration (EDA)
- Community Development Block Grants (CDBG)
- Appalachian Regional Commission (ARC)

6.3.2 Strategy - Capital Investment

- Repair and rebuild existing sidewalks
- Build new sidewalks
- Purchase and install pedestrian signs and signals
- Install pedestrian crossings
- Build sidewalk curb cuts
- Build multiuse paths

These facilities will complete or develop a sidewalk system within a community or correct sidewalk deficiencies. The facilities will be built to the standards prescribed by the *Americans with Disabilities Act (ADA)*.

Tasks

- Conduct an inventory and survey to determine needs
- Determine local funding sources
- File grant applications
- Construct projects
- Maintain projects

Responsible Agencies

- Local governments
- Alabama Department of Transportation (ALDOT)

Assisting Agencies

- ALDOT Multimodal Bureau (Grant writing, technical guidance)
- WARC (Grant writing, inventory assistance, mapping)
- Local schools (Needs determination)
- Local clubs, organizations, churches, neighborhood associations (Needs determination)

Funding Sources

- Local governments
- Local businesses
- US Department of Transportation (Surface Transportation Program, National Highway System, Safety Program, Transportation Enhancement, Safe-Routes-to-School, Recreational Trails)
- Appalachian Regional Commission (ARC)
- Delta Regional Authority (DRA)
- State Appropriations (SA)

7.0 Public Transit

The following information was taken from *the West Alabama Coordinated Public Transit Plan* that was adopted by the West Alabama RPO and the Tuscaloosa Area MPO. The purpose of the transit plan is (1) to determine transit gaps and coordination opportunities among publicly funded, human services transportation programs in west Alabama and (2) to develop strategies to address the identified gaps and coordination issues.

Public transit service in the region is provided by several private, non-profit agencies that receive Federal Transit Administration (FTA) grants through the Alabama Department of Transportation (ALDOT). These grants are matched with local funds from various sources. The following section describes each of the FTA funding programs utilized in the region.

Section 5310 (Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities): This FTA program is intended to address the transportation needs of the elderly and persons with disabilities. In Alabama the funding is distributed to the Alabama Department of Transportation who then distributes the funds based on a competitive grant program. The funds are generally limited to capital purchases, which require a 20 percent local match. The *Moving Ahead for Progress in the 21st Century Act* (Map-21) combined the Section 5317 (New Freedom) program with the 5310 program. Eligible 5317-type projects now can be funded with this program.

Section 5311 (Nonurbanized Area): This FTA program provides funding for areas with a population fewer than 50,000. These funds are intended to be used for general public transit service (no qualifications are placed on riders). In Alabama the funding is distributed to the Alabama Department of Transportation who then distributes the funds based on a competitive grant program.

The funds may be used for capital purchases, operating expenses, and administrative costs. Under Map-21, job access and reverse commute projects are also eligible activities. The local matching requirements are generally 20 percent for capital and administrative expenses and 50 percent for operating expenses. Government agencies, transit operators, and non-profit agencies are eligible recipients.

Section 5316 (Job Access and Reverse Commute): Under MAP-21 this program was combined with the 5307 and 5311 programs. However, Alabama has not used all of the funds made available under the previous transportation bill. The program will remain open until the remaining funds are exhausted.

The purpose of this FTA program is to provide job-related transportation services to welfare recipients, low-income individuals, and reverse commuters. In Alabama the funding is distributed to the Alabama

Department of Department of Transportation (ALDOT) who then distributes the funds based on a competitive grant program. Eligible program charges include planning, capital purchases, operating expenses, and administrative costs. The local matching requirements are generally 20 percent for planning, 20 percent for capital projects, and 50 percent for operating expenses.

Section 5317 (New Freedom): Under MAP-21 this program was combined with the 5310 program. However, Alabama has not used all of the funds made available under the previous transportation bill. The program will remain open until the remaining funds are exhausted.

The purpose of this FTA program is to provide additional transportation options to persons with disabilities. In Alabama the funding is distributed to the Alabama Department of Transportation (ALDOT) who then distributes the funds based on a competitive grant program. The funds may be used for planning, capital purchases, operating expenses, and administrative costs. The local matching requirements are generally 20 percent for planning, 20 percent for capital projects, and 50 percent for operating expenses.

Section 5339 (Bus and Bus Facilities): The 5339 program provides capital funding for new and replacement buses, related equipment, and facilities. The funds are limited to capital purchases and generally require a 20 percent local match. Designated recipients, sub-recipients, and states are eligible for these funds. This program had previously been labeled Section 5309.

7.1 Descriptions

Bibb County

The West Alabama Public Transportation (WAPT) agency is the largest transit provider in the State. WAPT utilizes FTA Section 5311, 5311(f), 5316, and 5317 grants to fund their service. The agency also maintains numerous contracts to provide specialized transportation to different agencies. The WAPT serves nine counties in West Alabama including Bibb, Greene, and Hale. The WAPT Administrative office is located in Demopolis in Marengo County. There are satellite offices in Bibb, Greene, and Hale County.

WAPT has no age or income limitations, and customer charges vary. WAPT transports clients for medical/dental services, recreational activities, personal business, employment, and other services. The WAPT 5311 service operates from 7:00 a.m. to 8:00 p.m., depending on scheduling Monday through Friday and provides limited weekend service.

The service has several fixed routes but also offers demand-response routes. The WAPT averages over 360,000 passenger trips per year in their nine-county service area. The WAPT fleet consists of approximately 65 vehicles with capacities ranging from seven to 30 passengers. The fleet includes 12 wheelchair lift vehicles.

In Bibb County, WAPT contracts with the Alabama Kidney Foundation and the Alabama Department of Mental Health. WAPT is also on the Alabama Medicaid Agency transportation provider registry in Bibb County.

Fayette County

Two transit providers in Fayette County receive Section 5310 funds: the ARC of Fayette/Lamar/Marengo (ARCFLM) and the Northwest Alabama Mental Health Center (NWAMHC).

The ARC of Fayette/Lamar/Marengo Counties (ARCFLM) provides transit service exclusively to their clients, individuals with developmental disabilities. The program makes frequent medical trips and weekly recreational trips. The ARCFLM provides transit service Monday through Friday from 8:30 a.m. till 2:00 p.m. but also offers 24-hour availability. The ARCFLM makes regular trips to Jasper, Northport, Tuscaloosa, Winfield, Guin, Hamilton, and Birmingham. The ARCFLM drivers serve as day habilitation and residential training assistants when they are not driving. The agency indicated that insurance problems would prevent any sharing of resources. The ARCFLM office is located in the City of Fayette, and its transportation service area includes Fayette, Lamar, and Marengo County. The agency uses FTA Section 5310 grants to purchase vehicles.

The Northwest Alabama Mental Health Center (NWAMHC) is a comprehensive mental health program that offers adults and children outpatient services in Fayette, Lamar, Marion, Walker, and Winston Counties. NWAMHC operates day rehabilitation/day habilitation programs in Fayette and Winfield and adult mental illness residential services in Fayette and Berry. The center provides transit service exclusively to its consumers. Trips are provided for medical services, shopping, and recreation. In Fayette County, NWAMHC provides approximately 31,000 transit trips per year. NWAMHC is a non-profit agency and is located in the City of Jasper in Walker County. The center uses FTA Section 5310 grants to purchase vehicles.

Greene County

The West Alabama Public Transportation (WAPT) agency is the largest transit provider in the State. WAPT utilizes FTA Section 5311, 5311(f), 5316, and 5317 grants to fund their service. The agency also maintains numerous contracts to provide specialized transportation to different agencies. The WAPT serves nine counties in West Alabama including Bibb, Greene, and Hale. The WAPT Administrative office is located in Demopolis in Marengo County. There are satellite offices in Bibb, Greene, and Hale County.

WAPT has no age or income limitations, and customer charges vary. WAPT transports clients for medical/dental services, recreational activities, personal business, employment, and other services. The WAPT 5311 service operates from 7:00 a.m. to 8:00 p.m., depending on scheduling Monday through Friday and provides limited weekend service.

The service has several fixed routes but also offers demand-response routes. The WAPT averages over 360,000 passenger trips per year in their nine-county service

area. The WAPT fleet consists of approximately 65 vehicles with capacities ranging from seven to 30 passengers. The fleet includes 12 wheelchair lift vehicles.

In Greene and Hale County, the WAPT has contracts with the West Alabama Mental Health Center. These contracts do not prevent WAPT from serving other segments of the population. WAPT is also on the Alabama Medicaid Agency transportation provider registry. The intercity bus transportation is also available (connector to Greyhound Bus Stations).

Hale County

The West Alabama Public Transportation (WAPT) agency is the largest transit provider in the State. WAPT utilizes FTA Section 5311, 5311(f), 5316, and 5317 grants to fund their service. The agency also maintains numerous contracts to provide specialized transportation to different agencies. The WAPT serves nine counties in West Alabama including Bibb, Greene, and Hale. The WAPT Administrative office is located in Demopolis in Marengo County. There are satellite offices in Bibb, Greene, and Hale County.

WAPT has no age or income limitations, and customer charges vary. WAPT transports clients for medical/dental services, recreational activities, personal business, employment, and other services. The WAPT 5311 service operates from 7:00 a.m. to 8:00 p.m., depending on scheduling Monday through Friday and provides limited weekend service.

The service has several fixed routes but also offers demand-response routes. The WAPT averages over 360,000 passenger trips per year in their nine-county service area. The WAPT fleet consists of approximately 65 vehicles with capacities ranging from seven to 30 passengers. The fleet includes 12 wheelchair lift vehicles.

In Greene and Hale County, the WAPT has contracts with the West Alabama Area Agency on Aging and the West Alabama Mental Health Center. These contracts do not prevent WAPT from serving other segments of the population. WAPT is also on the Alabama Medicaid Agency transportation provider registry. The intercity bus transportation is also available (connector to Greyhound Bus Stations).

Lamar County

Two transit providers in Lamar County receive Section 5310 funds, the ARC of Fayette/Lamar/Marengo (ARCFLM) and Northwest Alabama Mental Health Center (NWAMHC).

The ARC of Fayette/Lamar/Marengo Counties (ARCFLM) provides transit service exclusively to their clients, individuals with developmental disabilities. The program makes frequent medical trips and weekly recreational trips. The ARCFLM provides transit service Monday through Friday from 8:30 a.m. till 2:00 p.m. but also offers 24-hour availability. The ARCFLM makes regular trips to Jasper, Northport, Tuscaloosa, Winfield, Guin, Hamilton, and Birmingham. The ARCFLM drivers serve as day habilitation and residential training assistants when they are not driving. The agency indicated that insurance problems would prevent any sharing of resources. The

ARCFLM office is located in the City of Fayette, and its transportation service area includes Fayette, Lamar, and Marengo County. The agency uses FTA Section 5310 grants to purchase vehicles.

The Northwest Alabama Mental Health Center (NWAMHC) is a comprehensive mental health program that offers adults and children outpatient services in Fayette, Lamar, Marion, Walker, and Winston Counties. NWAMHC operates a specialized child program in Vernon, out-patient, and day rehabilitation programs in Vernon, and two adult mental illness residential programs in Sulligent. The center provides transit service exclusively to its consumers. Trips are provided for medical services, shopping, and recreation. In Lamar County, NWAMHC provides approximately 20,000 transit trips per year. NWAMHC is a non-profit agency and is located in the City of Jasper in Walker County. The center uses FTA Section 5310 grants to purchase vehicles.

Pickens County

HELP Inc. is the designated Section 5311 provider in Pickens County. The agency is located in Carrollton, the county seat. The agency provides transit service Monday through Friday, 8:00 a.m. till 4:00 p.m. The agency has a fleet of five vehicles, with two being wheelchair accessible.

HELP Inc. has a contract with the West Alabama Area Agency on Aging (AAA) to transport AAA clients to the Aliceville and Reform AAA senior centers. The contract does not prevent the agency from serving other segments of the population.

The agency provides approximately 15,000 passenger trips per year to the general public, without age or income limitations. Transportation is provided for medical appointments, shopping, pharmacy visits, and other personal business and activities. A modest fare is charged for the service.

7.2 Needs (As Identified in the *West Alabama Coordinated Public Transit Plan 2019*)

Bibb County

Needs Not Currently Addressed

- Night service
- Weekend service
- Service to rural areas of the county
- Additional public and private providers
- Service to other counties
- Additional shopping service
- Additional recreation service
- Additional accessible vehicles
- Education of general public (services available, how to use, application process, operations times, costs, contact information)
- Reliable scheduling method
- Communication between clients and drivers
- Coordination of client trips that originate at a common community and end at common destinations

- Qualified drivers

Needs Met or Partially Met with Current Service

- Daytime, Monday through Friday Service
 - Medical trips
 - Work trips
 - Vocational training trips
 - Shopping trips
 - Recreation trips
 - Local trips
 - Out-of-county trips

Fayette County

Needs Not Currently Addressed

- Weekend service
- Service to rural areas of the county including Bluff, Kirkland, and Wayside
- Additional public and private providers, including a Section 5311 provider
- Service to other counties including Tuscaloosa and Walker
- Shopping service
- Newer vehicles
- More frequent service
- Recreation service
- Additional accessible vehicles
- Education of general public (services available, how to use, application process, operations times, costs, contact information)

Needs Met or Partially Met with Current Service

- Daytime, Monday through Friday Service
 - Medical trips
 - Work trips
 - Vocational training trips
 - Shopping trips
 - Recreation trips
 - Local trips
 - Out-of-county trips

Greene County

Needs Not Currently Addressed

- Night service
- Weekend service
- Additional public and private providers
- Additional shopping service
- Additional recreation service
- Service to rural areas of the county
- Additional accessible vehicles

- Education of general public (services available, how to use, application process, operations times, costs, contact information)

Needs Met or Partially Met with Current Service

- Daytime, Monday through Friday Service
 - Medical trips
 - Work trips
 - Vocational training trips
 - Shopping trips
 - Recreation trips
 - Local trips
 - Out-of-county trips

Hale County

Needs Not Currently Addressed

- Night service
- Weekend service
- Additional public and private providers
- More frequent service
- Service for senior citizens who are less than 60 years old
- Service to Shelton State Community College (Tuscaloosa) and Wallace Community College (Selma)
- Service to large employers in Tuscaloosa
- Additional shopping service
- Additional recreation service
- Service to rural areas of the county
- Additional accessible vehicles
- Education of general public (services available, how to use, application process, operations times, costs, contact information)

Needs Met or Partially Met with Current Service

- Daytime, Monday through Friday Service
 - Medical trips
 - Work trips
 - Vocational training trips
 - Shopping trips
 - Recreation trips
 - Local trips
 - Out-of-county trips

Lamar County

Needs Not Currently Addressed

- Night service
- Weekend service
- Additional public and private providers, including a Section 5311 provider

- Service to rural areas of the county including Kingville, Cody, Detroit, and Beaverton
- Additional service in Millport and Sulligent
- Out-of-county service including Tuscaloosa and Columbus, MS
- Shopping service
- Recreation service
- Additional accessible vehicles
- Education of general public (services available, how to use, application process, operations times, costs, contact information)

Needs Met or Partially Met with Current Service

- Daytime, Monday through Friday Service
 - Medical trips
 - Work trips
 - Vocational training trips
 - Shopping trips
 - Recreation trips
 - Local trips
 - Out-of-county trips

Pickens County

Needs Not Currently Addressed

- Night service, including early morning and early evening times
- Weekend service
- Additional public and private providers
- Decreased call-in times
- Additional shopping service
- Additional recreation service
- Additional accessible vehicles
- Education of general public (services available, how to use, application process, operations times, costs, contact information)

Needs Met or Partially Met with Current Service

- Daytime, Monday through Friday Service
 - Medical trips
 - Work trips
 - Vocational training trips
 - Shopping trips
 - Recreation trips
 - Local trips
 - Out-of-county trips

Region

- Additional inter-county service to connect rural residents with national bus service, Amtrak service, commercial air service, jobs, medical facilities, shopping opportunities, recreation facilities, education, and training opportunities; including west Alabama and out-of-region travel

7.3 Strategy for All Counties in the Region

(Needs Summary for All Counties - Capacity and System Preservation)

7.3.1 Strategy - Capital Investment

- Maintain current transit service (**High**)
- Maintain current transit contracts and coordination efforts (**High**)
- Expand current transit service (Additional funding required) (**High**)
 - Nights
 - Weekends
 - Rural areas of the county
 - Inter-county
- Support/Establish additional transportation providers (Additional funding required) (**High**)
- Support/Establish alternate transit options where transit service is not available or cost prohibitive, such as car/vanpools and transportation stipends (Additional funding required) (**Medium**)
- Support efforts to establish a state transit funding source (**High**)
- Support efforts to combine and/or leverage funding sources (**High**)
- Develop education/outreach programs (Additional funding may be required) (**Medium**)
- Improve current transit service (Additional funding may be required) (**High**)
 - Scheduling
 - Communication between clients and drivers/providers
 - Trip coordination
 - Driver training

Tasks

- Determine local funding sources
- File FTA/ALDOT grant applications
- Purchase equipment / Operate system
- Maintain equipment
- Manage system

Responsible Agencies

- Local governments
- Transit providers
- Government assistance organizations

Assisting Agencies

- ALDOT Multimodal Bureau (Grant writing, technical guidance)
- WARC (Grant writing)

Funding Sources

- Local governments
- Local businesses
- FTA/ALDOT
- Government assistance organizations

8.0 Rail - Freight

8.1 Description

Four Class I railroads operate in west Alabama: Burlington Northern Santa Fe (BNSF), CSX Transportation (CSXT), Kansas City Southern (KCS), and Norfolk Southern (NS). Class I railroads have an annual base gross operating revenue of over \$261 million. BNSF maintains two segments in the region. One BNSF segment extends across northern Lamar County and crosses briefly into northern Fayette County. This segment has a couple of stations in Lamar County. The other BNSF segment extends from west-central Pickens County through Greene County. This segment has two stations in Pickens County and seven stations in Greene County. These two segments join in west-central Mississippi.

CSXT operates a rail line in eastern Tuscaloosa County. The line extends into Jefferson County to the east. To the west, near the Town of Brookwood, the CSXT line connects with KCS.

KCS operates a rail line that crosses north-central Pickens County and crosses into central Tuscaloosa County. The line joins a CSXT line near the Town of Brookwood in eastern Tuscaloosa County. KCS has two stations in Pickens and two stations in Tuscaloosa.

NS has three segments in the west Alabama region. The longest segment extends through central Greene County, crosses the northwestern corner of Hale County, and then extends northward and eastward through Tuscaloosa and Bibb County. This segment is used by Amtrak. In addition this segment has a spur that extends into northern Bibb County. Another NS segment is a part of a spur in Fayette County that extends off of a mainline in Walker County. The spur stops in the Town of Berry. A third segment of the NS system clips the southwestern corner of Hale County. This segment runs from a BNSF line in Demopolis to another NS line in Selma.

No Class II railroads operate in Alabama. Only one Class III railroad operates in the west Alabama region, Luxapalila Valley Railroad Company (LXVR). Class III railroads have an annual base gross operating revenue of less than \$20 million. LXVR has a line that extends from the Mississippi state line across southern Lamar County and into the Town of Belk in Fayette County. The LXVR has four stations in Lamar County and one station in Fayette County.

8.2 Needs

- Railroad/road crossings improvements

8.3 Strategy

8.3.1 Strategy - Capital Investment

- Purchase and install safety equipment at problem crossings
- Rebuild/renovate problem crossings

ALDOT will address rail crossing safety needs by continuing its rail crossing improvement program. The program ranks every rail crossing in the state and undertakes corrective actions (capital projects) at the top locations. The program has limited funding and only a few crossing improvement projects are completed annually.

The local governments and ALDOT will also attempt to address rail crossing safety needs by reporting problems to the railroad companies and encouraging them to correct the problems by undertaking capital projects.

Tasks

- Continue ALDOT rail crossing improvement program
- Report crossing problems to the railroads as needed

Responsible Agencies

- Railroad companies
- Alabama Department of Transportation (ALDOT)
- Local governments

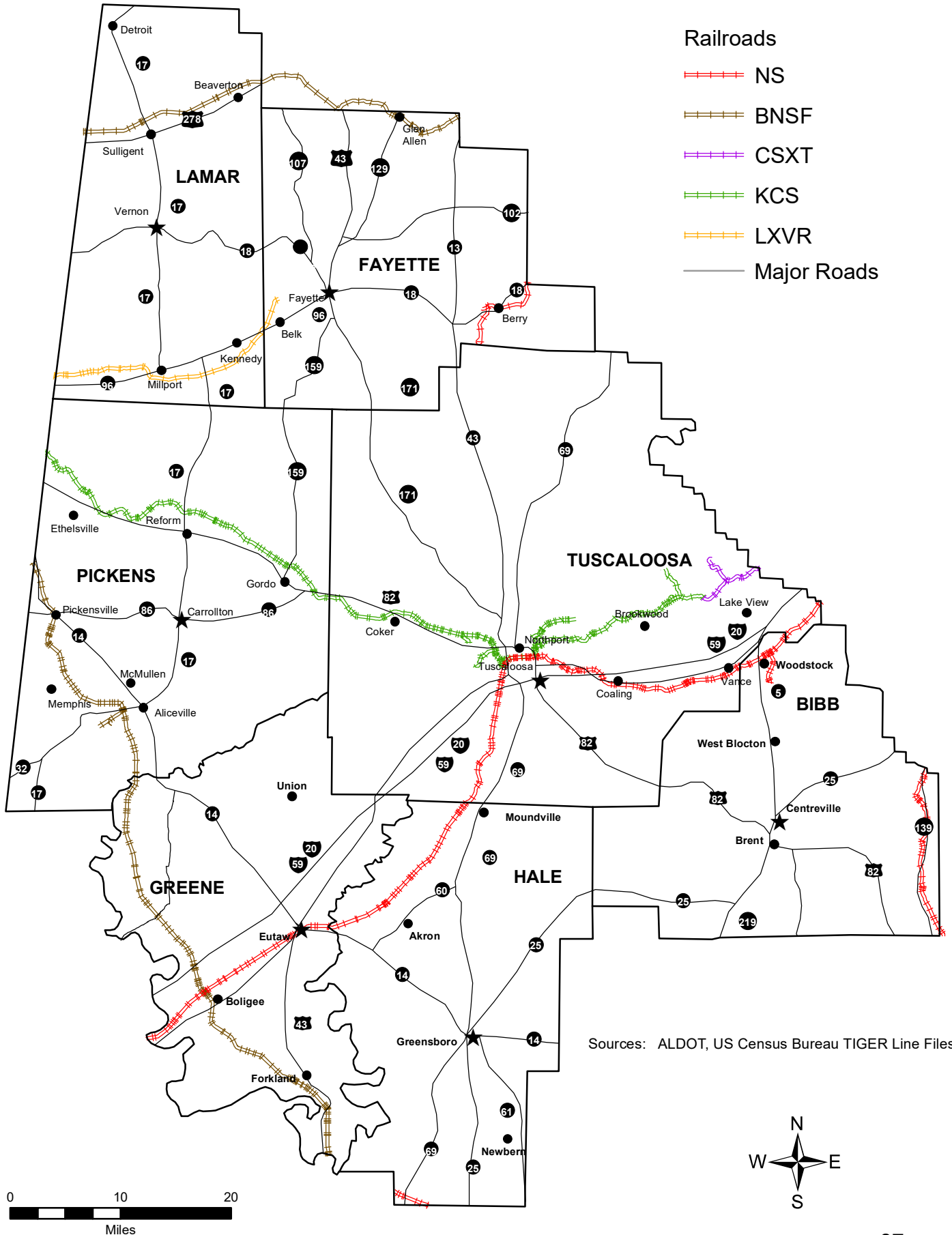
Assisting Agencies

- ALDOT Multimodal Bureau (technical guidance)

Funding Sources

- FHWA
- Railroad companies

West Alabama Railroads



9.0 Rail - Passenger

9.1 Description

The Amtrak Crescent Line, New York to New Orleans, runs through Tuscaloosa. It stops at the Tuscaloosa Train Station twice daily, one time headed north and the other time headed south. The Amtrak trains use the tracks owned by Norfolk Southern. The train station is located at the intersection of Greensboro Avenue and Hargrove Road. Norfolk Southern owns the train station that houses the Amtrak terminal. The Amtrak train passes through Hale and Greene Counties but does not stop in either county.

Amtrak rents the train station, located at the intersection of Greensboro Avenue and Hargrove Road, from Norfolk Southern Railroad. Based on information from a local Amtrak representative, the station needs building repairs, a secure automobile parking lot, and improved drainage structures.

9.2 Needs

- Transit service from the RPO counties to the Tuscaloosa station
- Repairs at the Tuscaloosa station
- Added parking at the Tuscaloosa station
- Secure parking at the Tuscaloosa station
- Drainage improvements at the Tuscaloosa station

9.3 Strategy

9.3.1 Strategy - Capital Investment (To address capacity need and to address system preservation need)

- Purchase equipment
- Operate new services that will transport passengers from the RPO counties to Amtrak stations
- Renovate/refurbish/repair the Tuscaloosa Depot (Amtrak station)

Tasks

- Determine local funding sources
- File FTA/ALDOT grant applications
- Purchase equipment / Operate system
- Maintain equipment
- Manage system
- Contact Amtrak to request guidance
- Contact Norfolk Southern (the owners of the Tuscaloosa Depot)

Responsible Agencies

- Local governments
- Transit providers
- Amtrak
- Norfolk Southern Railroad

Assisting Agencies

- ALDOT Multimodal Bureau (Grant writing, technical guidance)
- Amtrak (Technical guidance)
- WARC (Grant writing, technical and organizational assistance)

Funding Sources

- Local governments
- Local businesses
- FTA/ALDOT
- Norfolk Southern Railroad
- Amtrak

10.0 River Transportation

10.1 Description

There are two navigable river systems in west Alabama, the Black Warrior River and the Tombigbee River. The Black Warrior River is navigable from the Port of Birmingham in Jefferson County to its terminus at the Tombigbee River. The Black Warrior River runs the length of Tuscaloosa County from the northeast to the southwest. The river then becomes the border between Greene and Hale County. The Black Warrior River ends at its intersection with the Tombigbee River at the southern tip of Greene County.

The Tombigbee River connects the Tennessee and Ohio Rivers to the Port of Mobile. The river enters the region in west-central Pickens County. The river runs to the south where it forms the western Greene County line.

A series of locks is established along the length of the Black Warrior and Tombigbee Rivers. Within Tuscaloosa County on the Black Warrior River there are three locks/dams. Running from north to south the locks/dams are Bankhead, Holt, and Bacon-Oliver. The Armistead I. Selden Lock and Dam is located in southern Greene and Hale County on the Black Warrior River. There are two locks/dams on the Tombigbee River in the region. The northernmost one is the Tom Bevill Lock and Dam in Pickens County. The Howell Heflin Lock and Dam is located in Greene County.

There are five ports or terminals on the two rivers within the region. In Pickens County, there is a port at Pickensville and two ports south of Aliceville. A port is located in the Crossroads of America Industrial Park in Greene County. The only port facility on the Black Warrior River in the region is located in the City of Northport, Tuscaloosa County.

The U.S. Army Corps of Engineers maintains a nine feet deep by 200 feet wide channel in the two rivers. The waterways are used to transport bulk items such as coal, crude petroleum, metallic ores, nonmetallic minerals, and forest products. The river is also utilized for recreational purposes with fishing and boating being two of the most popular activities.

10.2 Needs

- Renovation of locks

10.3 Strategy

10.3.1 Strategy - Capital Investment

- Renovate existing river locks

Tasks

- Steps based on U.S. Army Corps of Engineers plan

Responsible Agencies

- U.S. Army Corps of Engineers

Assisting Agencies

- U.S. Army Corps of Engineers
- Local governments (supporting documentation)
- Local businesses (supporting documentation)

Funding Sources

- U.S. Army Corps of Engineers

11.0 Roads and Bridges

11.1 Description

Based on information from the Alabama Department of Transportation (ALDOT), in the six-county region of west Alabama there are 779 linear miles of state-maintained roadway and 4,865 linear miles of county- or city-maintained roadway (Table 1). In accordance with the Federal Aid Highway Act of 1973 roadways in the region are functionally classified. The classification system designates roads as principal arterial (including interstates), minor arterial, collector, or local streets (Figure 7 and Table 1).

The classification system is based on the purpose of the road, either to provide mobility or access to adjacent land. Principal Arterials (the highest rating) provides the greatest mobility. Local streets (the lowest rating) provide the greatest land access. The other classifications are degrees between these two extremes. In order to be eligible for Federal funding, and to be included on the long-range transportation plan, a road must be designated as a major collector or higher. Based on ALDOT statistics there are 1,656 linear miles of roads that are classified as a major collector or higher in the region. That figure is about 29 percent of the total linear road miles in the region.

Table 1

West Alabama Roads

	Bibb	Fayette	Greene	Hale	Lamar	Pickens	Total
Interstate	0.00	0.00	28.19	0.00	0.00	0.00	28.19
Principal Arterial (PA)	61.82	21.21	25.83	6.07	0.00	30.40	145.32
Minor Arterial	56.13	56.43	21.13	80.93	78.79	75.13	368.55
Major Collector	155.49	221.60	188.63	172.46	167.36	207.91	1,113.44
Minor Collector	69.50	66.04	76.87	115.57	27.97	36.35	392.30
Local	601.74	725.91	275.11	421.87	831.87	739.28	3,595.77
Total	944.67	1,091.19	615.75	796.90	1,105.99	1,089.07	5,643.58
Federal / State Roads	126.00	152.00	119.00	132.00	100.00	150.00	779.00
County / City Roads	818.67	939.19	496.75	664.90	1,005.99	939.07	4,864.58

Source: ALDOT, 2018 and 2007 - Compiled by WARC

The United States Department of Transportation requires bridges over twenty feet long to be inspected at least every other year. Based on the National Bridge Inventory Condition Thresholds, bridges are rated as good, fair, or poor. Numerous structural elements are reviewed to calculate the ratings. According to ALDOT in 2019, there were 1,102 bridges over 20 feet long in the West Alabama region (Table 2).

Table 2

Bibb County Bridges	Status	Bridge Owner					Total
		ALDOT	County	City/Town	Railroad	Unknown	
	Good	25	44	0	0	0	69
	Fair	32	16	0	0	0	48
	Poor	1	0	0	0	0	1
	Data Not Available	0	0	0	0	0	0
	Total	58	60	0	0	0	118

Fayette County Bridges	Status	Bridge Owner					Total
		ALDOT	County	City/Town	Railroad	Unknown	
	Good	18	96	0	0	0	114
	Fair	37	37	0	0	0	74
	Poor	0	1	0	0	0	1
	Data Not Available	0	0	0	0	0	0
	Total	55	134	0	0	0	189

Greene County Bridges	Status	Bridge Owner					Total
		ALDOT	County	City/Town	Railroad	Unknown	
	Good	38	65	1	0	0	104
	Fair	64	26	1	0	0	91
	Poor	3	7	1	0	0	11
	Data Not Available	0	0	0	0	0	0
	Total	105	98	3	0	0	206

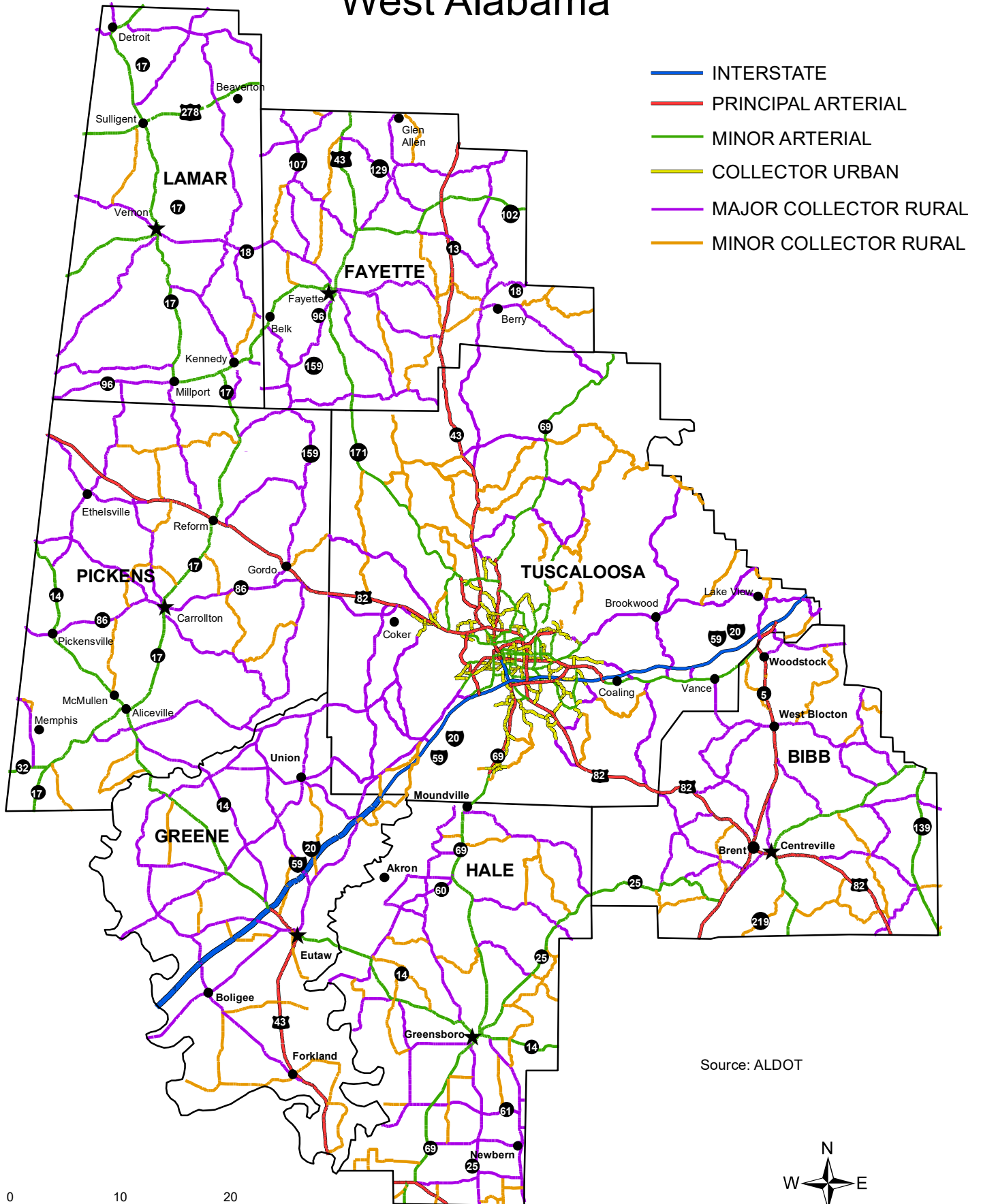
Hale County Bridges	Status	Bridge Owner					Total
		ALDOT	County	City/Town	Railroad	Unknown	
	Good	28	69	0	0	0	97
	Fair	15	49	0	0	0	64
	Poor	0	12	0	0	0	12
	Data Not Available	0	0	0	0	0	0
	Total	43	130	0	0	0	173

Lamar County Bridges	Status	Bridge Owner					Total
		ALDOT	County	City/Town	Railroad	Unknown	
	Good	28	32	1	0	0	61
	Fair	32	80	3	0	0	115
	Poor	0	1	4	0	0	5
	Data Not Available	0	0	0	0	0	0
	Total	60	113	8	0	0	181

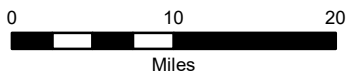
Pickens County Bridges	Status	Bridge Owner					Total
		ALDOT	County	City/Town	Railroad	Unknown	
	Good	21	78	0	0	0	99
	Fair	55	59	0	0	0	114
	Poor	2	17	0	3	0	22
	Data Not Available	0	0	0	0	0	0
	Total	78	154	0	3	0	235

Source: ALDOT, 2019 - Compiled by WARC

Road Classifications in West Alabama



Source: ALDOT



11.2 Needs

Safety

From 2014 through 2018 (a five-year period) there were 8,415 traffic crashes in the region. Associated with these crashes were 3,508 injuries and 150 fatalities (Table 3). High crash locations are mapped and provided to the RPO committees on a regular schedule. However, due to restrictions placed on the use of the data by the Alabama Department of Transportation, the maps were not available for this document.

Table 3

Crashes from 2014 thru 2018

	Crashes	Persons Killed	Persons Injured
Bibb	1,719	29	604
Fayette	1,358	20	580
Greene	1,549	41	654
Hale	1,491	24	694
Lamar	882	14	363
Pickens	1,416	22	613
Total	8,415	150	3,508

Source: The University of Alabama Center for Advanced Public Safety

System Preservation

Information provided by the Pavement Management Division of the Alabama Department of Transportation shows that four percent of the pavement on state-maintained roads is rated as poor (Table 4). Applying this percentage to the locally-owned roads in the RPO study area, there are potentially 195 additional miles of road that would be rated as poor.

Table 4

**Pavement Condition on State and Federal Roads
(Lane Miles)**

	Good	Percent Good	Fair	Percent Fair	Poor	Percent Poor	Total
Bibb	41.368	33%	83.263	66%	2.263	2%	126.894
Fayette	45.120	30%	105.851	70%	0.916	1%	151.887
Greene	40.828	36%	63.300	55%	10.800	9%	114.928
Hale	55.203	43%	70.180	55%	3.000	2%	128.383
Lamar	34.005	34%	64.507	64%	1.500	1%	100.012
Pickens	40.382	27%	98.620	66%	9.754	7%	148.756
West Alabama	256.906	33%	485.721	63%	28.233	4%	770.860

Source: Pavement Management Division, ALDOT, 2019 TPM Measures

Based on a report published by TRIP (a national transportation research group), roads rated as poor will generally require more expensive reconstruction as opposed to resurfacing. The TRIPS report cites another study that indicates that reconstruction costs approximately four times as much as resurfacing.

In 2019, 52 (4.72 percent) of the 1,102 bridges in West Alabama were rated as poor (Table 2). Most of these bridges (38) are owned by the counties. The other fourteen are the responsibility of ALDOT (6), a few municipalities (5), and railroad companies (3). Pickens County has the most poor-condition bridges with 22, while Bibb and Fayette only have one each.

Economic Development

A prime concern of the governments involved with the RPO is the need to improve the economic conditions of west Alabama. The poverty rate in west Alabama is 22.2 percent, 8.1 percent higher than the national average of 17.5 percent (Table 5). The regional unemployment rate is 3.5 percent compared to the national rate of 3.7 percent (Table 6). These figures were calculated prior to the COVID-19 economic downturn of 2020.

A common theme among industrial recruiters in the region is the need for a four-lane highway. Outside of Tuscaloosa County there are only a few segments of four-lane highways in west Alabama. The only exceptions are I-20/59 that passes through central Greene County and US-82 in Bibb and Pickens County. The ALDOT is in the process of improving US-82 through Pickens County. Once this project is complete, US-82 will be four or six lanes from Centreville in Bibb County, through Tuscaloosa and Pickens County to the Mississippi State Line. However, this project is years from completion. In addition, US-82 and I-20/59 are generally east to west routes. West Alabama lacks a four lane north-to-south highway. This includes not only the six county West Alabama RPO region, but also the areas from Muscle Shoals to Mobile. A corridor study, titled the West Alabama Freeway, undertaken by the ALDOT several year ago, was intended to address this north-to-south highway need. The study has not been completed.

Table 5

West Alabama Poverty Estimates

	Population	Population Below Poverty Level	Percentage Below Poverty Level
Bibb	20,468	2,863	14.0%
Fayette	16,251	3,258	20.0%
Greene	8,344	3,225	38.7%
Hale	14,648	3,809	26.0%
Lamar	13,747	2,916	21.2%
Pickens	18,862	4,430	23.5%
Total	92,320	20,501	22.2%
		Alabama	17.5%
		United States	14.1%

Source: U.S. Census Bureau, 2018: ACS 5-Year Estimates

Table 6

West Alabama Employment Numbers (2019)

	Labor Force	Employment	Unemployment	Unemployment Rate
Bibb	8,685	8,419	266	3.1%
Fayette	6,579	6,372	207	3.1%
Greene	2,883	2,722	161	5.6%
Hale	6,119	5,878	241	3.9%
Lamar	5,849	5,670	179	3.1%
Pickens	7,923	7,647	276	3.5%
Total	38,038	36,708	1,330	3.5%
			Alabama	3.0%
			United States	3.7%

Source: Alabama Department of Labor

11.3 Strategies

11.3.1 Strategy - Capital Investment (To address safety needs, system preservation needs, and economic development needs)

- Maintain roads and bridges
- Replace/rebuild/reconstruct/refurbish potentially unsafe road and bridge sections
- Install/construct additional safety features
- Repair/rebuild/resurface roads and bridges
- Maintain existing transit service
- Build road projects that add capacity
- Build bicycle and pedestrian facilities
- Add transit service

The Alabama Department of Transportation uses a statewide bridge rating system to determine the order of bridge work under their authority. The local

governments in the RPO area have to determine the best interest of the community when selecting bridge projects.

Tasks

- Determine local, state, and federal funding sources
- Construct projects/install features (Environmental document preparation, engineering preparation, right-of-way purchase, construction)
- Maintain facilities

Responsible Agencies

- Local governments
- Alabama Department of Transportation (ALDOT)
- Transit providers

Assisting Agencies

- ALDOT (Technical guidance)
- FHWA (Technical guidance)
- FTA (Technical guidance)
- EDA (Technical guidance)
- ARC (Technical guidance)
- ADECA (Technical guidance)
- WARC (Grant writing)

Funding Sources

- Local governments
- Local businesses
- Alabama Department of Transportation (ALDOT)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Economic Development Administration (EDA)
- Community Development Block Grants (CDBG)
- Appalachian Regional Commission (ARC)

11.3.2 Strategy - Land Use Management (To address safety needs and system preservation needs)

- Update/develop comprehensive plans
- Update/develop zoning regulations
- Update/develop subdivision regulations

The updates will include access management techniques; context sensitive solutions; and complete streets, new urbanism, and smart growth principles*. These additions should increase the capacity and safety of the transportation system for motorists.

Tasks

- Determine local funding sources
- File grant applications

- Complete comprehensive plans, subdivision regulations, zoning regulations
- Manage development and improvements based on the adopted plan and regulations
- Maintain the plans and regulations

Responsible Agencies

- Local governments
 - Planning boards
 - Zoning boards

Assisting Agencies

- ADECA (Grant writing, technical guidance)
- WARC (Grant writing, plan development, regulation development)

Funding Sources

- Local governments
- Economic Development Administration (EDA)
- Community Development Block Grants (CDBG)
- Appalachian Regional Commission (ARC)

** Access Management (AM) is the proactive management of vehicular access points to land parcels adjacent to all manner of roadways. Good access management promotes safe and efficient use of the transportation network. AM encompasses a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways (Office of Operations, Federal Highway Administration).*

Context Sensitive Solutions is a collaborative, interdisciplinary, approach that involves all stakeholders in developing a transportation facility that complements its physical setting and preserves scenic, aesthetic, and historic and environmental resources while maintaining safety and mobility (Federal Highway Administration).

Complete Streets policies direct transportation planners and engineers to consistently design with all users in mind including drivers, public transportation riders, pedestrians, and bicyclists as well as older people, children, and people with disabilities (National Complete Streets Coalition).

New Urbanism promotes the creation and restoration of diverse, walkable, compact, vibrant, mixed-use communities composed of the same components as conventional development, but assembled in a more integrated fashion, in the form of complete communities. These contain housing, work places, shops, entertainment, schools, parks, and civic facilities essential to the daily lives of the residents, all within easy walking distance of each other (NewUrbanism.Org).

Smart Growth is development that revitalizes central cities and older suburbs, supports and enhances public transit, promotes walking and bicycling, and preserves open spaces and agricultural lands (FOCUS - Association of Bay Area Governments).

12.0 Project Descriptions

This chapter of the plan is divided into two sections. The first section contains a spreadsheet that lists the projects selected for the plan (Table 7). The spreadsheet is sorted by project type (bridge, road, transit) and then by priority. The sheet lists the project county, description, region priority, county priority, map number, status, time range, length, lane numbers, and cost estimates. The region priority is how a project ranked against every project in the region. The county priority is how a project ranked against all of the projects from a particular county. A project with a priority of 1 is a top priority project. Each project type (bridge, road, transit) has its own priority ranking. The time range is divided between short and long. Short-range projects are expected to have at least one phase started during the first five years of the plan (2022-2026). Long-range projects are not expected to start until 2027.

The second part of this chapter includes the project location maps (Figures 8 - 14). The projects are depicted on the map as dark or colored lines and points. The projects can be linked to the spreadsheet in the first section by the map number.

Since this plan is intended to serve as an advisory document to the ALDOT, this chapter includes only projects that likely will be funded with federal highway, federal transit, or state highway monies. These are the general funding areas administered by ALDOT. ALDOT also administers federal and state aviation funds but spending of these funds is guided by the state aviation plan and individual airport plans.

Long-Range Transportation Plan Projects (2021)

Table 7

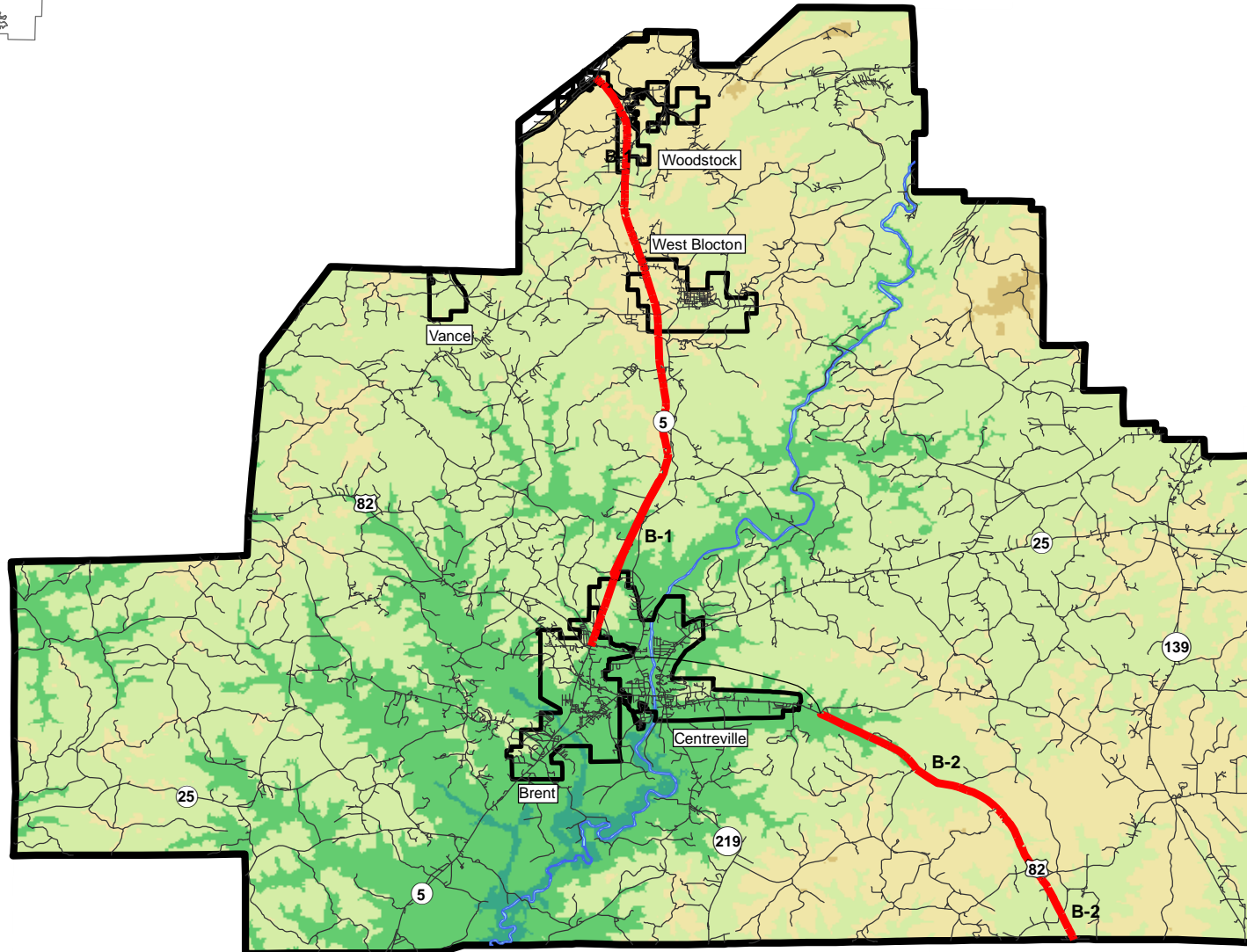
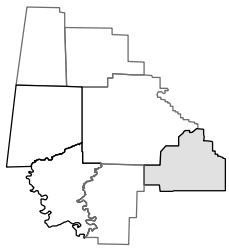
Bridge Replacement Projects											
County	Project Description	Region Priority	County Priority	Map Number	ALDOT Project Numbers	Status	Time Range*	No. of Bridges	Lanes Before	Lanes After	Total Estimated Cost
Bibb	Bibb County Bridges Rated Poor - 1 Bridge	1	1	Not Applicable	100066954; 100066955	Underway	Short	1	Not Applicable	Not Applicable	\$3,215,000
Fayette	Fayette County Bridges Rated Poor - 1 Bridge	1	1	Not Applicable	Not Available	Planned	Long	1	Not Applicable	Not Applicable	\$600,000
Greene	Greene County Bridges Rated Poor - 11 Bridges	1	1	Not Applicable	Not Available	Planned / Underway	Short / Long	11	Not Applicable	Not Applicable	\$6,600,000
Hale	Hale County Bridges Rated Poor - 12 Bridges	1	1	Not Applicable	Not Available	Planned / Underway	Short / Long	12	Not Applicable	Not Applicable	\$7,200,000
Lamar	Lamar County Bridges Rated Poor - 5 Bridges	1	1	Not Applicable	Not Available	Planned / Underway	Short / Long	5	Not Applicable	Not Applicable	\$3,000,000
Pickens	Pickens County Bridges Rated Poor - 22 Bridges	1	1	Not Applicable	Not Available	Planned / Underway	Short / Long	22	Not Applicable	Not Applicable	\$13,200,000
								Total	52	Total	\$33,815,000

Road Projects											
County	Project Description	Region Priority	County Priority	Map Number	ALDOT Project Numbers	Status	Time Range*	Length in Miles	Lanes Before	Lanes After	Total Estimated Cost
Bibb	SR-5 from US-11 to US-82 - Add two lanes	3	1	B-1	100052770, 100052771, 100052772	Planned	Long	18.00	2	4	\$54,000,000
Bibb	US-82 from southeast of Antioch Road (CR-20) to Chilton County - Add two lanes	7	2	B-2	Not Available	Planned	Long	9.50	2	4	\$28,500,000
Fayette	US-43 from CR-38 to CR-32 - Widen, vertical realignment, and add turn lanes	10	2	F-2	Not Available	Planned	Long	0.58	2	2	\$2,150,835
Fayette	US-43 from Fayette City to US-78 - Add two lanes	2	1	F-1	Not Available	Planned	Long	15.00	2	4	\$45,000,000
Greene	US-43 from Marengo County Line to SR-14 north of I-59 - Add two lanes	13	1	G-1	Not Available	Planned	Long	21.12	2	4	\$63,360,000
Hale	SR-69 from Greensboro to Tuscaloosa County Line - Add two lanes	8	1	H-1	100008980, 100008981, 100008982, 100008983, 100008984, 100049100	Planned	Long	23.00	2	4	\$69,000,000
Lamar	SR-18 from SR-17 in Vernon to SR-107 west of Fayette City - Add two lanes	12	2	L-2	100037255	Planned	Long	14.47	2	4	\$43,419,000
Lamar	US-278 from the Mississippi State Line to US-78 - Add two lanes	6	1	L-1	100040708	Planned	Long	18.03	2	4	\$54,090,000
Pickens	SR-14 from 1.2 miles west of CR-78 to SR-17 - Add lanes	5	2	P-3	100052824, 100052826, 100052827, 100052828	Planned	Long	3.86	2	4	\$13,116,000
Pickens	SR-14 from SR-17 to Aliceville City Limits - Relocate	11	4	P-4	100052829, 100052831, 100052832, 100052833	Planned	Long	1.46	2	4	\$8,781,000
Pickens	US-82 at the CVS Pharmacy in Gordo - Add turn lanes	4	3	P-2	Not Available	Planned	Long	0.10	2	2	\$150,000
Pickens	US-82 from northwest of Hargrove Church Road (CR-57) to the Tuscaloosa County Line - Bypass around Gordo	1	1	P-1	100032473	Underway	Short	6.74	2	4	\$28,955,000
Region	West Alabama Freeway - New four-lane highway from US-80 to Corridor X (Segments B and C)	8	Not Applicable	R-1	100039023, 100040400	Planned	Long	115.00	0	4	\$690,000,000
								Total			\$1,100,521,835

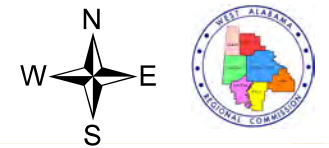
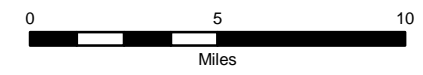
Transit Projects											
County	Project Description	Region Priority	County Priority	Map Number	ALDOT Project Numbers	Status	Time Range*	Length in Miles	Lanes Before	Lanes After	Total Estimated Cost
Bibb	Bibb County Transit Service (General Public Service and Specialized Service)	2	1	Not Applicable	Not Available	Underway/Planned	Short/Long	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Fayette	Fayette County Transit Service (General Public Service and Specialized Service)	2	1	Not Applicable	Not Available	Underway/Planned	Short/Long	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Greene	Greene County Transit Service (General Public Service and Specialized Service)	2	1	Not Applicable	Not Available	Underway/Planned	Short/Long	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Hale	Hale County Transit Service (General Public Service and Specialized Service)	2	1	Not Applicable	Not Available	Underway/Planned	Short/Long	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Lamar	Lamar County Transit Service (General Public Service and Specialized Service)	2	1	Not Applicable	Not Available	Underway/Planned	Short/Long	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Pickens	Pickens County Transit Service (General Public Service and Specialized Service)	2	1	Not Applicable	Not Available	Underway/Planned	Short/Long	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Region	Intercity/Inter-County Bus Service	1	Not Applicable	Not Applicable	Not Available	Underway/Planned	Short/Long	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Please refer to the current West Alabama Coordinated Public Transit Plan for detailed transit strategies.										Total	NA

* Time Range: Short = Construction to start in 1 to 5 years; Long = Construction more than 5 years away

West Alabama RPO Long-Range Transportation Plan Projects Bibb County



- Projects
- Roadways
- Cahaba River
- County Line



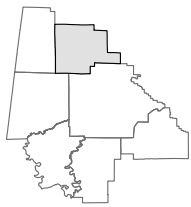
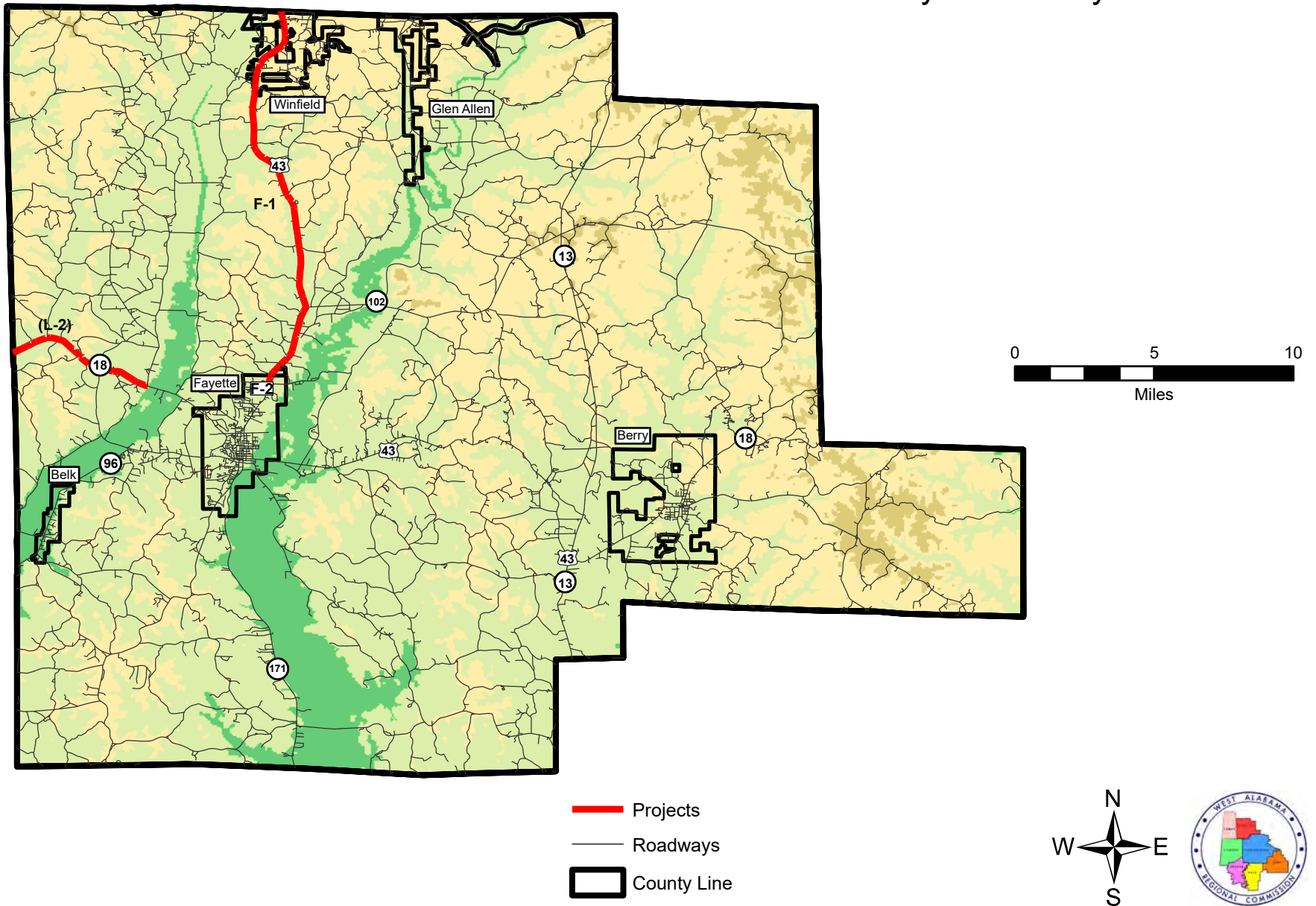


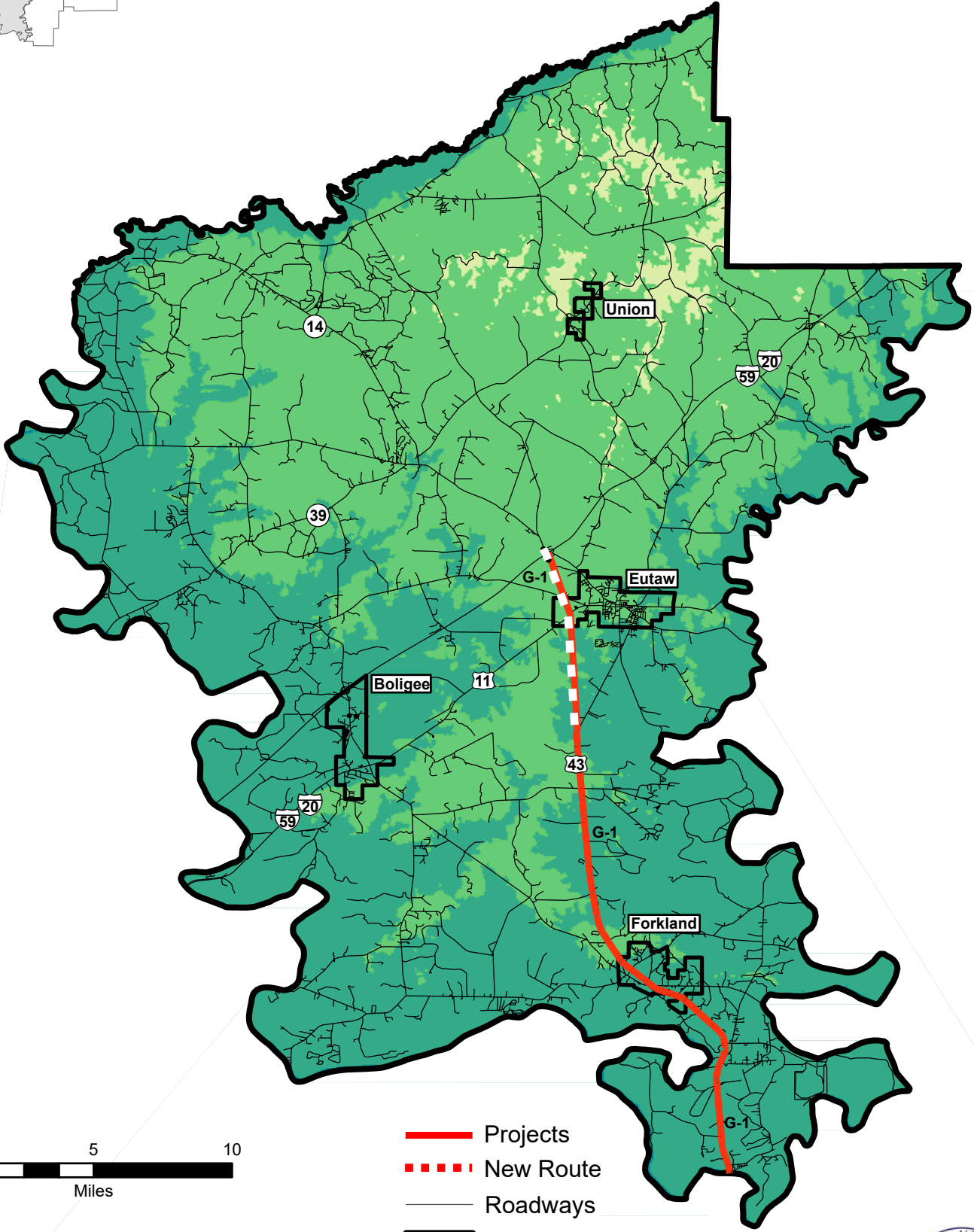
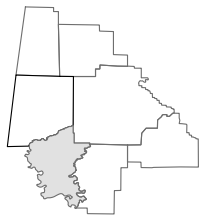
Figure 9

West Alabama RPO Long-Range Transportation Plan Projects Fayette County



Sources: US Census TIGER Line Files
Project Information: ALDOT

West Alabama RPO Long-Range Transportation Plan Projects Greene County

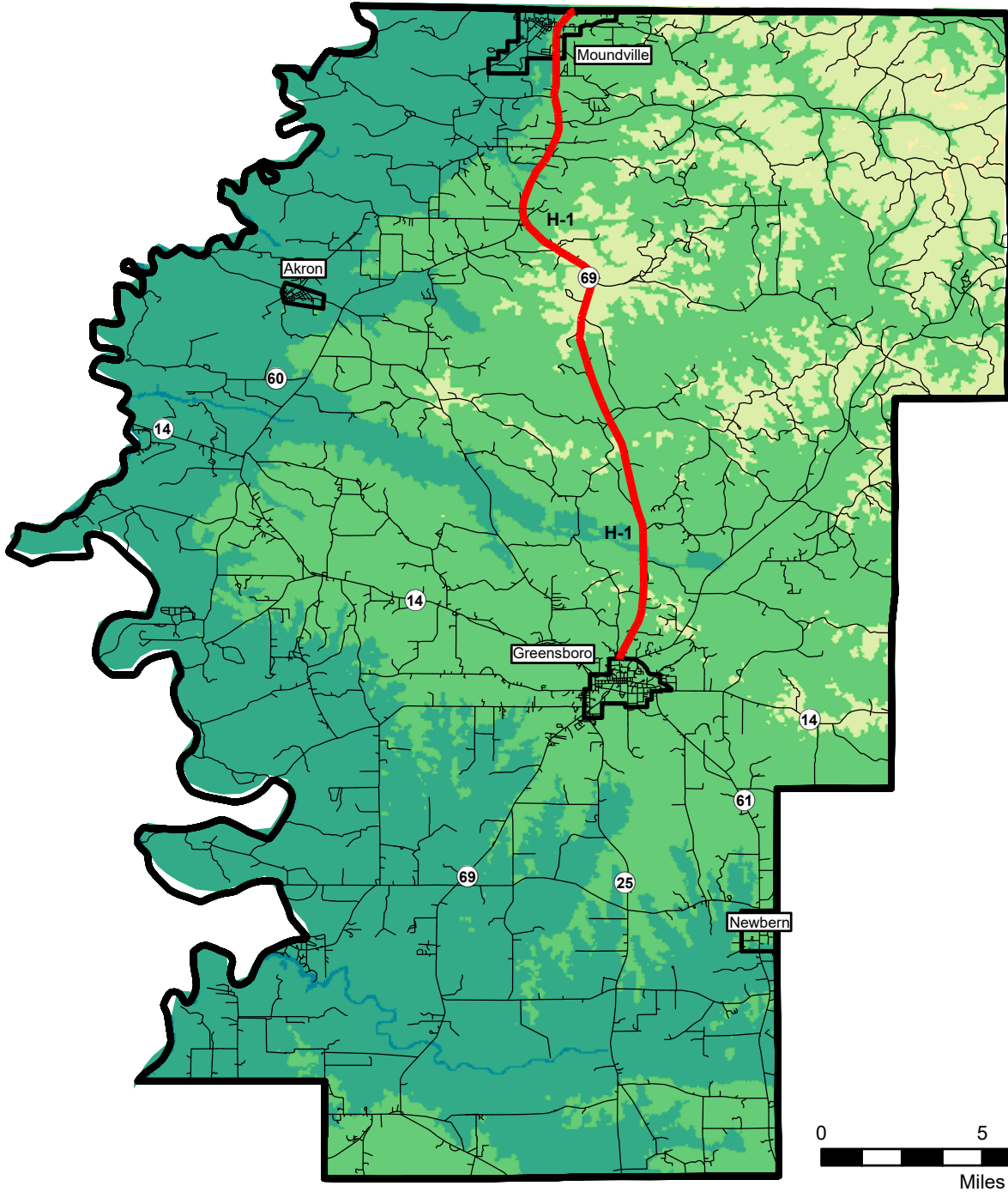
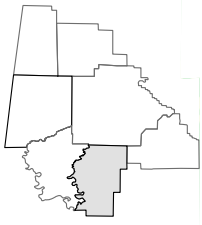


- Projects
- - - New Route
- Roadways
- County Line



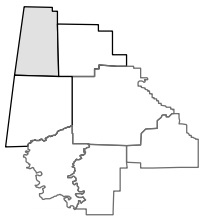
Source: US Census TIGER Line Files
Project Information: ALDOT

West Alabama RPO Long-Range Transportation Plan Projects Hale County

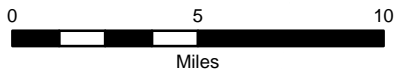
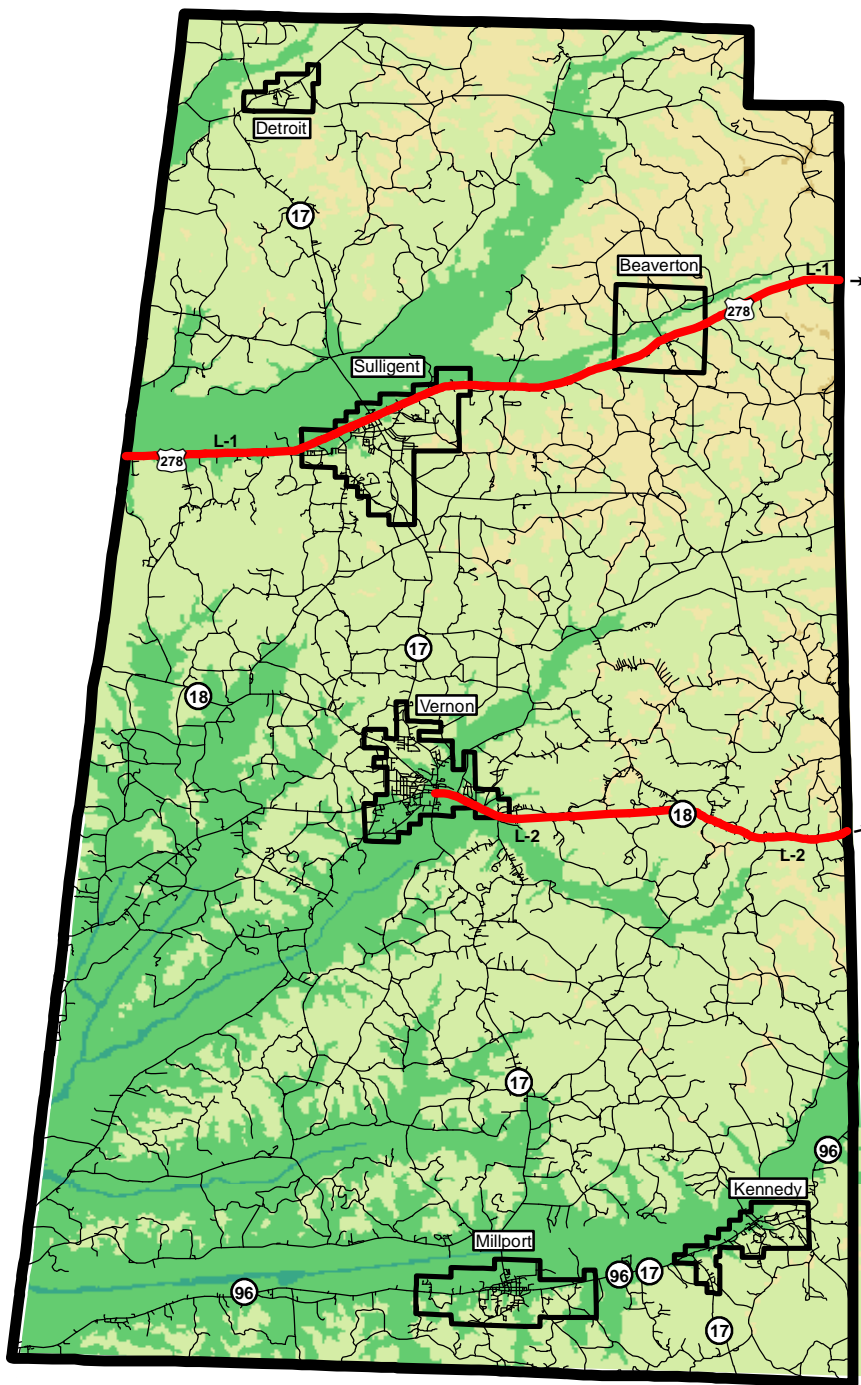


- Projects
- Roadways
- ▭ County Line





West Alabama RPO Long-Range Transportation Plan Projects Lamar County



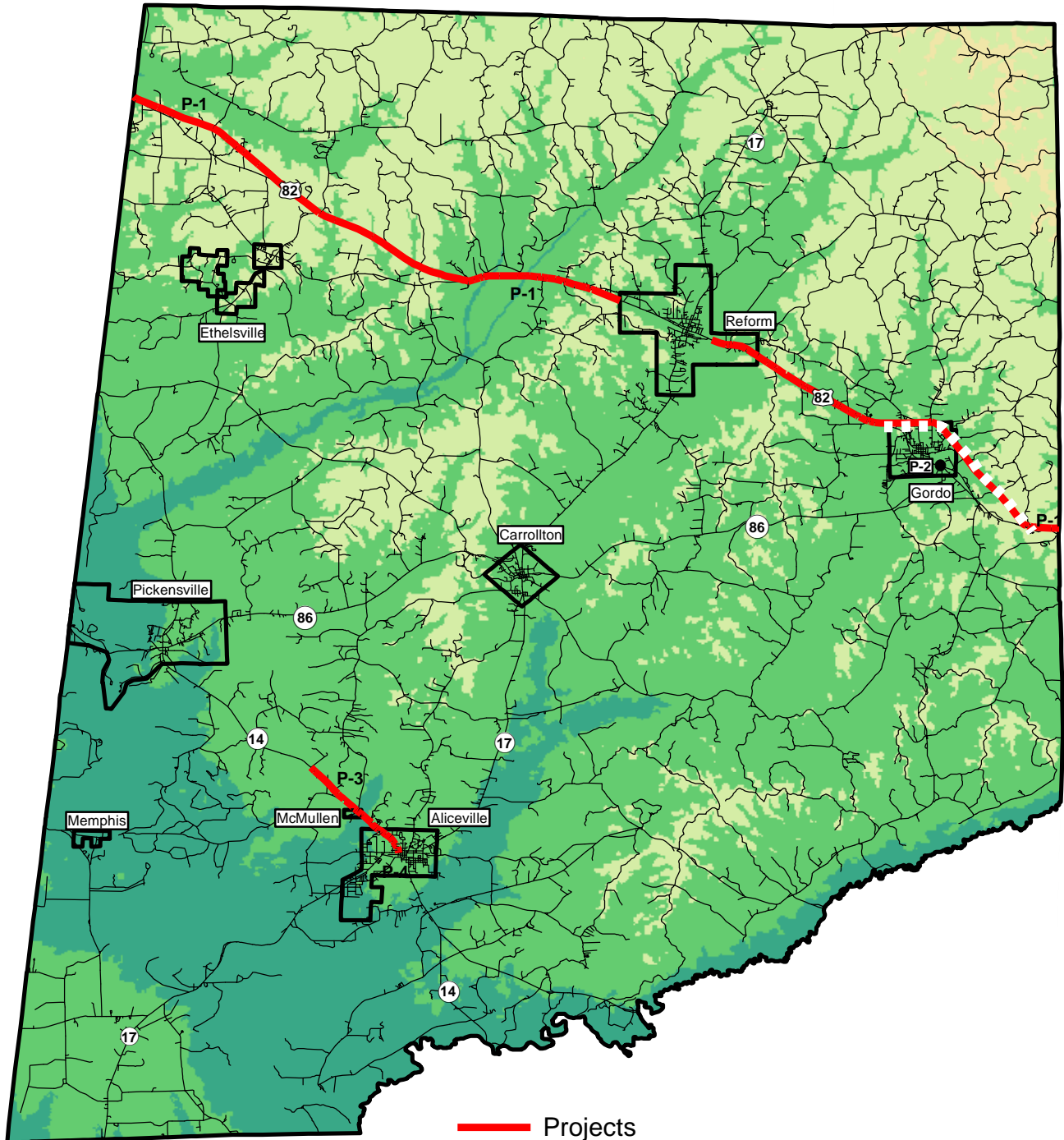
- Projects
- Roadways
- County Line







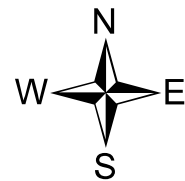
Sources: US Census TIGER Line Files
Project Information: ALDOT



West Alabama RPO Long-Range Transportation Plan Projects Pickens County



-  Projects
-  New Route
-  Roadways
-  County Line



Sources: US Census TIGER Line Files
Project Information: ALDOT

13.0 Continuing Efforts

Over the next five years the RPO staff and committees will monitor the social and economic trends in the region in order to determine if this plan needs to be modified. Major changes to existing trends could require the addition, deletion, or re-prioritization of strategies or projects. Any necessary adjustments to the plan can be accomplished through amendments adopted by the Policy Committee.

The RPO will review and update this plan in 2026. The staff and committees will work through each of the necessary steps to verify and recertify the inputs and recommendations of the plan. The Policy Committee is scheduled to adopt the next plan in August 2026. The plan will be reviewed and updated every five years.

The RPO committee meetings will continue to be the main cooperation tool in the process. The quarterly meetings will be held and the meetings will follow the established agenda. This will allow local officials and officials with the ALDOT to discuss transportation issues and programs. The meetings will continue to offer the same public involvement opportunities. The RPO staff will continue to document the meetings and the work of the committees.

Appendix A

Transportation Planning Acronyms and Terms

Transportation Planning Acronyms and Terms

5th Division - Alabama Department of Transportation 5th Division, office located in Tuscaloosa, includes nine counties in West Alabama, Replaced with West Central Region in 2014

AAA - Area Agency on Aging, West Alabama AAA

AADT - Average Annual Daily Traffic count

ACS - American Community Survey; U.S. Census Bureau product; replacement for the decennial long-form data

ADA - Americans with Disabilities Act

ADAP - Alabama Disabilities Advocacy Program

ADT - Average Daily Traffic count

ALDOT - Alabama Department of Transportation

ARC - Appalachian Regional Commission

ARC - Formerly the Association for Retarded Citizens, now known as The Arc

Bicycle / Pedestrian Scale Development - Development that consists of a mix of land uses (residential, commercial, public) in close proximity, where one could comfortably walk or ride a bicycle from their origin (e.g., residence, place of employment) to a destination (e.g., place of employment, store, government facility, park)

BPC - Bicycle and Pedestrian Committee

BR - Bridge funding program; also BRON

CA - Capital funds (transit)

CAC - Citizens Advisory Committee; now known as CTAC

Capacity Project - (Road) a project that adds through lanes to an existing road or builds a new road; (Transit) a project that adds new routes or expands demand response/para-transit fleet

CFR - Code of Federal Regulations

CN - Construction - the final phase of a transportation project, the actual building of the project

CTAC - Citizens Transportation Advisory Committee

DOT - Department of Transportation

DPI or DPIIP - Innovative/Special funding program, applies to projects specifically named in federal legislation

EPA - Environmental Protection Agency

ESWA - Easter Seals West Alabama

FAST Act - Fixing America's Surface Transportation Act (PL 114-94)

FHWA - Federal Highway Administration

FOCUS - Focus on Senior Citizens

FTA - Federal Transit Administration

Functional Classification System - a system to distinguish roads according to the type of service provided

GHG - Greenhouse Gas

GIS - Geographic Information System - a computer system that links cartographic images with databases and allows the user to create new maps and databases through various means, including overlay and query operations

ISTEA - Intermodal Surface Transportation Efficiency Act of 1991

ITS - Intelligent Transportation System

JARC - Job Access and Reverse Commute - Federal Transit Administration Section 5316 funding program

LAP - Language Access Plan, sometimes referred to as a Limited English Proficiency (LEP) Plan

LEP - Limited English Proficiency

LEP Plan - Limited English Proficiency Plan - outlines how the MPO and RPO integrates people with Limited English Proficiency (LEP) into the transportation planning process - sometimes referred to as a Language Access Plan (LAP)

LOC - Local funding

Long-Range Transportation Plan - outlines projects that will be required to meet the needs of an area over an extended period of time usually 20 years, revised every four to five years

LRTP - Long-Range Transportation Plan

LVOE - Level of Effort

MAP-21 - Moving Ahead for Progress in the 21st Century Act (Public Law 112-141)

MPO - Metropolitan Planning Organization, Tuscaloosa Area MPO

MPO-Portal - web-based software used to manage and integrate the TIP and STIP processes and databases; replaced TELUS

MO - Maintenance and Operation, same as federal O&M and TSMO, ALDOT preference

MO Project - Maintenance and Operation project, same as federal O&M project and TSMO project, ALDOT preference

NAAQS - National Ambient Air Quality Standards

New Freedom - Federal Transit Administration Section 5317 funding program

NHS - National Highway System, a transportation funding category, only projects on designated NHS routes can use these funds; also NHSP

O&M - operations and management, same as MO and TSMO

O&M Project - a project that improves the operation and/or management of a transportation system; examples include turn lanes, traffic signal optimization, ITS center, same as MO Project and TSMO Project

OP - Operating funds (transit)

PARA - Parks and Recreation Authority

PE - Preliminary Engineering - the first phase of most transportation projects, the study and design of the project

PL - Metropolitan Planning Funds

Public Forum - designated time during RPO and MPO meetings in which the public or interested parties may address the Policy Committee or Advisory Committees

Public Hearing - hearings to formally present information and gather public input for projects and plans - The Tuscaloosa Area MPO and West Alabama RPO do not hold public hearings. The Alabama Department of Transportation and local governments conduct public hearings for specific projects.

Public Meeting - meetings held by the Tuscaloosa Area MPO and West Alabama RPO to review draft transportation planning documents - The Tuscaloosa Area MPO holds public meetings for the Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Bicycle and Pedestrian Plan, and the Public Involvement Plan (PIP).

Public Review - public reviews allow anyone to examine and comment on draft documents during a specified period of time - The Tuscaloosa Area MPO and West Alabama RPO holds public reviews for the Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), Long-Range Transportation Plan (LRTP), Public Involvement Plan (PIP), and Bicycle and Pedestrian Plan. During the review period, draft documents are available on the internet, the West Alabama Regional Commission, and the Transit Authority. The review period extends from the date the MPO or RPO adopts the draft document for public review until the MPO or RPO adopts the final document, generally two months.

ROW - Right of Way - a phase of transportation projects, the purchase of right of way

RPO - Rural Planning Organization, West Alabama RPO

RW - Right of Way - a phase of transportation projects, the purchase of right of way

SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users - (Pub. L. 109–59, August 10, 2005)

Section 504 of the Rehabilitation Act of 1973 - protects qualified individuals from discrimination based on the disability

Section 5303 - Federal Transit Administration funding program for technical studies

Section 5307 - Federal Transit Administration funding program for urban area transit capital and operating expenses, see Section 5339

Section 5309 - Federal Transit Administration funding program for capital transit improvements

Section 5310 - Federal Transit Administration funding program for elderly and disabled transit capital assistance

Section 5311 - Federal Transit Administration funding program for rural area transit capital and operating expenses

Section 5316 - Federal Transit Administration funding program for job access and reverse commute transit, also known as JARC

Section 5317 - Federal Transit Administration funding program for new Americans with Disabilities Act transit assistance, also known as New Freedoms

Section 5339 - Federal Transit Administration funding program for bus and bus facilities; replaced Section 5309 in MAP-21, eligible to 5307 recipients

SHSP - Strategic Highway Safety Plan

SPR - State Planning and Research funds

ST - State funding

STP - Surface Transportation Program

STAA - Surface Transportation Any Area funding category, represents funds that may be used anywhere in the state, ALDOT has the authority to allocate these funds

STIP - State Transportation Improvement Program

STOA - Surface Transportation Other Area funding category, represents funds that are used in Urban Areas with populations less than 200,000

STP - Surface Transportation Program, a transportation funding category, Urban Areas are allocated an amount of funds annually based on a specific per capita dollar amount

TAP - Transportation Alternatives Program

TARC - Tuscaloosa Association of Retarded Citizens, also known as The ARC

TAZ - Transportation Analysis Zone - districts used for computer traffic modeling

TCC - Technical Coordinating Committee

TCPTA - Tuscaloosa County Parking and Transit Authority, also known as Tuscaloosa Metro Transit, Tuscaloosa Trolley, the Authority

TDOT - Tuscaloosa Department of Transportation

TEA-21 - Transportation Equity Act of the 21st Century

TIP - Transportation Improvement Program - a list of funded MPO projects slated to begin over a four-year period, revised every four years

Title VI - Title VI of the *Civil Rights Act of 1964, 42 USC 2000d* (Nondiscrimination in Federally Assisted Programs)

TMA - Transportation Management Area, area designated by the Secretary of Transportation, having an urbanized area population of over 200,000

TR - Transit project

Transportation Enhancement (TE) Funds - Under pre-MAP-21 legislation, ten percent of all Surface Transportation Program funds allocated to a state are required to be spent on enhancement projects. Eligible projects include, but are not limited to, acquisition of historic sites and construction of pedestrian or bicycle facilities

TSMO - Transportation System Management and Operations, same as MO and O&M

TSMO Project - a project that improves the operation and/or management of a transportation system; examples include turn lanes, traffic signal optimization, ITS center, same as MO Project and O&M Project

UCP - United Cerebral Palsy

UMTA - Urban Mass Transit Administration; now known as FTA

UPWP - Unified Planning Work Program - a set of tasks that the WARC staff is committed to perform over a fiscal year, revised annually

Urban Area Boundary - boundary surrounding a Census Bureau defined urbanized area, established by the MPO with ALDOT and FHWA approval

UT - Utility Construction - a phase of transportation projects, the relocation of utilities

WAPDC - West Alabama Planning and Development Council; now known as West Alabama Regional Commission (WARC)

WARC - West Alabama Regional Commission

WARPO - West Alabama Rural Planning Organization

West Central Region - Alabama Department of Transportation Region, office located in Tuscaloosa County, includes 14 counties in West Alabama, Replaced the 5th Division in 2014

Appendix B

West Alabama RPO Description

Introduction

The following is a brief summary of the West Alabama Rural Transportation Planning Process and includes relevant background information. A Rural Planning Organization (RPO) functions somewhat like a Metropolitan Planning Organization (MPO) and provides structure for the process. An important distinction between an MPO and the RPO is that all RPO recommendations and documents are only advisory at this time. The RPO serves as a formal link between the ALDOT and local governments and provides additional opportunities for the rural areas to communicate with Alabama Department of Transportation (ALDOT).

Organization

The West Alabama Rural Planning Organization (RPO) is composed of three committees. The Policy Committee is the official decision making body of the process. The Policy Committee is served by two advisory committees: the Technical Coordinating Committee (TCC) and Citizens Transportation Advisory Committee (CTAC).

Study Area

The study area includes the six rural counties served by the West Alabama Regional Commission: Bibb, Fayette, Greene, Hale, Lamar, and Pickens. Tuscaloosa is not included in the study area because it is already served by a transportation planning process governed by the Tuscaloosa Area Metropolitan Planning Organization (MPO). The Tuscaloosa County MPO has nonvoting representatives on the RPO Policy and TCC.

Agreement

The first step in any transportation planning process is the development of an agreement. The agreement legally delineates the concerned governmental entities, defines the duties of each entity, and outlines the organizational structure. The agreement is between the West Alabama Regional Commission and the Alabama Department of Transportation (ALDOT).

Laws and Regulations

The laws requiring Departments of Transportation to develop nonmetropolitan cooperative processes are found in Title 23, U.S. Code (USC) 135 and 505. Title 23 was amended by the Fixing America's Surface Transportation Act (FAST Act) for Statewide and Nonmetropolitan Transportation Planning and Programming in Section 1202 and funding features in Section 3016. The actions are duplicated for public transit in Title 49, U.S. Code Sections 5304 and the formula funding features are in 5338.

The rules regarding the nonmetropolitan cooperative process are published in the Code of Federal Regulations (CFRs) as Title 23, Part 450. The Code was superseded or amended by the Moving Ahead for Progress in the 21st Century (MAP-21) Sections 1202 and 20006, July 2012, and the Fixing America's Surface Transportation Act (FAST Act) Section 1202, December 2015. These regulations require States to consider the concerns of local elected officials when carrying out statewide transportation planning, to develop a process to cooperate with nonmetropolitan local officials regarding transportation issues, and to cooperate with nonmetropolitan officials when developing the statewide transportation plan and the statewide transportation improvement program (STIP).

Products of the Transportation Planning Process

Work Program

The Work Program (WP) represents the budget and work tasks necessary to accomplish and maintain the transportation planning process within the study area. The WP is developed to coordinate transportation and related planning activities for a cooperative, continuing, and comprehensive planning process. The primary objective of the WP is the development of an integrated planning program that considers the planning activities of each modal group and coordinates these activities to produce a transportation plan that serves all segments of the population.

Safety Program

The RPO collects a list of safety observations at the quarterly committee meetings. In general the safety observations are low cost projects that have the potential to reduce traffic accidents. The observations are forwarded to the county engineers, the ALDOT West Central Region District Engineers, the ALDOT West Central Region Engineer, and other relevant agencies. At the end of each fiscal year the quarterly safety observations are compiled into a final report. The final report will describe any action taken to address the suggestion. The report will also be provided to the appropriate departments and agencies.

Long-Range Transportation Plan

The RPO adopted the original long-range transportation plan in 2006 and revised this plan in 2011 and 2016. The plan established goals, strategies, and a region-wide transportation vision. The plan includes a prioritized project list for each county and a prioritized list of regional projects. The purpose of the plan is to document the long-range transportation needs of west Alabama, as identified by the elected and appointed officials in the area. The plan is intended to help local governments address and prioritize transportation needs. The plan should also help ALDOT develop the statewide plan and the Statewide Transportation Improvement Program and schedule the construction of transportation projects based on their limited budget. However, the plan is strictly advisory. No funds have been set aside to undertake any of the strategies or projects included in the plan.

Rural Transportation Improvement Program (RTIP)

The Fixing America's Surface Transportation Act (FAST Act) allows state-designated Regional Transportation Planning Organizations (RTPOs) to develop a Regional Transportation Improvement Program (RTIP). The Alabama Department of Transportation (ALDOT) has chosen not to re-designate the current Alabama RPOs as RTPOs. However, ALDOT has decided to allow the RPOs to develop nonbinding Rural TIPs. The West Alabama RPO developed a Rural TIP during summer of 2015 for informational purposes only.

Committees

The West Alabama Rural Planning Organization (RPO) manages the West Alabama Rural Transportation Planning Process. The RPO is composed of three committees. The Policy Committee is the official decision-making body of the process. The Policy Committee is served by two advisory committees: the Technical Coordinating Committee (TCC) and Citizens Transportation Advisory Committee (CTAC). These committees meet four times a year; January/February, April/May, July/August and have one Combined Committee meeting in November.

Policy Committee

The Policy Committee serves as the official decision-making body for the West Alabama Rural Transportation Planning Process. In this capacity, the Policy Committee determines the content of documents and recommendations provided to the Alabama Department of Transportation. The responsibilities of the Policy Committee include providing overall guidance to the planning process, review and approval of all process plans and programs, and appointing TCC and CTAC members.

The Policy Committee is composed of nineteen members, fourteen voting and five nonvoting. Each county commission in the six rural west Alabama counties has a voting representative on the Policy Committee. In addition, the mayors from each rural county choose a voting representative to serve on the Policy Committee. The ALDOT West Central Region Engineer and the Executive Director of the WARC are the other two voting members. The five nonvoting members are Federal Highway Administration Division Administrator, the ALDOT Transportation Planning Engineer, the chairman of the RPO TCC, the chairman of the RPO CTAC, and the chairman of the Tuscaloosa Area MPO Policy Committee.

Technical Coordinating Committee

The Technical Coordinating Committee (TCC) provides technical support to the Policy Committee. The TCC reviews RPO documents, studies, reports, plans, and programs and provides the Policy Committee with recommendations concerning these items. The TCC members review the planning process products from a technical perspective, making certain that all appropriate concerns are addressed, including local planning issues, engineering details, environmental questions, and future growth, among many others. The TCC also has the ability to make alternative recommendations for any of the products.

The TCC coordinates the work of the various departments and agencies involved in the transportation planning process. The local governments, the State DOT, and selected other transportation interests are represented on the TCC. The TCC members share information and data that builds and improves the planning processes and products.

Citizens Transportation Advisory Committee

The Citizens Transportation Advisory Committee (CTAC) is made up of twenty-four citizens from the West Alabama area. The county commission and the mayoral representatives on the Policy Committee each appoint two members to the CTAC. Each county has four representatives on the CTAC.

The CTAC was established to provide active public participation in the transportation planning process. The CTAC provides the RPO with a standing committee of citizens who have a good knowledge of the planning process and can pass on public concerns related to transportation in a structured fashion. The CTAC reviews RPO documents, studies, reports, plans, and programs and provides the Policy Committee with recommendations concerning these items.

The CTAC also informs the Policy Committee of public concerns related to transportation projects and issues.

The CTAC is scheduled to meet four times a year. The full CTAC meets once a year, usually in the first quarter of the fiscal year, in conjunction with the TCC and Policy committees. For the other three meetings, the CTAC holds six subcommittee meetings in each of the rural counties. Each subcommittee is composed of the four representatives from the respective county. This method of meeting provides local residents a better opportunity to participate in the planning process.

The CTAC is just one of the strategies included in the public involvement plan adopted by the RPO. The plan describes the RPO public participation goals and lists strategies to encourage public participation in the transportation planning process. The RPO staff reviews participation performance measures annually to judge the effectiveness of the plan.

Appendix C

Public Involvement Information



NEWS RELEASE

For Additional Information Contact:
David Norris
West Alabama Regional Commission
4200 Highway 69 North
P.O. Box 509
Northport, AL 35476-0509
(205) 333-2990 * FAX (205) 333-2713

March 31, 2020

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

1. Citizens Transportation Advisory Committee (CTAC)
 - A. Bibb County - April 27, 2020, 6:00 p.m. - Brent City Hall, 22 1st Street, Brent, AL
 - B. Fayette County - April 28, 2020, 5:00 p.m. - Fayette County Commission Chamber, 103 1st Avenue NW, Fayette, AL
 - C. Greene County - April 29, 2020, 11:00 a.m. - James C. Poole Library, 219 Prairie Avenue, Eutaw, AL
 - D. Hale County - April 21, 2020, 5:00 p.m. - Moundville Library, 279 Market Street, Moundville, AL
 - E. Lamar County - April 23, 2020, 6:00 p.m. - Lamar County Commission Records Room, 44690 Highway 17, Vernon, AL
 - F. Pickens County - April 30, 2020, 9:00 a.m. - Pickens County Commission, 20 Phoenix Ave, Carrollton, AL
2. Technical Coordinating Committee (TCC), May 7, 2020, 10:00 a.m. - West Alabama Regional Commission, 4200 Highway 69 North, Northport, AL
3. RPO Policy Committee, May 8, 2020, 10:30 a.m. - West Alabama Regional Commission, 4200 Highway 69 North, Northport, AL

*** Due to the COVID-19 threat, there is a possibility the RPO will move the meetings to an online format. If circumstances warrant this change, the RPO will notify the public and provide the steps to participate.

The committees will discuss the *West Alabama RPO Work Program Fiscal Year 2021* and the vision and goals for the *West Alabama RPO Long-Range Transportation Plan 2021* at the meetings. The meeting packets and documents are posted on the WARC website (<https://www.warc.info/rpo-meetings/> and <https://www.warc.info/rpo-documents/>). In addition, the West Alabama Regional Commission staff will make a presentation on local government redistricting at the Policy Committee meeting.

The RPO serves as a transportation planning process for the rural areas of west Alabama and provides a formal link between the Alabama Department of Transportation (ALDOT) and the local governments. The counties served by the RPO include Bibb, Fayette, Greene, Hale, Lamar, and Pickens. The RPO provides government officials and citizens in these counties an opportunity to advise the ALDOT on road, bridge, and transit projects.

All of the meetings are open to the public. Anyone requiring special assistance should contact the WARC at least 48 hours prior to the meeting. For **special assistance** call the WARC at (205) 333-2990.



NEWS RELEASE

For Additional Information Contact:
David Norris
West Alabama Regional Commission
4200 Highway 69 North
P.O. Box 509
Northport, AL 35476-0509
(205) 333-2990 * FAX (205) 333-2713

June 30, 2020

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

1. Citizens Transportation Advisory Committee (CTAC)
 - A. Bibb County - July 27, 2020, 6:00 p.m.
 - B. Fayette County - July 28, 2020, 5:00 p.m.
 - C. Greene County - July 29, 2020, 11:00 a.m.
 - D. Hale County - July 21, 2020, 5:00 p.m.
 - E. Lamar County - July 23, 2020, 6:00 p.m.
 - F. Pickens County - July 30, 2020, 9:00 a.m.
2. Technical Coordinating Committee (TCC), August 13, 2020, 10:00 a.m.
3. RPO Policy Committee, August 14, 2020, 10:30 a.m.

Due to the COVID-19 threat, the RPO will hold these meetings online. If you would like to participate, please email david.norris@westal.org at least 48 hours prior to the meeting.

The committees will discuss the *West Alabama RPO Work Program Fiscal Year 2021* and the System and Needs Report for the *West Alabama RPO Long-Range Transportation Plan 2021* at the meetings. The meeting packets and documents are posted on the WARC website (<https://www.warc.info/rpo-meetings/> and <https://www.warc.info/rpo-documents/>). In addition, a presentation on the Census Data Website will be made at the Policy Committee meeting.

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All of the meetings are open to the public. Anyone requiring special assistance should contact the WARC at least 48 hours prior to the meeting. For **special assistance** call the WARC at (205) 333-2990.



NEWS RELEASE

For Additional Information Contact:
David Norris
West Alabama Regional Commission
4200 Highway 69 North
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(205) 333-2990 * FAX (205) 333-2713

October 23, 2020

The West Alabama Rural Planning Organization (RPO) will hold a virtual meeting on Friday, November 13, 2020, 10:30 a.m. This will be a combined meeting of all RPO committees: Policy Committee, Technical Coordinating Committee (TCC), and the Citizens Transportation Advisory Committee (CTAC).

Due to COVID-19, the RPO will hold this meeting online. If you would like to participate, please email david.norris@westal.org at least 48 hours prior to the date.

The committees will discuss the following: (1) the draft *West Alabama RPO Long-Range Transportation Plan 2021 - Strategies Report*, and (2) the draft *West Alabama Coordinated Public Transit Plan: 2021 Report*. In addition, Maria Panaccione from the Geography Division of the Census Bureau will make a presentation on the Boundary and Annexation Survey (BAS) program.

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NEWS RELEASE

For Additional Information Contact:
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December 29, 2020

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

1. Citizens Transportation Advisory Committee (CTAC)
 - A. Bibb County - January 25, 2021, 6:00 p.m.
 - B. Fayette County - January 26, 2021, 5:00 p.m.
 - C. Greene County - January 27, 2021, 11:00 a.m.
 - D. Hale County - January 19, 2021, 5:00 p.m.
 - E. Lamar County - January 21, 2021, 6:00 p.m.
 - F. Pickens County - January 28, 2021, 9:00 a.m.
2. Technical Coordinating Committee (TCC), February 11, 2021, 10:00 a.m.
3. RPO Policy Committee, February 12, 2021, 10:30 a.m.

Due to the COVID-19 threat, the RPO will hold these meetings online. If you would like to participate, please email zane.davis@westal.org at least 48 hours prior to the meeting.

The committees will discuss the Project Report for the *West Alabama RPO Long-Range Transportation Plan 2021*, the *West Alabama Coordinated Public Transit Plan - 2021 Report*, and the 2021 election of officers at the meetings. The meeting packets and documents are posted on the WARC website (<https://www.warc.info/rpo-meetings/> and <https://www.warc.info/rpo-documents/>).

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All of the meetings are open to the public. Anyone requiring special assistance should contact the WARC at least 48 hours prior to the meeting. For **special assistance**, call the WARC at (205) 333-2990.



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March 30, 2021

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

1. Citizens Transportation Advisory Committee (CTAC)
 - A. Bibb County - April 26, 2021, 6:00 p.m.
 - B. Fayette County - April 27, 2021, 5:00 p.m.
 - C. Greene County - April 28, 2021, 11:00 a.m.
 - D. Hale County - April 20, 2021, 5:00 p.m.
 - E. Lamar County - April 22, 2021, 6:00 p.m.
 - F. Pickens County - April 29, 2021, 9:00 a.m.
2. Technical Coordinating Committee (TCC), May 13, 2021, 10:00 a.m.
3. RPO Policy Committee, May 14, 2021, 10:30 a.m.

Due to the COVID-19 threat, the RPO will hold these meetings online. If you would like to participate, please email zane.davis@westal.org at least 48 hours prior to the meeting.

The committees will discuss the draft *West Alabama RPO Work Program Fiscal Year 2022* and the draft *West Alabama RPO Long-Range Transportation Plan 2021* at the meetings. The meeting documents are posted on the WARC website (<https://www.warc.info/rpo-meetings/> and <https://www.warc.info/rpo-documents/>).

The RPO serves as a transportation planning process for the rural areas of west Alabama and provides a formal link between the Alabama Department of Transportation (ALDOT) and the local governments. The counties served by the RPO include Bibb, Fayette, Greene, Hale, Lamar, and Pickens. The RPO provides government officials and citizens in these counties an opportunity to advise the ALDOT on road, bridge, and transit projects.

All of the meetings are open to the public. Anyone requiring special assistance should contact the WARC at least 48 hours prior to the meeting. For **special assistance**, call the WARC at (205) 333-2990.



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June 29, 2021

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

1. Citizens Transportation Advisory Committee (CTAC)
 - A. Bibb County - July 26, 2021, 6:00 p.m. - Brent City Hall, 22 1st Street, Brent, AL
 - B. Fayette County - July 27, 2021, 5:00 p.m. - Fayette County Commission Chamber, 103 1st Avenue NW, Fayette, AL
 - C. Greene County - July 28, 2021, 11:00 a.m. - James C. Poole Library, 219 Prairie Avenue, Eutaw, AL
 - D. Hale County - July 20, 2021, 5:00 p.m. - Moundville Library, 279 Market Street, Moundville, AL
 - E. Lamar County - July 22, 2021, 6:00 p.m. - Virtual
 - F. Pickens County - July 29, 2021, 9:00 a.m. - Pickens County Commission, 20 Phoenix Ave, Carrollton, AL
2. Technical Coordinating Committee (TCC), August 12, 2021, 10:00 a.m. - West Alabama Regional Commission, 4200 Highway 69 North, Northport, AL. Also available virtually.
3. RPO Policy Committee, August 13, 2021, 10:30 a.m. - West Alabama Regional Commission, 4200 Highway 69 North, Northport, AL. Also available virtually.

If you would like to participate, please email zane.davis@westal.org at least 48 hours prior to the meeting.

The committees will discuss the *West Alabama RPO Work Program Fiscal Year 2022* and the *West Alabama RPO Long-Range Transportation Plan 2021* at the meetings. The meeting documents are posted on the WARC website (<https://www.warc.info/rpo-meetings/> and <https://www.warc.info/rpo-documents/>).

The RPO serves as a transportation planning process for the rural areas of west Alabama and provides a formal link between the Alabama Department of Transportation (ALDOT) and the local governments. The counties served by the RPO include Bibb, Fayette, Greene, Hale, Lamar, and Pickens. The RPO provides government officials and citizens in these counties an opportunity to advise the ALDOT on road, bridge, and transit projects.

All of the meetings are open to the public. Anyone requiring special assistance should contact the WARC at least 48 hours prior to the meeting. For **special assistance**, call the WARC at (205) 333-2990.

Public Meeting
West Alabama Rural Planning Organization Long-Range Transportation Plan
Location: Moundville Library, Moundville, AL
Date and Time: Tuesday, July 20, 2021, 5:00 p.m.

	Name (Please Print)	Address	Telephone
1	Milly Elmer	WALL	
2	Chris Wiley	WARC	
3	Jerry Elkins	PO Box 703 Moundville, AL	205-765-2835
4	Tony O. Lee	P.O. Box 158 Moundville, AL 35474	205-371-2227
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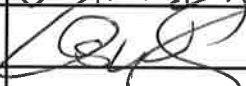
Public Meeting
West Alabama Rural Planning Organization Long-Range Transportation Plan
Location: Brent City Hall, Brent, AL
Date and Time: Monday, July 26, 2021, 6:00 p.m.

	Name (Please Print)	Address	Telephone
1	Zoe Davis	WARC	
2	Molly Elmore	WARC	
3	Tracy Sanders	106 Dogwood Dr. Brent, AL 36034	205-427-9022
4	Junge Park		
5	Socann Craighead		
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Public Meeting
West Alabama Rural Planning Organization Long-Range Transportation Plan
Location: Fayette County Commission, Fayette, AL
Date and Time: Tuesday, July 27, 2021, 5:00 p.m.

	Name (Please Print)	Address	Telephone
1	Molly Elmore	WARC	
2	has to do	WARC	
3	Zane Davis	WARC	
4	ALLEN J. DUNAVANT	Mayor Glen Allen P.O. Box 40 Glen Allen	(205) 487-2014
5	WANDA DEAVOURS	21 HERSEL HENRY RD, BANKSTON, 35542	205-689-4369
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Public Meeting
West Alabama Rural Planning Organization Long-Range Transportation Plan
Location: James C. Poole Library, Eutaw, AL
Date and Time: Wednesday, July 28, 2021, 11:00 a.m.

	Name (Please Print)	Address	Telephone
1	Judy Jarvis	501 Main Street Eutaw	372-4792
2	Julia D. Fuller	409 Main Street Eutaw 205	799-2106
3		WARC	
4	Willy Ewart		
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Public Meeting
West Alabama Rural Planning Organization Long-Range Transportation Plan
Location: Pickens County Commission Room, Carrollton, AL
Date and Time: Thursday, July 29, 2021, 9:00 a.m.

	Name (Please Print)	Address	Telephone
1	Rusty Tate	803 3 rd Ave NE Aliceville AL 205	53105394
2	Chris Wilby	in ACC	
3	Mally Elmore	man	
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Appendix D

Review of the 2016 Long-Range Transportation Plan

Long-Range Transportation Plan Projects (2016)

Table 6

Bridge Replacement Projects											
County	Project Description	Region Priority	County Priority	Map Number	ALDOT Project Numbers	Status	Time Range*	No. of Bridges	Lanes Before	Lanes After	Total Estimated Cost
Bibb	Bibb County Structurally Deficient Bridges - 1 Bridge	1	1	Not Applicable	Not Available	Planned / Underway	Short / Long	1	Not Applicable	Not Applicable	\$600,000
Bibb	Bibb County Functionally Obsolete Bridges - 13 Bridges	2	2	Not Applicable	Not Available	Planned / Underway	Short / Long	13	Not Applicable	Not Applicable	\$7,800,000
Fayette	Fayette County Structurally Deficient Bridges - 20 Bridges	1	1	Not Applicable	Not Available	Planned / Underway	Short / Long	20	Not Applicable	Not Applicable	\$12,000,000
Fayette	Fayette County Functionally Obsolete Bridges - 10 Bridges	2	2	Not Applicable	Not Available	Planned / Underway	Short / Long	10	Not Applicable	Not Applicable	\$6,000,000
Greene	Greene County Structurally Deficient Bridges - 14 Bridges	1	1	Not Applicable	Not Available	Planned / Underway	Short / Long	14	Not Applicable	Not Applicable	\$8,400,000
Greene	Greene County Functionally Obsolete Bridges - 9 Bridges	2	2	Not Applicable	Not Available	Planned / Underway	Short / Long	9	Not Applicable	Not Applicable	\$5,400,000
Hale	Hale County Structurally Deficient Bridges - 12 Bridges	1	1	Not Applicable	Not Available	Planned / Underway	Short / Long	12	Not Applicable	Not Applicable	\$7,200,000
Hale	Hale County Functionally Obsolete Bridges - 9 Bridges	2	2	Not Applicable	Not Available	Planned / Underway	Short / Long	9	Not Applicable	Not Applicable	\$5,400,000
Lamar	Lamar County Structurally Deficient Bridges - 5 Bridges	1	1	Not Applicable	Not Available	Planned / Underway	Short / Long	5	Not Applicable	Not Applicable	\$3,000,000
Lamar	Lamar County Functionally Obsolete Bridges - 11 Bridges	2	2	Not Applicable	Not Available	Planned / Underway	Short / Long	11	Not Applicable	Not Applicable	\$6,600,000
Pickens	Pickens County Structurally Deficient Bridges - 15 Bridges	1	1	Not Applicable	Not Available	Planned / Underway	Short / Long	15	Not Applicable	Not Applicable	\$9,000,000
Pickens	Pickens County Functionally Obsolete Bridges - 22 Bridges	2	2	Not Applicable	Not Available	Planned / Underway	Short / Long	22	Not Applicable	Not Applicable	\$13,200,000
								Total	141	Total	\$84,600,000

Road Projects											
County	Project Description	Region Priority	County Priority	Map Number	ALDOT Project Numbers	Status	Time Range*	Length in Miles	Lanes Before	Lanes After	Total Estimated Cost
Bibb	SR-5 from US-11 to US-82 - Add two lanes	3	1	B-1	100052770, 100052771, 100052772	Planned	Short/Long	18.00	2	4	\$54,000,000
Bibb	US-82 from SR-25 to Chilton County - New route bypass and add two lanes to some segments	7	2	B-2	100004472, 100004473, 100004478, 100004483, 100037507	Underway	Short/Long	13.63	2	4	\$35,527,300
Fayette	US-43 from CR-38 to CR-32 - Widen, vertical realignment, and add turn lanes	10	2	F-2	Not Available	Planned	Long	0.58	2	2	\$2,150,835
Fayette	US-43 from Fayette City to US-78 - Add two lanes	2	1	F-1	Not Available	Planned	Long	15.00	2	4	\$45,000,000
Greene	US-43 from Marengo County Line to SR-14 north of I-59 - Add two lanes	13	1	G-1	Not Available	Planned	Long	21.12	2	4	\$54,503,000
Hale	SR-69 from Greensboro to Tuscaloosa County Line - Add two lanes	8	1	H-1	100008980, 100008981, 100008982, 100008983, 100008984, 100049100	Planned	Long	23.00	2	4	\$69,000,000
Lamar	SR-18 from SR-17 in Vernon to SR-107 west of Fayette City - Add two lanes	12	2	L-2	100037255	Planned	Long	14.47	2	4	\$43,419,000
Lamar	US-278 from the Mississippi State Line to US-78 - Add two lanes	6	1	L-1	100040708	Planned	Long	18.03	2	4	\$54,090,000
Pickens	SR-14 from 1.2 miles west of CR-78 to SR-17 - Add lanes	5	2	P-3	100052824, 100052826, 100052827, 100052828	Planned	Short	3.86	2	4	\$13,116,000
Pickens	SR-14 from SR-17 to Aliceville City Limits - Relocate	11	4	P-4	100052829, 100052831, 100052832, 100052833	Planned	Long	1.46	2	4	\$8,781,000
Pickens	US-82 at the CVS Pharmacy in Gordo - Add turn lanes	4	3	P-2	Not Available	Planned	Long	0.10	2	2	\$150,000
Pickens	US-82 from the Mississippi State Line to the Tuscaloosa County Line - Add two lanes to some segments and new route bypass at Gordo	1	1	P-1	100032473, 100032474, 100032475, 100032477, 100032478, 100047468, 100047469, 100047470	Underway	Short/Long	23.63	2	4	\$54,212,663
Region	West Alabama Freeway - New four-lane highway from US-80 to Corridor X (Segments B and C)	8	Not Applicable	R-1	100039023, 100040400	Planned	Long	115.00	0	4	\$690,000,000
									Total		\$1,123,949,798

Transit Projects											
County	Project Description	Region Priority	County Priority	Map Number	ALDOT Project Numbers	Status	Time Range*	Length in Miles	Lanes Before	Lanes After	Total Estimated Cost
Bibb	Bibb County Transit Service (General Public Service and Specialized Service)	2	1	Not Applicable	Not Available	Underway/Planned	Short/Long	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Fayette	Fayette County Transit Service (General Public Service and Specialized Service)	2	1	Not Applicable	Not Available	Underway/Planned	Short/Long	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Greene	Greene County Transit Service (General Public Service and Specialized Service)	2	1	Not Applicable	Not Available	Underway/Planned	Short/Long	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Hale	Hale County Transit Service (General Public Service and Specialized Service)	2	1	Not Applicable	Not Available	Underway/Planned	Short/Long	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Lamar	Lamar County Transit Service (General Public Service and Specialized Service)	2	1	Not Applicable	Not Available	Underway/Planned	Short/Long	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Pickens	Pickens County Transit Service (General Public Service and Specialized Service)	2	1	Not Applicable	Not Available	Underway/Planned	Short/Long	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Region	Intercity/Inter-county Bus Service	1	Not Applicable	Not Applicable	Not Available	Underway/Planned	Short/Long	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Please refer to the current West Alabama Coordinated Public Transit Plan for detailed transit strategies.										Total	NA

* Time Range: Short = Construction to start in 1 to 5 years; Long = Construction more than 5 years away

