

# **ALABAMA TRANSIT – INTERCITY BUS STUDY**

for

**The Alabama Department of Transportation**

By

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<b>16. Abstract</b> <p>The objective of this study was to provide the Alabama Department of Transportation with an evaluation of the intercity bus industry in Alabama so that recommendations concerning “Governor’s certification” of Section 5311(f) funds can be made. Governor’s certification refers to a decision as to whether intercity bus service needs in the state are being met adequately. If the needs are not being met adequately, then 15% of FTA 5311 (rural transit) funds must be diverted from 5311 rural transit providers to be spent on intercity bus service. If needs are being met adequately, then the Governor can submit a Governor’s certification and not divert the funds from 5311 providers to intercity bus service.</p> <p>The “Governor’s certification” considers unmet intercity bus needs but can also consider other unmet rural transit needs in the state. Thus, needs of both intercity bus systems and the 5311 rural transit providers in the state can be evaluated. The study team observed that the number of locations served by intercity service decreased between 1995 and 2001, that many bus stops need upgraded facilities, and that a low percentage of bus routes in Alabama are profitable. Study of the 5311 rural transit system within Alabama concluded that 17 counties in Alabama have no 5311 service and that services provided fulfill more basic needs than those provided by intercity bus service.</p> <p>Based on these observations and the unmet needs of 5311 rural transit in Alabama, it appears that the “Governor’s certification” that intercity bus needs are met adequately is reasonable. However, such certification in no way diminishes Alabama’s desire and need for high-quality intercity bus service.</p>			
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## Executive Summary

The Alabama Department of Transportation (ALDOT) is charged by Alabama's Governor to oversee Federal Transit Administration funds flowing to transit operations in Alabama. Congress apportions several million dollars per year to rural transit providers that provide residents access to basic services such as health care, shopping, and recreation (the Section 5311 apportionment was \$4,974,000 in 2001). Beginning with the Intermodal Surface Transportation Efficiency Act of 1991, Congress required states to allocate a portion (currently 15%) of the 5311 funds to support intercity bus service. States are allowed to waive this requirement if the Governor certifies that intercity bus needs are being met adequately. The objective of this study is to provide ALDOT with an evaluation of the intercity bus industry in Alabama so that recommendations concerning "the Governor's certification" can be made.

The "Governor's certification" considers unmet intercity bus needs but can also consider other unmet rural transit needs in the state. Thus, needs of both intercity bus systems and the 5311 rural transit providers in the state can be evaluated.

The study team made the following observations considering the State of Alabama's intercity bus service:

- The number of intercity bus stops in Alabama decreased from 110 to 81 between 1995 and 2001 due to low ridership. A bus stop is still within 20 miles of 90% of Alabama's population.
- Figures supplied by Greyhound indicate that only 18% of its routes in Alabama are profitable. Unprofitable routes are maintained because they feed passengers to the national system.
- Approximately 73% of intercity bus trips are for pleasure.
- Bus stops in Alabama are of variable quality. Minor stops may be deficient in several areas.

The study team made the following observations concerning 5311 rural transit operations in the state:

- 17 counties containing 1.3 million Alabamians do not receive 5311 service.
- A survey showed 84% of 5311 trips were related to acquiring necessities such as medical and dental services and grocery shopping.

Based on these two sets of observations and the unmet needs of 5311 rural transit in Alabama, it appears that the "Governor's certification" that intercity bus needs are met adequately is reasonable. However, such certification in no way diminishes Alabama's desire and need for high-quality intercity bus service.

## **Section 1**

### **Introduction**

Along with automobile, air, and rail services, intercity bus service has long been one of the primary modes of travel within the United States. Intercity bus carriers provide service opportunities to areas and communities that may lack other transportation service alternatives and link these areas with major cities and other travel destinations.

Despite its historical position as a major transportation provider, the intercity bus industry has recently been in decline. Bus companies have struggled both financially and in terms of passengers carried. Greyhound, the only nationwide intercity bus carrier, has experienced net income losses despite increased revenues. Meanwhile, the number of passengers carried by all intercity bus carriers has been outpaced by air travel.

The decline in intercity bus service has not gone unnoticed. Beginning with the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the federal government took an active role in assisting the bus industry. ISTEA required states to allocate a portion of their rural transit (Section 18(i)) funds to support intercity bus service. It required the allocation of 5% of Section 18(i) funds for FY 1992, 10% for FY 1993, and 15% for FY 1994 and thereafter. States were allowed to waive this requirement if the governor certified that intercity bus needs were being met (Sain Associates, 1995). ISTEA was replaced by the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) in 1998, which maintained the 15% Section 18(i) allocation requirements.

As a note, the Section 18(i) allocation requirements of ISTEA/TEA-21 were codified in Title 49, Section 5311 of United States Code (49 USC § 5311). The common practice in the intercity bus industry is to refer to rural transit funding as Section 5311 funding or 5311 funding, in reference to its location in public law. This report will adhere to that practice.

#### **1.1 Study Purpose**

The purpose of this study was to provide the Alabama Department of Transportation (ALDOT) with an objective evaluation of the intercity bus industry. This study examined the state of intercity bus service in Alabama in terms of the number of persons served, the number of cities and towns served, and the ease with which rural residents can travel to the starting point of an intercity bus journey. Opportunities for new or enhanced services were identified and facilities and bus stops were evaluated.

#### **1.2 Study Methodology**

The following study methodology was employed:

- Conduct a literature review of existing federal and state intercity bus regulations.



- Collect data on existing intercity bus transportation in the state in terms of recent industry trends, the number of persons served, the number of cities and towns served, and the ease with which rural residents can travel to the starting point of an intercity bus journey.
- Evaluate the equipment and facilities of intercity carriers (including site visits to relevant intercity bus facilities statewide).
- Analyze the coordination between intercity and rural transit providers.
- Evaluate the adequacy of present intercity bus service and address the “governor’s certification” process.
- Develop a final report and recommendations concerning certification of Federal intercity bus funds.

### **1.3 Organization of the Report**

This report is organized as follows:

***Section One (Introduction)*** This section provides an overview of the report, including study purpose and methodology.

***Section Two (Historical Overview)*** This section provides an overview of the national intercity bus industry as well as the bus industry in Alabama. Particular attention is given to both the federal and state regulatory environment surrounding the industry.

***Section Three (Service Evaluation)*** This section presents an evaluation of existing intercity bus service in Alabama.

***Section Four (Facilities Evaluation)*** This section presents an evaluation of the current state of the facilities that are used by intercity carriers within Alabama. This section includes information obtained through site visits to intercity bus facilities.

***Section Five (Operations/Financial Overview)*** This section presents an overview of current operating and financial conditions of the intercity bus industry in Alabama.

***Section Six (Alabama Transportation Overview)*** This section examines the availability of other transportation modes (apart from intercity bus) within Alabama. The possibility of cooperation between the intercity bus industry and other transportation providers is described.

***Section Seven (Governor’s Certification)*** This section describes the governor’s certification process and recommends whether, and how, it should be used in Alabama.

***Section Eight (Recommendations)*** This section presents recommendations for the intercity bus industry within Alabama. The overall adequacy of intercity bus service with regard to federal transit funding is discussed.

## **Section 2**

### **Historical Overview**

This section provides an overview of the national intercity bus industry, as well as the bus industry in Alabama.

#### **2.1 What is Intercity Bus Service?**

Intercity bus service has been defined by the Federal Transit Administration (FTA) as follows (Community Transportation Association of America, 2001):

*Regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, which has the capacity for transporting baggage carried by passengers, and which makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available. Package express service may also be included, if incidental to passenger transportation. Intercity service is not limited by the size of the vehicle used or by the identity of the carrier.*

Additionally, the U.S. General Accounting Office (GAO) has defined intercity bus service as regular-route service that meets the following criteria (General Accounting Office, 1992):

- It operates between two or more cities, towns, or isolated clusters;
- It operates on a fixed schedule;
- It carries the general public and is not subject to preconditions for passage;
- It does not operate wholly within urbanized areas.

There is presently only one nationwide intercity bus carrier operating within the United States: Greyhound Lines Incorporated (GLI). However, there are a number of smaller carriers that operate on a regional or local basis.

#### **2.2 Nationwide Intercity Bus Industry Trends**

The intercity bus industry has experienced a steady decline since the 1950's. The following trends have contributed to the decline of the industry (Sain Associates, 1995):

- Increase in personal auto ownership
  - Intercity travel by personal automobile increased dramatically in the last half of the twentieth century and has now become the primary means of intercity travel.
- Competition from airlines

- The deregulation of the airline industry in 1978 increased consumer access to air travel. More persons can afford travel by airline, lessening their dependency on intercity bus service.
- Competition from Amtrak
  - With the creation of Amtrak in 1971 and the continued subsidization of that system, train travel has remained competitive.
- High operating costs
  - Operation of an intercity bus carrier is expensive, effectively limiting start-up entry into the market and prohibiting expansion of current systems.

From 1994-99, the intercity bus industry frequently experienced negative net incomes even though total operating revenue increased significantly. Table 2-1 provides revenue, income, and ridership data from 1994-99 for the entire intercity bus industry (Bureau of Transportation Statistics, 2001).

**Table 2-1: Intercity Bus Industry Statistics (1994-99)**

<b>Year</b>	<b>Revenue (\$m)</b>	<b>Income (\$m)</b>	<b>Passengers (millions)</b>
1994	718.1	-66.9	36.3
1995	767	-9.4	38.2
1996	770.9	13.3	33.7
1997	849	-0.8	40.8
1998	860	44	37.2
1999	1,075	13	42.4

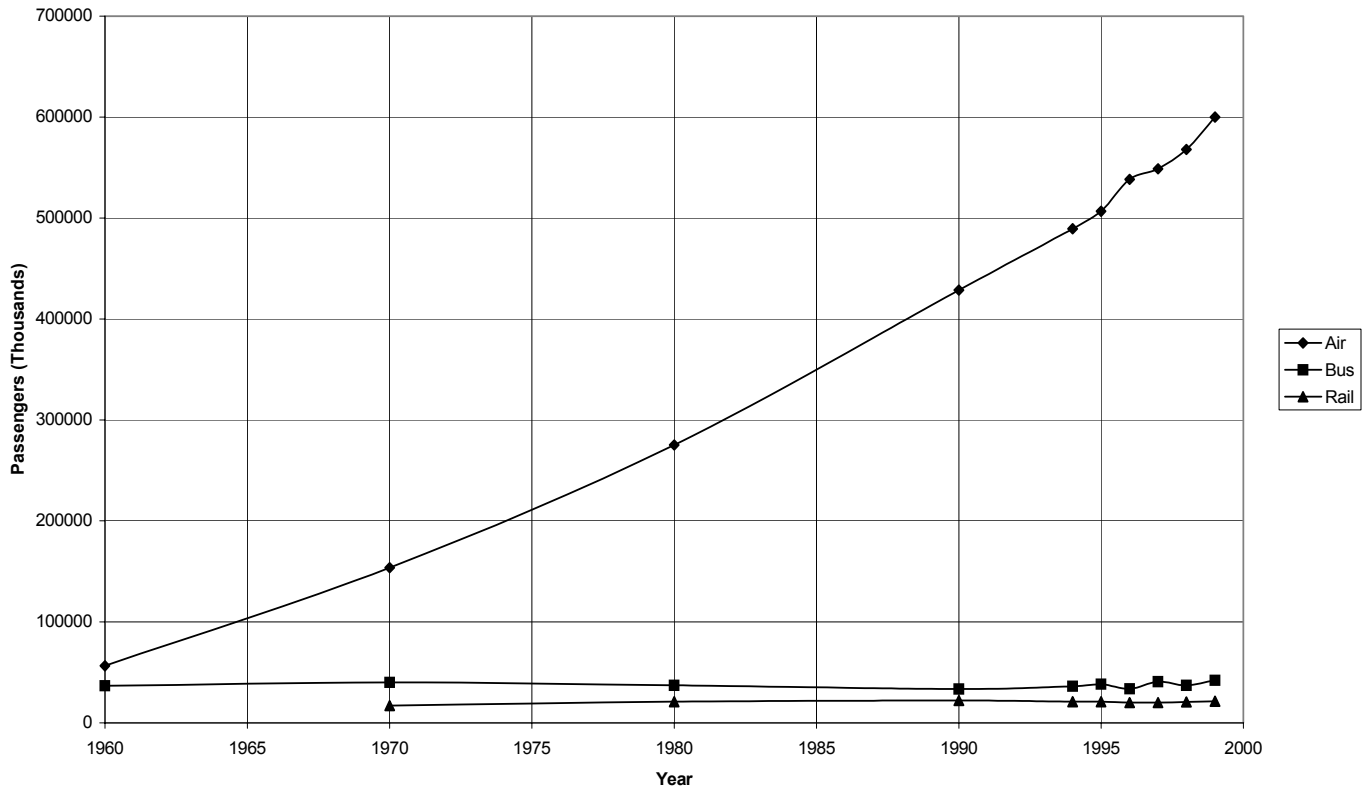
Greyhound, the nationwide leader of the intercity bus industry, has also experienced net income losses despite increasing total operating revenue. Table 2-2 details revenue, income, and ridership data from 1994-99 for Greyhound (Bureau of Transportation Statistics, 2001).

**Table 2-2: Greyhound Bus Lines Statistics (1994-99)**

<b>Year</b>	<b>Revenue (\$m)</b>	<b>Income (\$m)</b>	<b>Passengers (millions)</b>
1994	495	-77	13.9
1995	537.2	-24.7	16.2
1996	578	-15	17.2
1997	619.2	-27.5	18.4
1998	656.3	21.6	18.3
1999	683	-30	18.7

The changes in the number of revenue passengers carried by a mode of transportation are good indicators of the vitality of that mode. In 1960, the number of revenue passengers traveling by intercity bus within the United States was approximately 37 million. By 1999, this number had risen to 42 million, for a growth of 14 percent. Over the same period, the number of revenue passengers carried by air increased 964 percent (from 5.6 million in 1960 to 600 million in 1999)

and by rail 26 percent (17 million in 1970 to 21.5 million in 1999). Thus, intercity bus travel growth has been far outpaced by air travel and even lagged behind the traditionally weak passenger rail industry (Bureau of Transportation Statistics, 2001). Figure 2-1 summarizes the revenue passenger data described above.



**Figure 2-1: U.S. Travel Trends – Revenue Passengers 1960-1998**

In addition to income losses and unimpressive revenue passenger growth, the number of locations served nationwide by intercity buses continues to decline. The GAO indicated that most of the locations losing service could be categorized as “small, geographically isolated communities that were generally without passenger rail or air service” (General Accounting Office, 1992). The loss of intercity bus service has often been accompanied by losses of population and services such as medical facilities and retail centers. This loss of both intercity bus service and general services created a paradox for those dependent on bus service: reduction in the number of services available in one’s area requires travel of greater distances, which in turn requires increased bus service (General Accounting Office, 1992).

### 2.3 General Regulation of the Intercity Bus Industry

Regulation of the intercity bus industry dates back to the 1920’s. In 1935, the Motor Carrier Act was passed which gave the Interstate Commerce Commission (ICC) the authority to regulate fares, entry and exit to the bus market, and charter and package delivery services. The 1982 Bus

Regulatory Reform Act (BRRRA) removed a number of the barriers to entry and exit from intercity bus markets, allowing carriers to more easily abandon routes. The BRRRA also eliminated the regulation of fares after 1985 (Sain Associates, 1995).

A number of major changes in the regulation of the intercity bus industry have occurred in recent years. The bulk of federal regulatory authority, previously overseen by the ICC, was removed with the ICC Termination Act of 1995 (ICCTA). The ICCTA accomplished the following (effective December 31, 1995) (Surface Transportation Board, 2001):

- Eliminated the ICC
- Eliminated various functions previously performed by the ICC
- Transferred licensing and certain non-licensing motor carrier functions to the Federal Highway Administration (FHWA)
- Transferred remaining rail and non-rail functions to the Surface Transportation Board (STB)

The functions transferred to the FHWA were later given to the Federal Motor Carrier Safety Administration (FMCSA), which is an independent administration under the United States DOT. The FMCSA regulates the intercity bus industry in the following ways (Federal Motor Carrier Safety Administration, 2001):

- Enforces motor carrier safety regulations
- Licenses motor carriers
- Monitors insurance coverage of carriers

The previous ICC regulatory authority over carrier route abandonment was eliminated. Route abandonment regulation in Alabama is now the sole authority of the Alabama Public Service Commission (PSC).

## **2.4 ISTEA/TEA-21**

Before 1978, Federal assistance to non-urban transit was virtually non-existent. In that year, Congress authorized transit assistance to “areas other than urbanized areas”. This assistance was included in Section 18 of the Federal Transit Act. These funds are distributed according to a statutory formula that is a function of each state’s population in rural areas and places of less than 50,000 residents. From 1978 until 1991, the Section 18 funding averaged \$72 million annually.

The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) contained more significant provisions to support and enhance the intercity bus industry (Community Transportation Association of America, 2001). Section 18(i) of ISTEA specified that States must allocate a certain portion of their federal transit funds to support intercity bus service. The allocation of this funding was specified as follows: 5% of federal transit funds in FY 1992, 10% in FY 1993, and 15% in FY 1994 and the years thereafter. States whose executive officer (i.e., governor) certified that intercity bus needs were being met were not required to spend the Section 18 funds

on intercity bus projects. States that certify their intercity bus needs as met can allocate the Section 18 funding to other rural transit projects (Sain Associates, 1995).

The following activities are eligible for 5311(f) funding (49 USC 5311(f), 1998):

- Planning and marketing for intercity bus transportation
- Capital grants for intercity bus shelters
- Joint-use stops and depots
- Operating grants through purchase-of-service agreements, user-side subsidies, and demonstration projects
- Coordinating rural connections between small mass transportation operations and intercity bus carriers

5311(f) funds may also be used for capital and administrative expenses, with a Federal share of 80 percent, and for operating expenses, with a Federal share of 50 percent.

In 1998, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) was passed as the reauthorization of ISTEA. TEA-21 provides an increase in formula-based assistance (from 5.5 percent of formula assistance under ISTEA to 6.37 under TEA-21) for rural programs. The estimated Section 5311 funding available over the six years of TEA-21 is \$1.18 billion nationwide, of which 15% (approx \$177 million) must be used on intercity bus transportation. Alabama's 5311 allocations are \$4.60M in 2000 and \$4.97 in 2002 (U.S. Department of Transportation, 1998).

## **2.5 The Intercity Bus Industry in Alabama**

There are currently three intercity bus carriers that operate within Alabama: Greyhound (based in Dallas, Texas), Capital Trailways (based in Montgomery), and Colonial Trailways (based in Mobile).

The primary intercity bus carrier within the State of Alabama is GLI, a nationwide carrier, that serves more than 3,700 destinations in North America with 20,000 daily departures. In addition to traditional intercity passenger transportation, Greyhound provides package/courier express and charter service (Greyhound, 2001).

GLI presently operates nine routes running through Alabama in addition to package express service. The majority of GLI's routes in Alabama are "thru-routes" in that they originate in another state, travel through Alabama, and then terminate in another state (Russell's Guides, Inc., 2001).

Capital and Colonial Trailways began operation as separate carriers, independent of GLI. These carriers operated under the control of Trailways Bus System, Inc. until 1987 when GLI purchased Trailways. Cooperation between the two lines was initially strained.

By 1994, positive cooperative efforts between GLI and Trailways grew. GLI and Trailways began regional interline agreements in order to expand service opportunities available to intercity

bus customers. At present, both Capital and Colonial Trailways operate routes in Alabama in cooperation with and as subsidiaries of GLI.

## **2.6 State of Alabama Intercity Bus Regulations**

The State of Alabama Public Service Commission (PSC) is the State entity primarily responsible for the regulation of the intercity bus industry within Alabama. Much of the PSC's authority is delineated within the Alabama Motor Carrier Act (AMCA). The PSC has published the *Motor Carrier General Orders, Rules, and Regulations* pamphlet which contains rules and regulations that are applicable to the intercity bus industry operating within Alabama. A copy of the AMCA is included within the PSC pamphlet (Alabama Public Service Commission, 1989).

The PSC has the following roles with regard to the intercity bus industry (Alabama Public Service Commission, 1989):

- Classifies carriers
- Certifies carrier insurance coverage
- Obtains list of tariffs and rates for all routes operated within the state
- Obtains list of time schedules for all routes operated within the state
- Approves route changes/reductions/abandonments
- Administers carrier safety regulations

Each of these roles are reviewed below.

### *Classification of Carriers*

In order to determine if a carrier is subject to the AMCA, the carrier must be engaged in "transportation for compensation". Carriers considered to be engaged in transportation for compensation engage in the transportation of "passengers or property by motor vehicle in intrastate commerce, and in Alabama in interstate commerce, for compensation, except persons engaging in transportation or transporting commodities who or which are exempted" by the AMCA. Examples of exempt commodities are milk, livestock, coal, and mail (Alabama Public Service Commission, 1989).

### *Certification of Carrier Insurance Coverage*

The following provision regarding insurance coverage applies to intercity bus carriers (Alabama Public Service Commission, 1989):

*Carriers (with seating for 20 or more passengers, as is the case with Greyhound and partners) under the jurisdiction of the AMCA are required to hold liability insurance in at least the following amounts:*

- *Limit for bodily injuries to or death of one person: \$100,000*

- *Limit for bodily injuries or death of all persons injured or killed in any one accident: \$500,000*
- *Limit for loss or damage in any one accident to property of others (excluding cargo): \$50,000*

*Obtain List of Tariffs and Rates for All Routes Operated within the State*

Carriers are required to provide the PSC with a listing of tariffs and rates for all routes operating within the state of Alabama. Carriers are required to complete a rigorous packet of information related to the tariffs and rates and also alert the PSC when tariff rate changes occur (Alabama Public Service Commission, 1989).

*Obtain List of Time Schedules for All Routes Operated within the State*

Carriers of passengers are required to file time schedules showing the service that they provide in Alabama. These schedules must show, at a minimum, the points served and arrival and departure times at principal points (Alabama Public Service Commission, 1989).

*Approve Route Changes/Reductions/Abandonments*

A proposed route change must be filed with the Commission at least 30 days prior to its effective date. This notice of proposed change must also be posted in each bus involved in the affected schedule as well as at all terminals and stations involved in the change. Notices must include the following statement: "Objections to this change should be filed with the appropriate state public service commission". Every proposed reduction in service must be accompanied by supporting facts and figures. (Alabama Public Service Commission, 1989).

Carriers are not allowed to abandon or discontinue any service without an order of the Commission that the public convenience and necessity permits such abandonment or discontinuance. A carrier desiring an abandonment or discontinuance must file a petition including at minimum the following (Alabama Public Service Commission, 1989):

- A description of the affected service
- The variable cost of providing the service
- All revenue (passenger and express) received from the affected service
- The traffic handled in the affected service



## **Section 3**

### **Service Evaluation**

This section presents an evaluation of the existing intercity bus service in Alabama. The evaluation includes a discussion of the number of locations served and the potential for future service.

#### **3.1 Data Collection Effort**

A comprehensive effort was undertaken in order to obtain data concerning the state of intercity bus transportation within Alabama. The following information was obtained in cooperation with Greyhound and Capital/Colonial Trailways:

- Current Routes and Service Frequency
- Number of Communities with Intercity Bus Service
- Current Intercity Bus Ridership, Financial, and Operating Information
- Condition of Existing Equipment and Facilities

Current route and service frequency was obtained from both the *2001 Russell Bus Guide* and the *March 2001 Greyhound System Timetable*. The 1995 *Alabama Intercity Bus Study* report by Sain Associates was used to evaluate past intercity bus service. The number of past and present communities served was derived from the same three sources. Greyhound and Capital/Colonial Trailways kindly provided typical ridership, financial, and operating information.

#### **3.2 Profile of Intercity Bus Users**

It is very important to know the characteristics of typical intercity bus riders. Greyhound conducted a national survey which identified the following characteristics of on-board passengers in 1999:

- Riders are slightly (56% to 44%) more likely to be female.
- A majority of riders are young (53% under 35), while 32% of riders are between the ages of 16-24.
- Riders are likely to be White (42%) with African-Americans making up the second largest group (29%).
- Riders are typically single (70%) and residents of urban communities (60%). U.S. Census Bureau data shows that 77% of the population of the United States resides in urban areas, suggesting that Greyhound service is more widely used by riders from rural areas.
- Riders have a median income of \$24,484. According to U.S. Census Bureau information, the nationwide median income for 1999 was \$40,816 (U.S. Census

Bureau, 2001). Thus, intercity bus riders are typically less wealthy than most Americans.

- Nearly half (49%) of riders were traveling to visit family/friends (a total of 73% of riders were traveling for personal pleasure) and 47% were traveling a relatively short (1 to 200 miles) distance.
- 66% of riders were traveling alone.

The following inferences can be drawn from analysis of this ridership information:

- Low-income riders have fewer transportation alternatives available to them; thus, they make more use of intercity bus travel than persons of higher income.
- Because fewer transportation alternatives are available to the typical intercity bus user, reductions, or changes in service are more likely to have an effect on that group.
- Rural riders are more likely to take advantage of Greyhound services than riders from urban areas.

### **3.3 Intercity Bus Service**

The following sections outline the past and present status of intercity bus service in Alabama.

#### *3.31 Service Changes (1985 to 1995)*

The 1995 *Alabama Intercity Bus Study* by Sain Associates described bus service in Alabama from 1985 to 1995. According to their data collection effort, 92 communities within the state lost bus intercity bus service from 1985 to 1995. Sain's report also notes that there were five intercity bus carriers operating within Alabama (Greyhound, Capital Trailways, Colonial Trailways, Ingram Bus Lines, and Gulf Transport) in 1985. Ingram Bus Lines and Gulf Transport discontinued operation during the 1985-95 period, which resulted in the loss of service to 31 communities. Trailways and Greyhound discontinued service to an additional 61 communities during this same period. Appendix B presents the intercity bus route structure in Alabama in 1995 in a tabular form (Sain Associates, 1995).

#### *3.32 Service Changes (1995 to 2001)*

From 1995 to 2001, 37 Alabama communities lost intercity bus service, while eight cities gained service. Table 3-1 summarizes these changes. Figure 3-1 shows the current intercity bus route structure as well as the cities that have lost intercity bus service since 1995.

**Table 3-1: Intercity Bus Service Changes (1995-2001)**

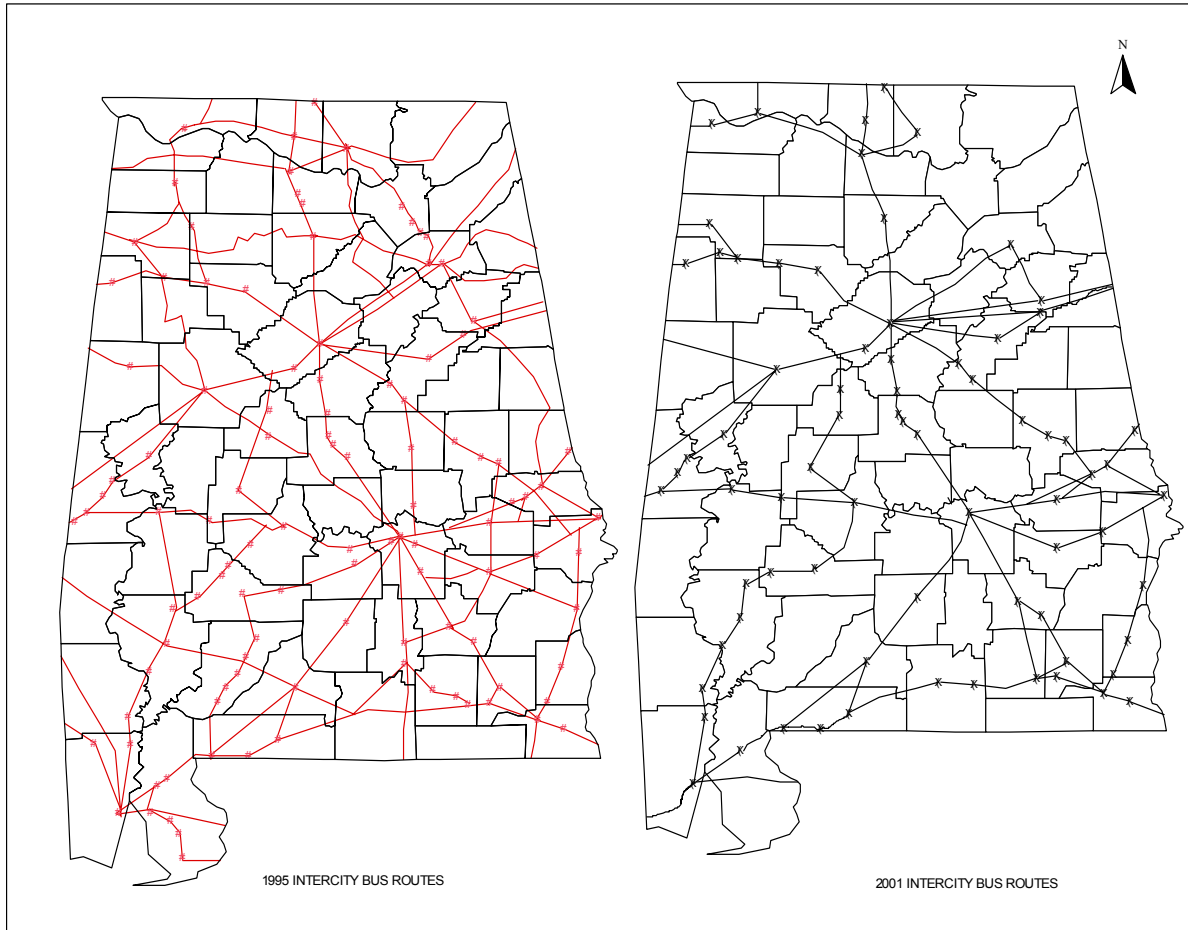
<b>Cities Losing Intercity Bus Transit Service After 1995</b>		<b>Cities Gaining Intercity Bus Transit Service After 1995</b>
Alberta	Lowndesboro	Andalusia
Albertville	Loxley	Cherokee
Attalla	Luverne	Evergreen West
Beatrice	Monroeville	Guin
Bellamy	Munford	Maxwell Air Force Base
Boaz	Montgomery Airport	Opp
Brantley	New Brockton	Oxford
Citronelle	Orrville	Sardis
Cuba	Peterman Junction	
Elba	Reform	
Falkville	Robertsdale	
Foley	Rockford	
Frisco City	Russellville	
Guntersville	Snow Hill	
Haleyville	Spanish Fort	
Hartselle	Stapleton	
Hayneville	Uriah	
Highland Home	Wetumpka	
Lamison		

The patterns in Figure 3-1 show that cities that lost service are generally located along discontinued routes. The decrease in service from 1995 to 2001 is most easily visualized in Figure 3-2, which illustrates the towns served and routes operated in those years.

**Figure 3-1: Alabama Cities Losing Intercity Bus Service and Current Route Structure (1995-2001)**



**Figure 3-2: Intercity Bus Service Route Comparison (1995 to 2001)**



### 3.33 Present Service (2001)

As of late 2001, there were 81 locations within Alabama that received regularly scheduled intercity service. These locations were distributed throughout 48 of Alabama's 67 counties. Figure 3-3 shows the routes and cities served by Greyhound/Trailways. Appendices C and D present the intercity bus route structure in Alabama in 2001 in tabular form.

Intercity bus providers typically seek to serve both heavily populated urban areas and sparsely populated rural areas. Figure 3-4 shows the 2001 intercity bus routes and cities served in Alabama with counties shaded according to population. This figure illustrates that Alabama's most heavily populated counties (Jefferson, Madison, and Mobile counties) are served by intercity bus providers; however, there is a noticeable lack of service to moderately populated areas in northeast Alabama and a lower density of routes in low-population western counties.

The level of service available at each bus stop varies widely. There are four varieties of stops that presently exist within Alabama (Sain Associates, 1995):

- Full Service Station: This is a bus stop or terminal that provides ticketing, baggage check, and package express service. These stations serve buses and other modes of transportation and are usually owned by the bus carriers. Dedicated bus stations are usually found in larger cities where bus ridership is high.
- Agency Stop: This provides the same services as a bus station but is operated as part of another business, such as a gas station or drug store. These agency stops often do not have the facilities or amenities that a bus station has and may not be open to meet all buses.
- Flag Stop: Buses will stop at these locations only if the driver has received a request to pick up or discharge a passenger.
- Highway Stop: Buses will not go into the town being served but will stop on a highway outside of town to pick up or discharge passengers.

The presence of a flag or highway stop indicates that the location being served is likely a small community that does not generate a significant amount of bus travelers.

**Figure 3-3: Routes and Cities Served by Intercity Bus Service (2001)**

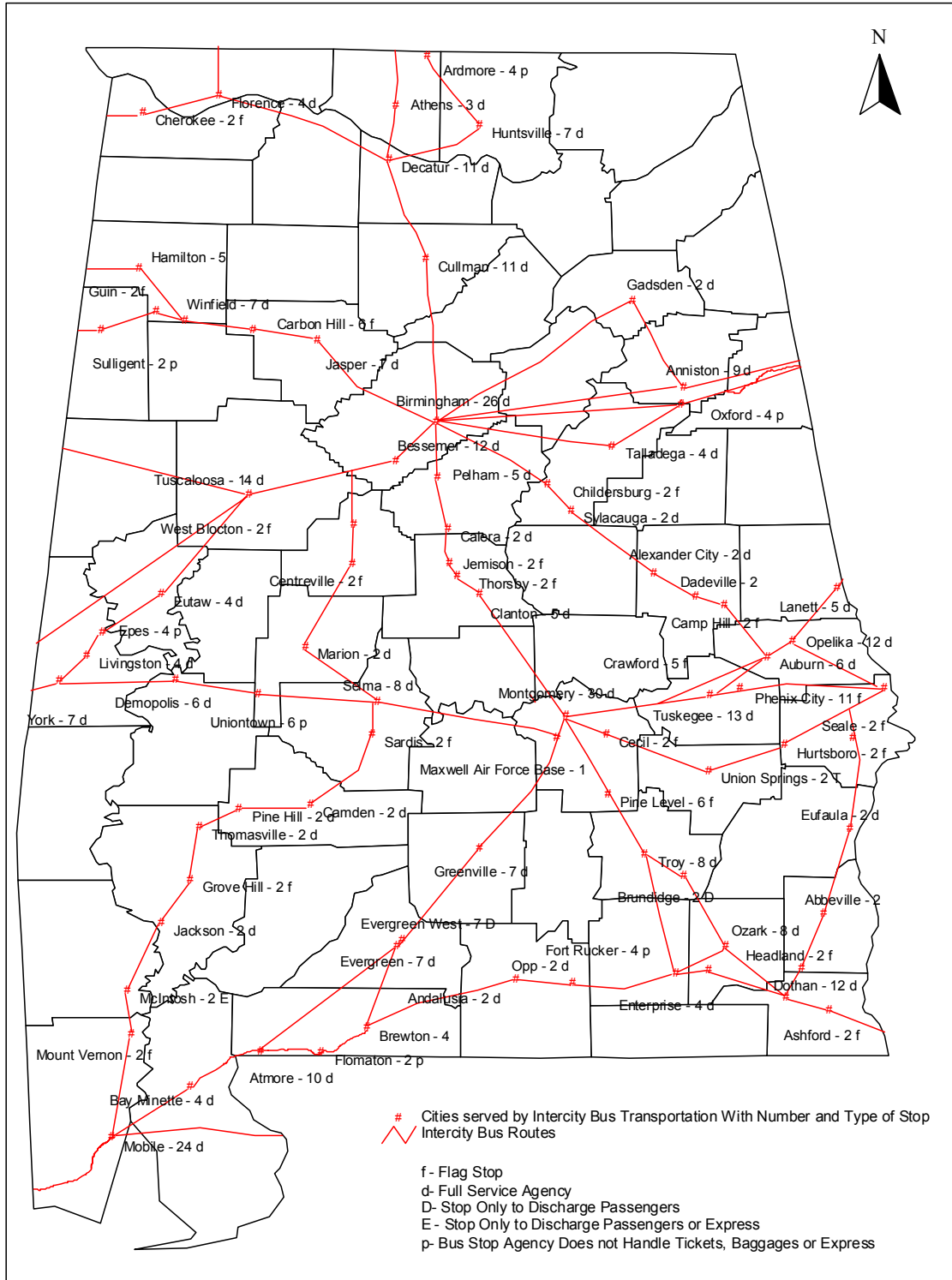
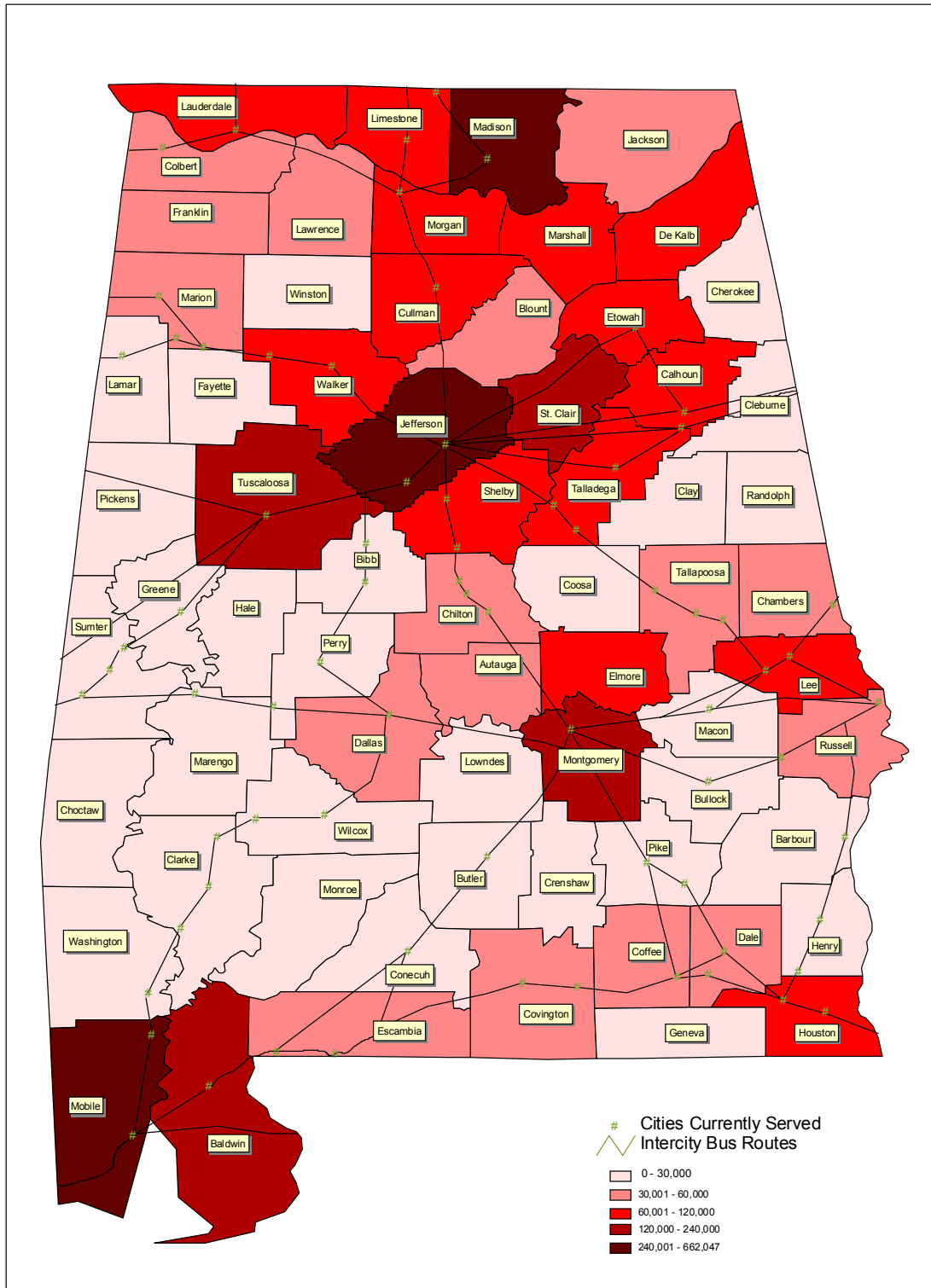


Figure 3-4: Alabama Population Density and Intercity Bus Route Structure (2001)





### 3.34 Potential Service Areas

At present, several areas of the state do not have intercity bus service. Figure 3-5 shows the 2001 intercity bus network and the names of cities having a population greater than 10,000 but without intercity bus service. Figure 3-6 is similar, except cities with populations of 5,000 to 10,000 without intercity bus service are shown. Tables 3-2 and 3-3 summarize the data from Figures 3-5 and 3-6. A service factor score for each city/town is calculated by Formula 1:

$$\text{Score} = \frac{\text{Population} \div 10}{\text{Distance to service} \div 10} \quad (1)$$

In these tables, a higher score indicates potentially greater need for service. For example, in Table 3-2 Scottsboro's score combines high population and great distance from present service.

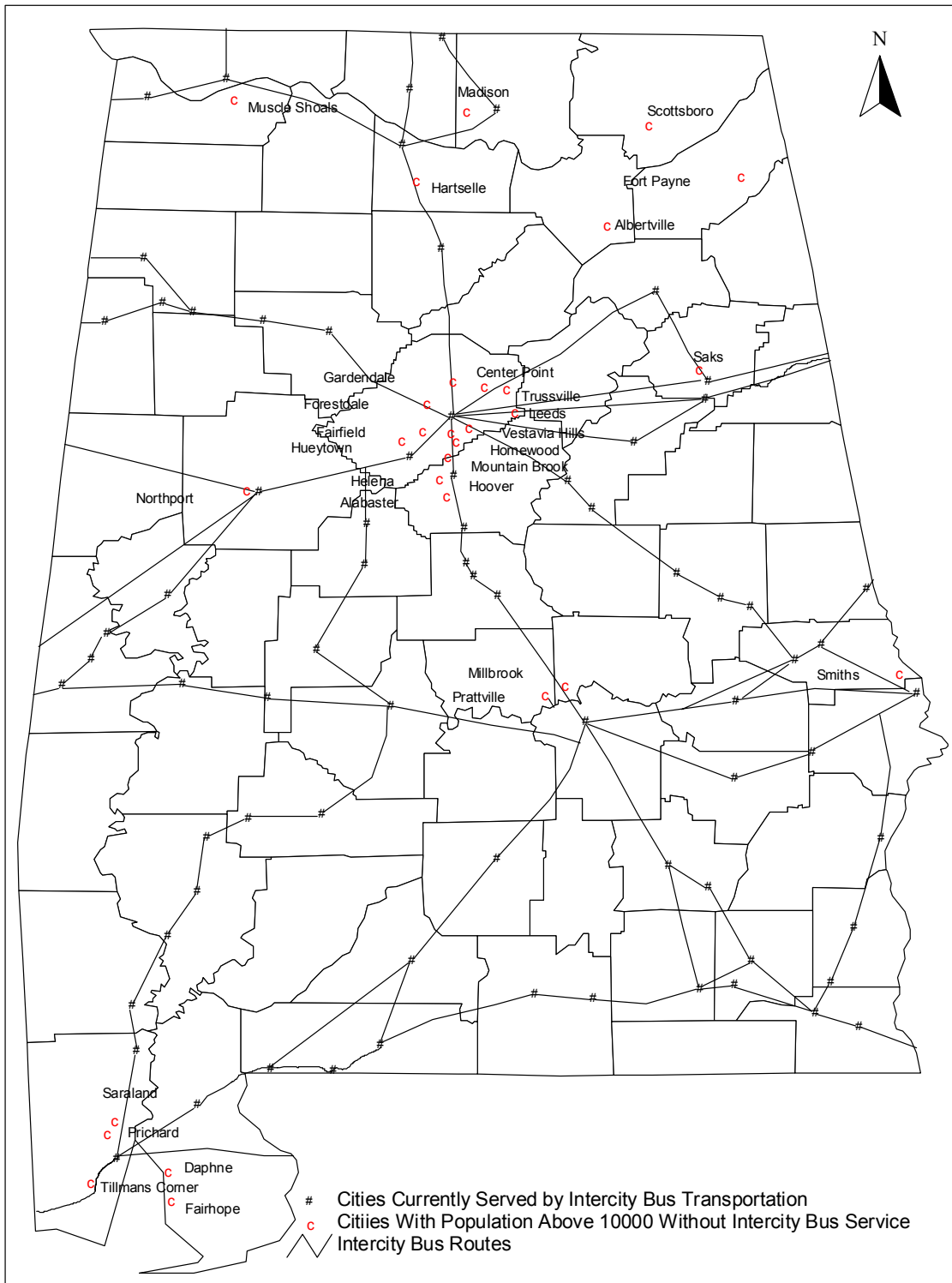
Additional perspective regarding intercity bus service coverage can be gathered from Figure 3-7, which provides 20-mile radius circles around cities presently served by intercity bus service. Figure 3-7 allows quick identification of areas of Alabama that are not within a reasonable driving distance (20 miles) to the nearest intercity bus stop. Again, areas in the northeastern and western portions of the state are farthest from service. The figure shows that 17% of the area of Alabama is not within 20 miles of a bus stop, and 450,000 persons live in those areas.

#### Northeast Alabama

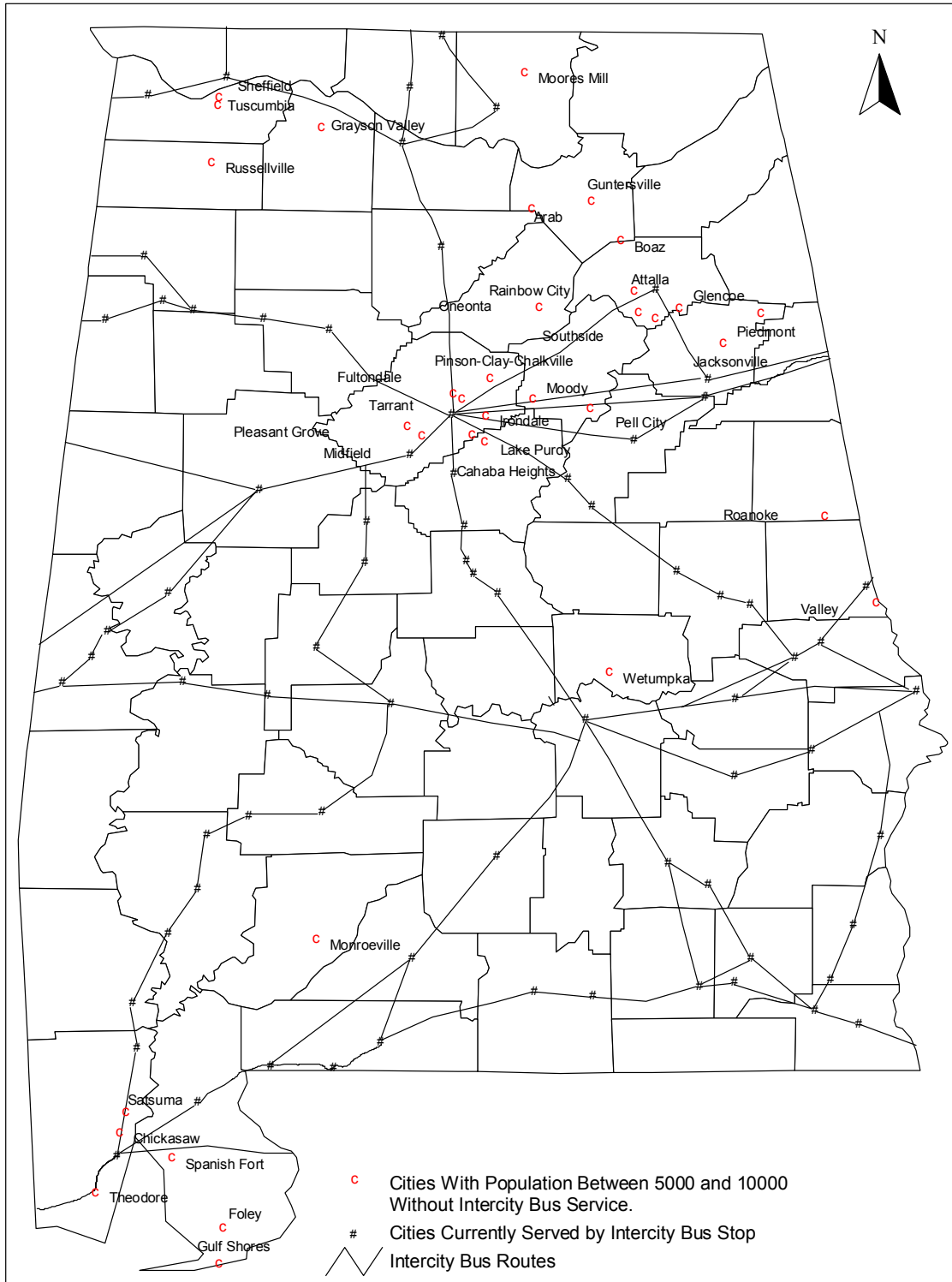
The preceding figures and tables indicate that the area of the state with the least intercity bus service is the five county area (Jackson, Marshall, DeKalb, Cherokee, and Blount counties) of northeast Alabama. For example, Figure 3-5 and Table 3-2 show that Scottsboro and Fort Payne (two relatively large cities in Northeast Alabama) lack bus service and are both located 35 miles from the nearest intercity bus stop location.

Intercity bus providers have served much of this area in the past. Two separate routes provided service to locations within several of these counties. Until January 1995, Greyhound operated service between Birmingham and Chattanooga via Gadsden (Etowah County) and Ft. Payne (DeKalb County). Greyhound followed the abandonment process and petitioned the Alabama Public Service Commission to abandon the route, indicating that low ridership was plaguing the route. The PSC denied Greyhound's request, so the carrier appealed the decision to the Interstate Commerce Commission, where the decision was reversed and the route was abandoned. Greyhound is currently investigating the viability of a Birmingham-Chattanooga route.

**Figure 3-5: Alabama Cities of Population Greater Than 10,000 Lacking Intercity Bus Service**



**Figure 3-6: Alabama Cities With Population Between 5,000 and 10,000 Lacking Intercity Bus Service**



**Table 3-2: Alabama Cities With Population Greater Than 10,000, Lacking Intercity Bus Service**

No.	City	Population 2000	Approx. Distance to Service (miles)	Nearest Service Point	Score
1	Scottsboro	14,762	35	Huntsville	5167
2	Fort Payne	12,938	35	Gadsden	4528
3	Hoover	62,742	7	Pelham	4392
4	Albertville	17,247	22	Gadsden	3794
5	Fairhope	12,480	25	Mobile	3120
6	Prattville	24,303	12	Montgomery	2916
7	Prichard	28,633	10	Mobile	2863
8	Center Point	22,784	12	Birmingham	2734
9	Daphne	16,581	16	Mobile	2653
10	Madison	29,329	7	Huntsville	2053
11	Trussville	12,924	15	Birmingham	1939
12	Smiths	21,756	8	Phenix	1740
13	Vestavia Hills	24,476	7	Birmingham	1713
14	Alabaster	22,619	7	Pelham	1583
15	Leeds	10,455	14	Birmingham	1464
16	Millbrook	10,386	12	Montgomery	1246
17	Tillmans Corner	15,685	7	Mobile	1098
18	Hartselle	12,019	9	Decatur	1082
19	Fairfield	12,381	8	Birmingham	990
20	Saraland	12,288	7	Mobile	860
21	Gardendale	11,626	7	Birmingham	814
22	Homewood	25,043	3	Birmingham	751
23	Forestdale	10,509	7	Birmingham	736
24	Mountain Brook	20,604	3	Birmingham	618
25	Northport	19,435	3	Tuscaloosa	583
26	Hueytown	15,364	3	Bessemer	461
27	Muscle Shoals	11,924	3	Florence	358
28	Saks	10,698	3	Anniston	321
29	Helena	10,296	3	Pelham	309

Note: Score = (Population/10) \* (Distance to Service/10)

**Table 3-3: Alabama Cities With Population Between 5,000 and 10,000, Lacking Intercity Bus Service**

No.	City	Population 2000	Approx. Distance to Service (miles)	Nearest Service Point	Score
1	Foley	7,590	33	Mobile	2505
2	Arab	7,174	33	Decatur	2367
3	Gulf Shores	5,044	43	Mobile	2169
4	Guntersville	7,395	28	Gadsden	2071
5	Russellville	8,971	21	Florence	1884
6	Monroeville	6,862	22	Evergreen	1510
7	Oneonta	5,576	27	Cullman	1506
8	Moody town	8,053	18	Birmingham	1450
9	Roanoke	6,563	22	Lanett	1444
10	Boaz	7,411	18	Gadsden	1334
11	Pell	9,565	13	Talledega	1243
12	Piedmont	5,120	23	Gadsden	1178
13	Grayson Valley (CDP)	5,447	19	Decatur	1035
14	Pleasant Grove	9,983	10	Birmingham	998
15	Jacksonville	8,404	11	Anniston	924
16	Wetumpka	5,726	16	Montgomery	916
17	Spanish Fort	5,423	14	Mobile	759
18	Pinson-Clay-Chalkville (CDP)	5,033	14	Birmingham	705
19	Irondale	9,813	7	Birmingham	687
20	Satsuma	5,687	12	Mobile	682
21	Theodore (CDP)	6,811	10	Mobile	681
22	Moores Mill (CDP)	5,178	12	Huntsville	621
23	Rainbow	8,428	7	Gadsden	590
24	Lake Purdy (CDP)	5,799	10	Birmingham	580
25	Sheffield	9,652	6	Florence	579
26	Southside	7,036	8	Gadsden	563
27	Tuscumbia	7,856	7	Florence	550
28	Chickasaw	6,364	8	Mobile	509
29	Midfield	5,626	9	Birmingham	506
30	Fultondale	6,595	7	Birmingham	462
31	Valley	9,198	4	Lanett	368
32	Cahaba Heights (CDP)	5,203	7	Birmingham	364
33	Glencoe	5,152	7	Gadsden	361
34	Tarrant	7,022	5	Birmingham	351
35	Attalla	6,592	5	Gadsden	330

Note: Score = (Population/10) \* (Distance to Service/10)

**Figure 3-7: Alabama –Areas Within 20 Miles of Intercity Bus Stop**



### St. Clair County

In addition to the five county, northeast Alabama area, the moderately populated St. Clair County also lacks service. Unlike northeast Alabama, there are several bus routes that are operated through St. Clair County (but do not stop in the county). Greyhound and local St. Clair County officials may wish to investigate the possibility of adding intercity bus service to Pell City (the largest city in St. Clair County). Pell City is presently 13 miles from the nearest intercity bus stop (Talladega).

### Blount County

Blount County, located immediately northeast of Jefferson County, is currently without intercity bus service. Greyhound operates several bus schedules that pass through Blount County on Interstate 65 on the way to their ultimate destinations. Beginning in 1985, Greyhound provided service from Birmingham to Huntsville via Oneonta. This route was eventually terminated, and Blount County has been without service since. Initiating new service to Oneonta (the largest town in Blount County) would require a deviation of approximately 40 miles from the current routes running north from Birmingham on I-65.

### Autauga County

Autauga County, located north of Montgomery, currently lacks intercity bus service. Greyhound operates several schedules that pass through eastern Autauga County on Interstate 65 in the vicinity of Prattville. Prattville, with a 2000 population of 24,303, is the largest city in Autauga County and was previously served by Trailways. Given Prattville's proximity to I-65 and the frequent intercity bus runs between Birmingham and Montgomery, service may be possible.

### Jefferson County

Although Jefferson County already has two major intercity bus stops (Birmingham and Bessemer) there are several major cities located within the county that are not presently served. The largest of these cities is Hoover (with a 2000 population of 62,742). Given Hoover's size and recent growth, intercity bus providers may wish to examine the feasibility of providing service.

### Baldwin County

Intercity bus service is currently provided to the city of Bay Minette in Baldwin County. Despite the service to Bay Minette, the Baldwin County portion of the Alabama Gulf Coast is presently without service. For example, the popular tourist town of Gulf Shores is located 43 miles from the nearest bus stop in Mobile and even further from Bay Minette. Adding service to the Gulf Coast and east Mobile Bay areas of Baldwin County would require intercity bus providers to deviate significantly from the present route along Interstate 10 from Mobile into Florida.

### Choctaw and Washington Counties

Neither of these counties (located along the Alabama-Mississippi border) are currently served by intercity bus providers, nor are they within 15-20 miles of the nearest bus stop. These counties rank among Alabama's least populous counties; thus, the addition of intercity bus service would likely risk financial loss.

### Greyhound Suggestions

The research team asked Greyhound to list options for extended service that the company has been asked about or might consider. The discussion yielded two options:

- Add Robertsdale, Alabama to existing Mobile to Pensacola service. Estimated additional yearly operations cost for one schedule per day requires \$105,000; estimated yearly revenue is \$40,000; estimated yearly subsidy to break even is \$65,000.
- Huntsville/Anniston/Atlanta. No revenues or costs were estimated for this service.



## Section 4 Facilities and Equipment Evaluation

This section describes the quality and condition of a sample of intercity bus facilities within Alabama. The condition of intercity bus equipment (i.e., coaches) is also examined.

### 4.1 Intercity Bus Facilities

In order to gauge the quality of intercity bus facilities within Alabama, 12 locations (approximately 15% of all stops in Alabama) were selected and visited by the study team:

- Montgomery
- Selma
- Tuscaloosa
- Birmingham
- Demopolis
- Eutaw
- Sulligent
- Clanton
- Bessemer
- Calera
- Hamilton
- Montgomery (Greyhound/Capital Maintenance Facility)

The quality of services and facilities provided at these locations varied widely along with evaluation scores provided by the researchers and is discussed below. Table 4-1 provides an overview of the bus stops that were visited. The form used by the study team to survey each stop is included in Appendix A.

**Table 4-1: Overview of Bus Stop Visits and Evaluation Scores**

Site	Type	Bus Stop	Interior	Exterior	Ticketing	Package Service	Surroundings	Overall
Montgomery	Full Service	A	A	B	A	A	A	A
Selma	Full Service	A	A	A	A	A	A	A
Tuscaloosa	Full Service	A	B	B	A	A	A	A-
Birmingham	Full Service	A	A	A	A	A	A	A
Demopolis	Agency	D	A	C	B	A	A	B
Eutaw	Agency	C	B	C	D	A	A	C+
Sulligent	Agency	C	A	F	D	A	A	C
Clanton	Agency	B	D	C	C	A	C	C
Bessemer	Agency	B	C	C	F	A	C	C
Calera	Agency	C	C	D	F	F	D	D
Hamilton	Highway	D	NA	D	NA	NA	A	D

#### 4.11 Bus Stop Type

The attempt was made to visit different types of bus stops. Of the four types of bus stops, four full service, six agency, and one highway stop were visited.

#### 4.12 Bus Stop

This category rates the quality of the bus stop with regard to basic passenger bus-travel related needs. For example, consideration is given to whether or not the bus stop includes sheltered ticketing and boarding areas. Consideration is also given to the location of the bus stop (i.e., is the bus stop centrally located?). Each of the full service stops that were visited rated highly in this category. Figures 4-1 and 4-2, respectively, show the Birmingham and Tuscaloosa Greyhound bus stops.



**Figure 4-1: Birmingham Greyhound Bus Stop**



**Figure 4-2: Tuscaloosa Greyhound Bus Stop**

The surveyed agency stops generally lacked sheltered ticketing, boarding, and waiting areas for passengers. Because the bus stop portion of agency stops is often secondary to the primary function of the stop (i.e. gas station, laundromat, etc.) the lack of bus stop oriented facilities is an unfortunate by-product of the agency bus stop. Figures 4-3 and 4-4 show the Demopolis and Bessemer agency stops, respectively.



**Figure 4-3: Demopolis Agency Stop**



Figure 4-4: Bessemer Agency Stop (Ben's Coin Laundry)

The Hamilton highway stop that was surveyed was of poor quality. The highway stop was located at a closed gas station which offered only rudimentary shelter and seating areas. Figure 4-5 shows the Hamilton highway stop. **The average bus stop rating was B-**.



Figure 4-5: Hamilton Highway Stop (Exxon-Hamilton Tiger Mart)

#### 4.13 Interior

This section rates the bus stop for its passenger amenities. The surveyed amenities include air conditioning, rest rooms, handicap accessibility, public phone, interior seating, and food service.

The level of passenger amenities available at the surveyed bus stops varied widely. Generally, full service stops maintained the best passenger amenities such as access to a variety of food service (i.e., vending machines and cold and hot food). Agency stops generally provided some passenger amenities, contingent on the primary function of the agency hosting the bus stop. For example, a modern gas station/convenience store provided at least basic food service, while other agency stops such as laundromats or supply stores did not. All surveyed stops were handicap accessible. Figures 4-6, 4-7, and 4-8 show the Birmingham restaurant and waiting area, and the Demopolis agency interior, respectively. **The average bus stop interior rating was B.**



**Figure 4-6: Birmingham Greyhound Station Restaurant**



**Figure 4-7: Birmingham Greyhound Station Waiting Area**



Figure 4-8: Demopolis Agency Stop Waiting Area

#### 4.14 Exterior

This section rates the condition of the exterior of the bus stop facility. Full service stops maintained the highest levels of exterior condition, with ample parking and highly visible signage. The survey team frequently had difficulty locating agency stops due poor or non-existent bus stop signage. Many agency stops did not post schedules or hours of operation. Figures 4-9 and 4-10 show the exterior of the Calera and Eutaw agency bus stops. **The average bus stop exterior rating was C+.**



Figure 4-9: Exterior of Calera Agency Stop (Faded Greyhound sign)



Figure 4-10: Exterior of Eutaw Agency Stop (No Bus Stop Signage Visible)

#### 4.15 Ticketing

This section rates the availability of separate ticket windows and bus schedules. Each of the full service stops maintained excellent ticketing areas; however, no surveyed agency stop featured a separate ticketing window and few were able to provide copies of Greyhound bus schedules. Figure 4-11 shows the ticketing area at the Birmingham full service station. **The average ticketing rating was C+.**

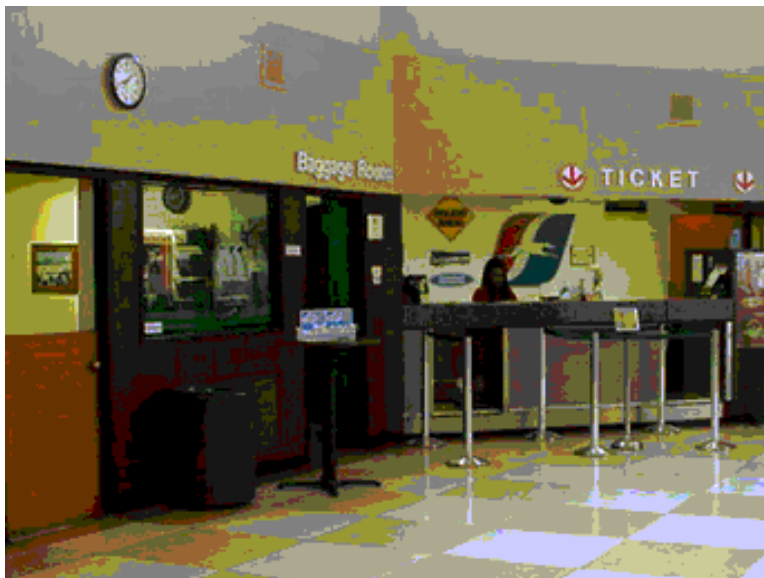


Figure 4-11: Birmingham Ticketing Area

#### 4.16 Package Service

This section rates the availability of Greyhound's Package Express service at the surveyed bus stops. Each full service and agency stop surveyed was able to provide package service and would hold packages for pickup. The highway stop at Hamilton did not offer this service. **The average package service rating was A.**

#### 4.17 Surroundings

The section rates the relative safety of the area surrounding the bus stop facility. Included in this rating is consideration for the availability of adequate lighting and the cleanliness of the facility and surrounding areas. Virtually all facilities provided adequate lighting in the areas immediately adjacent to the bus stop and were well maintained and clean. Several of the bus stops that were surveyed were located in areas of the city or town that could require persons to observe extra caution. **The average surroundings rating was B+.**

#### 4.18 Maintenance Facility

In addition to visiting the selected bus stop facilities, the project team also visited the Trailways maintenance facility in Montgomery. This facility provides general day-to-day maintenance to the Trailways fleet and can provide service to Greyhound buses in Alabama if necessary. Greyhound operates a regional maintenance facility in Atlanta, Georgia where most maintenance of its fleet in the region is carried out. Figure 4-12 shows the interior of the Montgomery maintenance facility. The facility appeared to adequately meet the daily maintenance needs of the Trailways fleet. Conversation with Trailways officials confirmed that the maintenance facility was performing its prescribed role.



Figure 4-12: Interior of Montgomery Maintenance Facility



## **4.2 Summary of Facilities and Equipment**

Based upon site visits conducted by the study team, the following conclusions have been drawn:

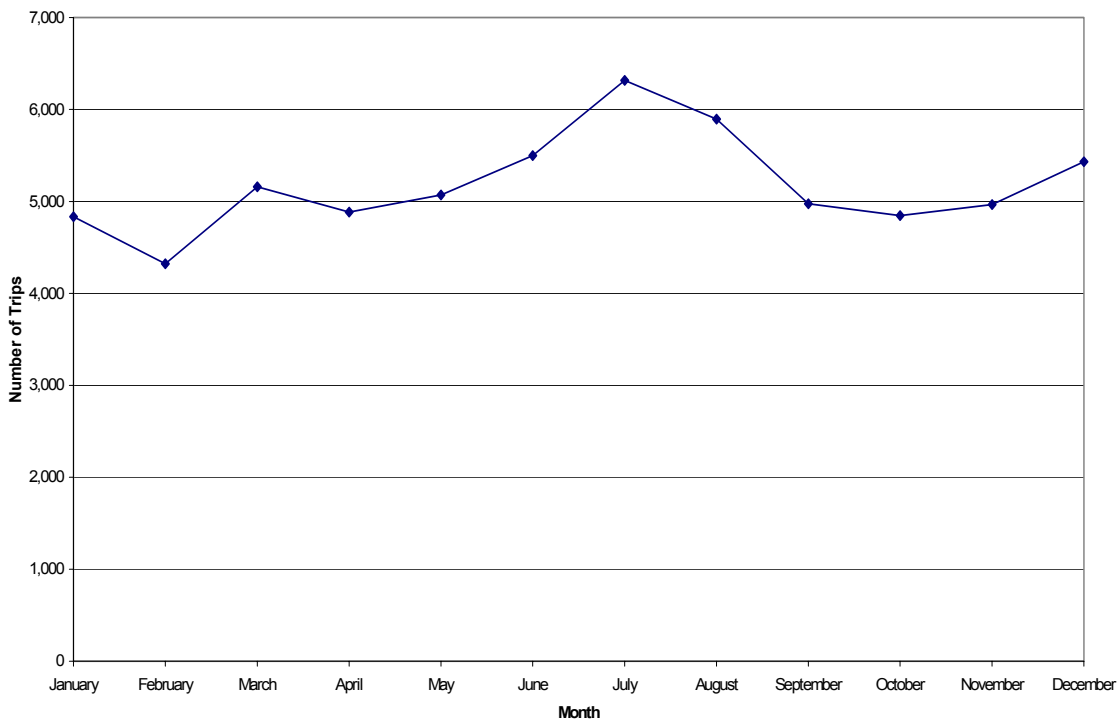
- The quality of bus stop facilities within Alabama varies widely from site to site.
- The level of service available at full service stops (e.g., Birmingham, Montgomery, Tuscaloosa, and Selma) was excellent. All visited full service stops provided passenger comforts and amenities and featured highly visible signage.
- Agency stops were more varied in quality. Several sites were adequate, but a majority lacked some or all passenger conveniences, or were located in potentially unsafe areas.
- The Hamilton Highway Stop was inferior when compared to full service and agency stops. However, because highway stops are intended to have only limited function, the Hamilton stop should be sufficient to serve its purpose.

## Section 5 Operating/Financial Overview

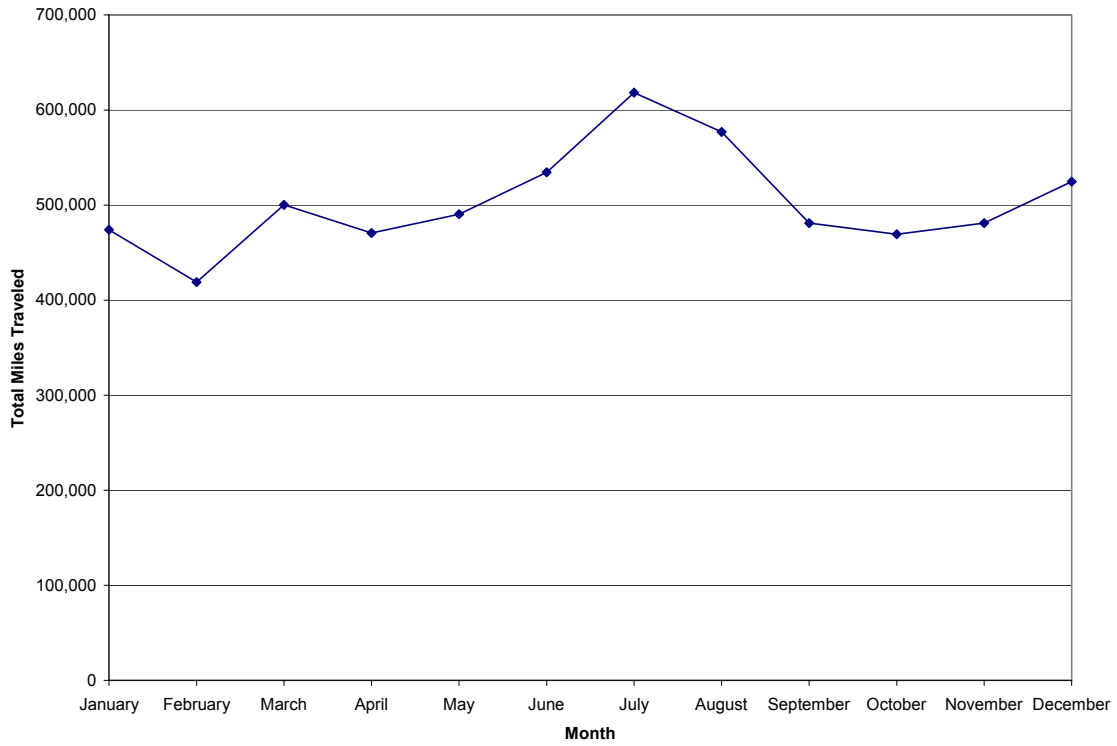
University of Alabama researchers conducted an analysis of Greyhound operating and financial data for Alabama for 2000. The results are discussed below.

### 5.1 General Operating Observations

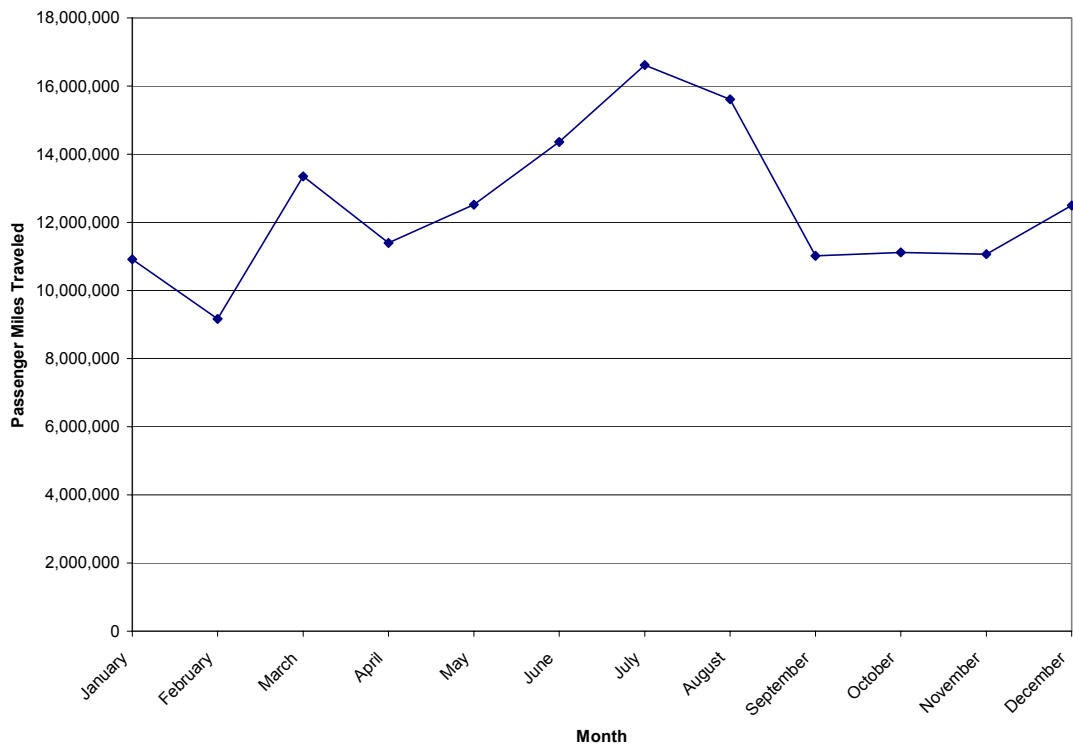
For the 2000 calendar year, Greyhound averaged 5,183 monthly trips (a trip occurs when one bus travels over one route segment), covering 503,350 miles within Alabama. These trips generated \$1,200,483 in monthly average passenger revenue and 12,470,000 passenger miles (passenger miles = sum of all miles traveled by individual passengers. For example: Two passengers travel 50 miles on one bus; Total miles = 50, Passenger Miles = 100). The actual monthly values for trips, miles, passenger miles, revenue, revenue per mile, and load (load = number of passengers on bus at given time) varies throughout the course of the year. Figures 5-1 through 5-6 provide a graphical representation of the variation of these variables for 2000. Table 5-1 provides a summary of the monthly data. In Table 5-1, yield is defined as 10 times (passenger revenue/passenger miles).



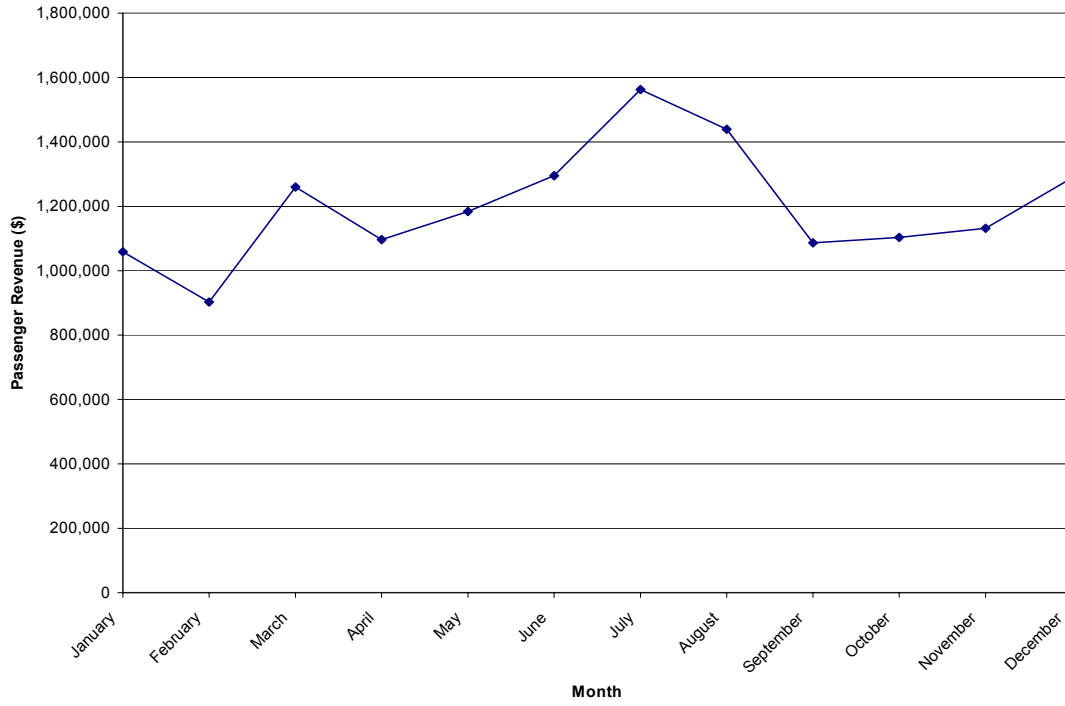
**Figure 5-1: Number of Trips vs. Month (2000)**



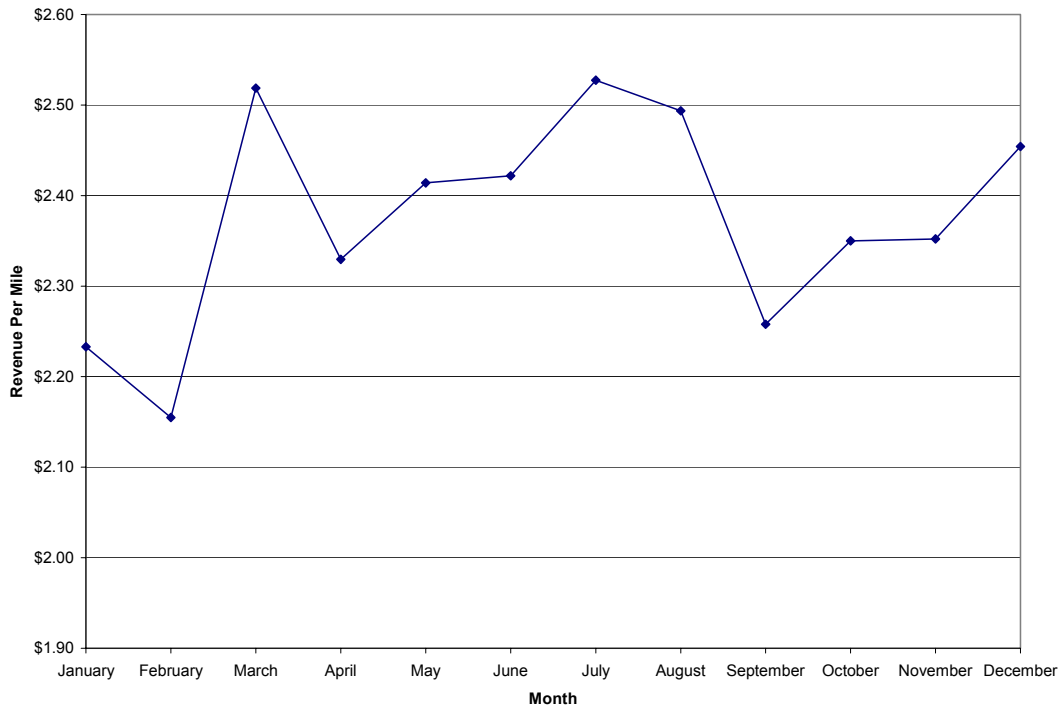
**Figure 5-2: Total Miles vs. Month (2000)**



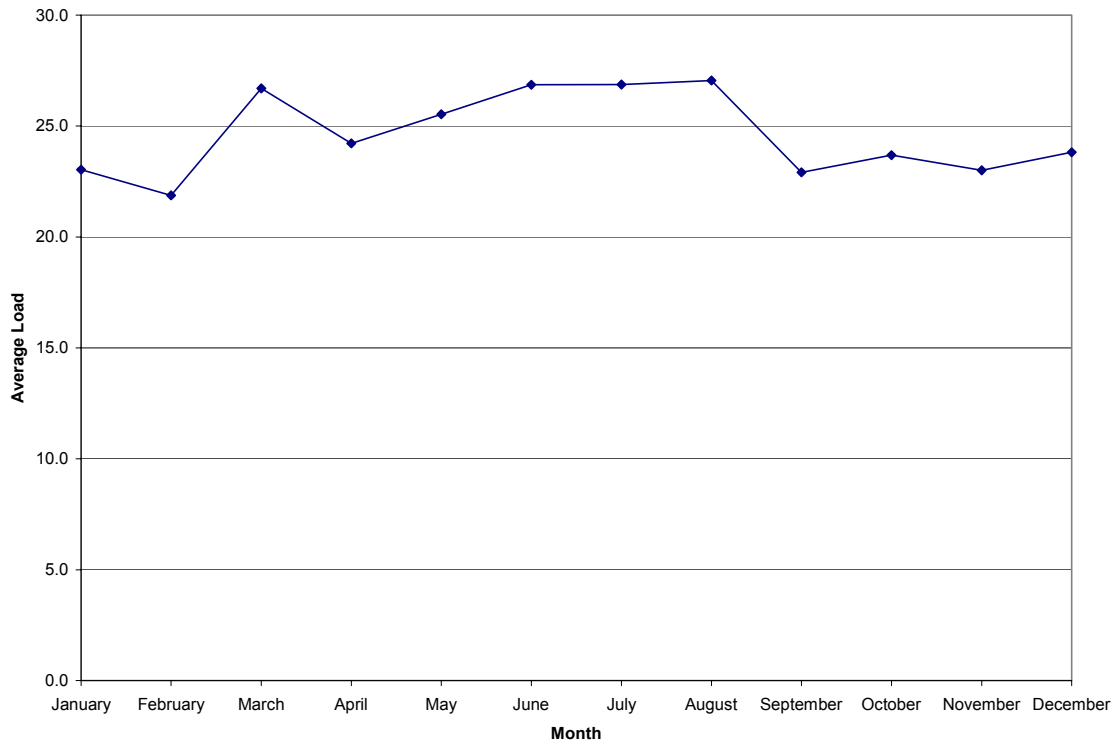
**Figure 5-3: Passenger Miles Traveled vs. Month (2000)**



**Figure 5-4: Passenger Revenue vs. Month**



**Figure 5-5: Passenger Revenue Per Mile vs. Month (2000)**



**Figure 5-6: Average Load vs. Month (2000)**

**Table 5-1: Summary of Greyhound Data (2000)**

Month	Trips	Total Miles	Passenger Miles	Avg Load	Passenger Revenue (\$)	Yield (¢per Psngr Mile)	Revenue Per Mile
January	4,835	474,025	10,916,640	23.0	1,058,474	9.70	\$2.23
February	4,322	418,903	9,163,309	21.9	902,670	9.85	\$2.15
March	5,160	500,188	13,352,819	26.7	1,259,807	9.43	\$2.52
April	4,884	470,663	11,398,911	24.2	1,096,403	9.62	\$2.33
May	5,070	490,495	12,522,427	25.5	1,184,040	9.46	\$2.41
June	5,498	534,570	14,358,269	26.9	1,294,701	9.02	\$2.42
July	6,316	618,224	16,615,798	26.9	1,562,540	9.40	\$2.53
August	5,895	577,059	15,611,175	27.1	1,438,958	9.22	\$2.49
September	4,976	481,026	11,021,093	22.9	1,086,118	9.85	\$2.26
October	4,847	469,304	11,116,484	23.7	1,102,826	9.92	\$2.35
November	4,965	480,972	11,065,912	23.0	1,131,347	10.22	\$2.35
December	5,432	524,776	12,497,166	23.8	1,287,914	10.31	\$2.45
<b>AVG.</b>	<b>5,183</b>	<b>503,350</b>	<b>12,470,000</b>	<b>24.6</b>	<b>1,200,483</b>	<b>9.67</b>	<b>\$2.38</b>

Analysis of the monthly data leads to the following conclusions:

- Trips, Miles, Passenger Revenue, and Passenger Miles all vary in a nearly identical pattern. Because these variables are not independent of each other, such variation is to be expected.
- The greatest number of trips occur during the summer months of June – August, with December representing another peak of trip activity. The large number of trips during these time periods results in a correspondingly high amount of revenue and miles (both total and passenger miles).
- February, April, September, October, and November all experience similar, relatively low numbers of trips. These travel “off-periods” produce lower amounts of miles and revenues than the more-heavily traveled months.
- Greyhound has indicated that the cost to operate a bus (for FY 2000) was \$2.90/mile. Based upon this information and the year 2000 average revenue per mile of \$2.38, Greyhound was, on average, operating at a loss within Alabama. The revenue per mile calculations in the tables and figures only includes ticketing revenue. Greyhound generates additional revenue by operating package express, charter, and food services. However, these services must generate a significant amount of income to overcome the revenue shortfall created by ticket sales.

Greyhound provided the study team with financial data by route segments. For example, Schedule 1147 running from the Georgia/Alabama border to Birmingham and on to the Alabama/Mississippi border is reported as two separate segments: Segment 1 is from the Georgia/Alabama border to Birmingham and Segment 2 is from Birmingham to the Alabama/Mississippi border. Based upon this route segment reporting system, there are 158 segments operating within Alabama. Of these segments, only 28 (18%) are profitable (i.e. have a revenue-per-mile greater than \$2.90).

The most profitable route segment is Segment 3 of Schedule 1113 operating between the Tennessee/Alabama border and Birmingham. This segment covers approximately 104 miles and averages a revenue per mile of \$4.47 (A net profit of \$163.28 per operation over the segment). The least profitable route segment is Segment 1 of Schedule 664 operating between the Alabama/Florida border and Montgomery. This segment covers approximately 143 miles and averages a revenue per mile of \$0.08 (a net loss of \$403.26 per operation over the segment). Greyhound indicates that many unprofitable routes are maintained because they feed riders into the overall Greyhound system and contribute to company-wide profits.

## **5.2 Summary of Operating/Financial Review**

Greyhound (and its Capital/Colonial Trailways subsidiaries) when viewed solely as an intercity bus carrier (i.e., considering only ticketing revenues) is operating at a loss within Alabama. These losses are offset to some degree by the operation of supplemental services (e.g., package express, charter, food service at terminals, etc.).

There are, however, several route segments that operate at a significant profit, although only 28 of the 158 segments in Alabama (18%) are profitable. Clearly, ticket revenues alone are not sufficient to ensure the intercity bus industry's viability within Alabama.

## Section 6 Alabama Transportation Overview

To put the state of intercity bus travel within Alabama in perspective, the researchers conducted a general overview Alabama of passenger transportation. This overview provides information regarding air, rail, and transit services available within the State.

### 6.1 Air Travel

At present, six locations within Alabama offer regularly scheduled passenger air service. These locations are Birmingham, Dothan, Huntsville, Mobile, Montgomery, and Muscle Shoals. A summary of commercial air service to these locations is provided in Table 6-1.

**Table 6-1: Commercial Airline Service in Alabama (2001)**

City	Major Airlines	Minor Airlines	Destinations Served
Birmingham	6	5	28
Dothan	0	1	1
Huntsville	3	4	10
Mobile	1	3	8
Montgomery	0	3	3
Muscle Shoals	0	1	1

\* Major Airlines = National airlines

\* Minor Airlines = Regional/Commuter airlines

\* Destinations Served = Non-Stop Service Available to these Locations

### 6.2 Rail Travel

Amtrak, the national passenger rail provider, provides the only passenger rail service available within Alabama. Amtrak serves the following cities: Anniston, Atmore, Birmingham, Mobile, and Tuscaloosa. Amtrak also offers “Thruway Connecting Service” to Montgomery. Using this service, passengers are carried via motor coach from Montgomery to either Mobile or Atlanta for connection to regular Amtrak train service.

Two Amtrak lines serve locations within Alabama. Amtrak’s “Crescent” service runs from New York to New Orleans, passing through Alabama and serving Atlanta, Georgia – Anniston – Birmingham – Tuscaloosa – Meridian, Mississippi. The “Sunset Limited” travels from Los Angeles to Orlando, passing through Pascagoula, Mississippi – Mobile – Atmore – Pensacola, Florida.

It should also be noted that recent developments regarding federal funding of Amtrak might place long distance lines (such as the “Crescent” and “Sunset Limited”) in jeopardy. These lines



may be subject to severe funding cuts or even elimination. Reduction in service or elimination of these lines would lessen the number of travel options available in Alabama.

### **6.3 Transit**

In addition to intercity bus service, there are currently three types of public transit available within Alabama: Rural, Urban, and Special Transit. None of these services receive funding from the State of Alabama, and the budgets for these operations are generally stretched thin.

#### *6.31 Rural Transit*

Rural transit providers typically serve large geographic areas that are characterized by low population densities. These providers operate under the provisions of 49 U.S.C. § 5311. The objective of these providers follows (Lindly and Tubbs, 2000):

*Enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services and recreation*

As of 2001, there are 27 rural transportation providers operating within 50 of Alabama's 67 counties. Twenty of these providers typically focused their service within a single county, while seven served multiple counties.

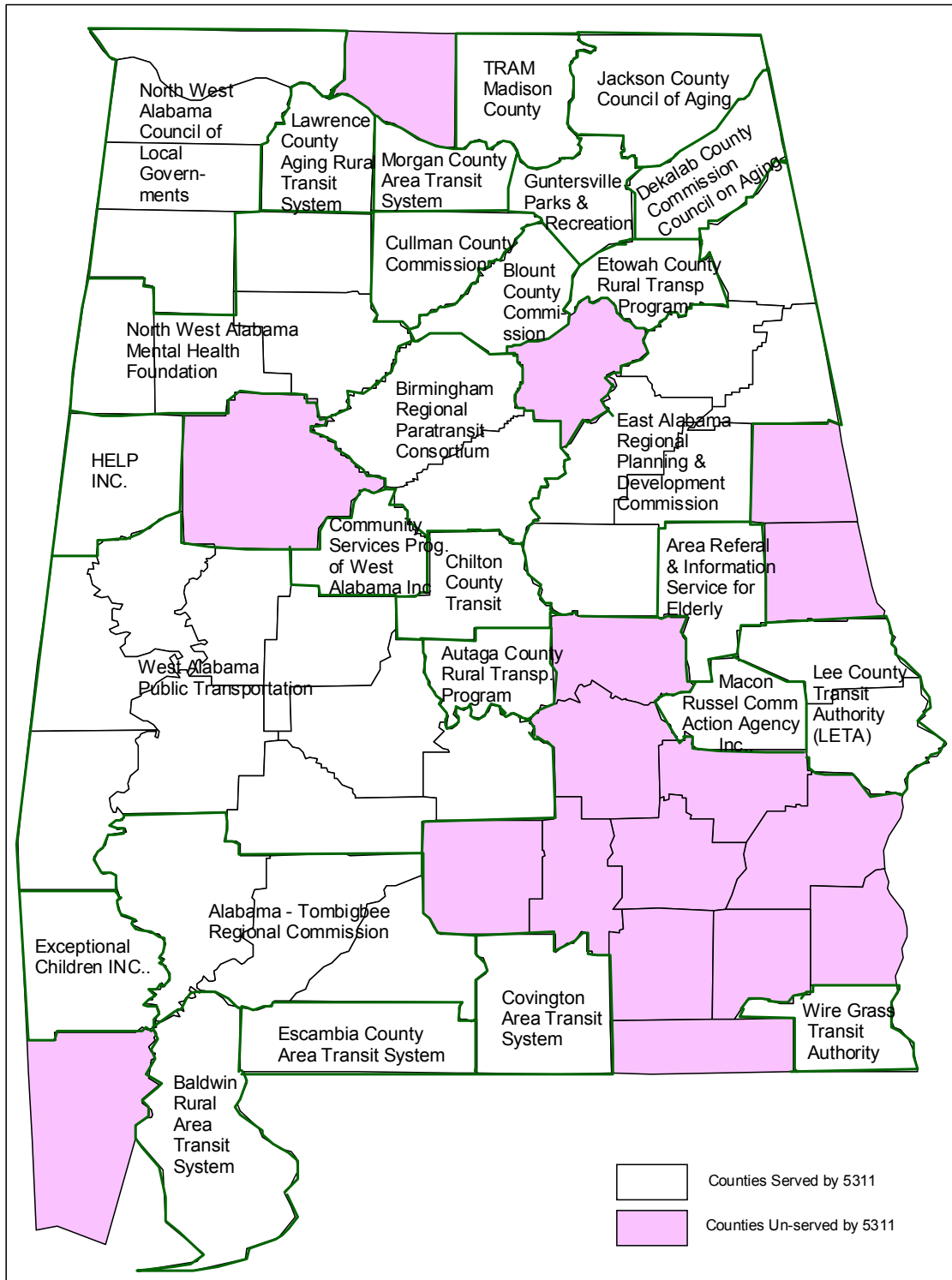
Previous research indicates that, of Alabama's approximately 4.3 million residents, only 3 million have access to rural transit services. Approximately 1.3 million citizens are unable to take advantage of the services rendered by rural transit providers (Lindly and Tubbs, 2000).

Rural transit providers typically provide two varieties of service: demand response and contract routes. Together they provided 3.3 million passenger trips in 1999. Demand response service requires a potential passenger to make a reservation with the provider at least 24 hours in advance. The passengers provide pick-up and destination times to a dispatcher who in turn coordinates with drivers to ensure the service is provided. Riders generally are charged a fare for each one-way trip provided, and typical destinations include grocery stores, pharmacies, and dental/medical offices (Lindly and Tubbs 2000).

5311 providers also run contract routes which are fixed schedule, fixed route trips that have a dedicated bus and driver for predetermined days of the week and predetermined times of the day. A common example of a contract route would be a medical route that carries passengers to and from a medical facility on a regular basis (Lindly and Tubbs, 2000).

Figure 6-1 shows the counties in Alabama that are served by 5311 providers and highlights those counties that lack such service.

**Figure 6-1: 5311 Providers in Alabama and Counties Without 5311 Service**



Rural transit appears to be adaptable to cooperative efforts with intercity bus providers. Figure 6-2 shows the current intercity bus routes operated within Alabama and shades counties that do not have 5311 providers. Based upon the flexible nature of transit services (particularly rural transit), the opportunity for passenger scheduling coordination between transit and intercity bus transportation seems potentially feasible.

Greyhound has offered to allow certain 5311 providers to bring passengers to and from their terminals at no charge. However, primarily because Greyhound will not assure 5311 providers that the routes they add to serve intercity bus stops will be profitable, 5311 providers have not accepted that invitation.

A ridership study for the Wiregrass Transit Authority in Houston County indicated that 5311 passengers used the service for “health care, shopping, education, employment, public services, and recreation.” The survey was performed in 1996 and consisted of 130 solicitations of demand response riders. The riders were asked the purposes of their trips. Their responses are listed below. The results tallied over 100% because many of the riders used Wiregrass Transit for more than one purpose.

- Medical – 40%
- Drugstore – 18%
- Dialysis Treatment – 19%
- Shopping – 24%
- Ride to Work – 54%
- Training – 11%
- Department of Human Resources – 14%
- Children’s Programs – 15%
- Personal – 22%
- Other – 23%
- Contract – 46%

An interesting result of the survey was that many riders used the service as both contract riders and as demand response riders. Additionally, the survey indicated that approximately 84% of trips involved procuring essential services (medical, pharmaceutical, work-related) rather than pleasure or “other” reasons.



### 6.32 *Urban Transit*

Urban transit providers offer service within a particular urban or metropolitan area. There are currently 12 urban transit providers receiving FTA funds within Alabama, located in the following areas:

- Birmingham
- Mobile
- Montgomery
- Tuscaloosa
- Huntsville
- Gadsden
- Florence/Muscle Shoals/Sheffield/Tuscumbia (Shoals Area)
- Auburn/Opelika
- Decatur
- Phenix City
- Dothan
- Anniston

These programs offer either fixed route or demand respond service within their community. At present, Birmingham, Mobile, Montgomery, and Huntsville (Alabama's largest metropolitan areas) as well as Tuscaloosa, Gadsden, Anniston, and Phenix City provide regular fixed route service. Urban providers in Auburn/Opelika, Decatur, Dothan, and the Shoals Area operate on a demand response basis.

### 6.33 *Special Transit*

Special transit providers operate under the guidelines of Section 5310 (Capital Funds for Elderly and Disabled). In order for an operator to qualify for Section 5310 funding consideration, one or more of the following criteria must be met (Alabama Department of Transportation, 2001):

- Be a nonprofit corporation that provides or desires to provide transportation services to the elderly and/or disabled
- Be a public body approved by the State to coordinate services for elderly persons and persons with disabilities
- Be a public body that certifies to the State that no nonprofit corporations are readily available in an area to provide the service.

Special transit providers typically operate as an arm of a service agency (i.e., Alabama Institute for the Deaf & Blind, Coffee County Health Department, etc.). Special transit services are not open to the general public unless the determination has been made that the needs of the elderly and disabled have been fully met. There are currently 91 Section 5310 Special Transit providers operating within Alabama (Alabama Department of Transportation, 2001).

#### **6.4 Summary of Alabama Transportation Overview**

In addition to intercity bus service, there are several other transportation alternatives available within Alabama. These alternatives include air, rail, and transit. Each alternative holds advantages for the prospective traveler, but air and rail travel provide service in very few locations. Rural transit can be an effective form of transportation, but 30% of Alabama citizens live in that do not receive 5311 service. There are a large number of special transit (5310) providers in Alabama, but their services are usually reserved for specific groups. Urban transit does not supply the type of intercity service being studied in this report.

## **Section 7**

### **Governor's Certification**

Section 5311(f) requires Alabama to expend 15% of its annual 5311 funds on intercity bus transportation unless the Governor certifies that “the intercity bus service needs of the state are being met adequately.” The funds may be spent on “planning and marketing for intercity bus transportation, capital grants for intercity bus shelters, joint-use stops and depots, operating grants through purchase-of-service agreements, user-side subsidies and demonstration projects, and coordination of rural connections between small transit operations and intercity bus carriers” (49 USC 5311(f), 1998).

#### **7.1 Other States and Puerto Rico**

An FTA study shows that 20 states filed a Governor's certification during FY 2000; a total of 29 states have filed certification at least once. “The primary reasons cited for the decision to certify are private operators' lack of interest or inability to submit fundable applications, unavailability of source of local match, and the priority given by the states to unmet needs for rural public transit service” (Federal Transit Administration, 2001).

#### **7.2 Alabama**

FTA Circular 9040.1E gives the following guidance concerning Governor's certification: “The legislative history indicates that the assessment of intercity bus needs may be made ‘relative to other rural needs in the state’” (Federal Transit Administration, 1999). This report has shown the following results:

- 1.3 million Alabamians in 17 counties are in areas un-served by 5311 rural transit service, while 450,000 Alabamians are further than 20 miles from an intercity bus stop.
- Approximately 84% of trips in a survey of an Alabama 5311 transit provider were related to acquiring necessities such as medical treatment and grocery shopping, while approximately 73% of riders on Greyhound were traveling for personal pleasure.

The hierarchy of needs, as reflected by the statistics above indicates that the nonurbanized (5311) transit providers in the state have a greater funding need than intercity bus providers. Therefore, a Governor's certification that intercity bus needs are being met adequately is reasonable when intercity bus needs are assessed relative to other rural public transit needs in the state. Such certification is a reflection of the state of public transportation funding in Alabama, forcing a choice between two programs for which the State would like to see increased areas of service.

## **Section 8 Conclusions**

The objective of this study was to provide the Alabama Department of Transportation with an evaluation of the intercity bus industry in Alabama so that recommendations concerning “Governor’s certification” of 5311(f) funds can be made. Governor’s certification refers to a decision as to whether intercity bus service needs in the state are being met adequately. If the needs are not being met adequately, then 15% of FTA 5311 (rural transit) funds must be diverted from 5311 rural transit providers to be spent on intercity bus service. If needs are being met adequately, then the Governor can submit a Governor’s certification and not divert the funds from 5311 providers to intercity bus service.

The study team made the following observations concerning the state of the intercity bus industry:

- Between 1995 and 2001, the number of intercity bus stops in Alabama decreased from 110 to 81. The principle reason for eliminating the stops was low ridership.
- Intercity bus stops currently are within 20 miles of approximately 90% of Alabama’s population.
- Sizeable cities such as Scottsboro and Ft. Payne are unserved by intercity bus. Additional unserved cities and areas are listed in Section 3 of this report.
- In 2000, Greyhound riders took approximately 1.5 million passengers-trips in Alabama.
- Nationwide, approximately 73% of trips on intercity bus lines were for pleasure. Typical riders were single (70%), residents of urban communities (60%), and of below average income. 53% of riders were under 35. (Separate data is not available for Alabama.)
- Figures supplied by Greyhound indicated that Greyhound lost money on passenger service in Alabama. Only 28 of 158 (18%) of segments operating in Alabama were profitable in 2000. Unprofitable routes were maintained because Alabama riders serve as feeders to national routes, contributing to system-wide profits. Losses in Alabama were at least partially offset by revenue from package express service, charter service and food service.
- Bus stops in Alabama vary in quality of service. Full service stops and agency stops provide adequate to excellent ticket purchase areas, waiting rooms, food service, and package service. Flag and highway stops may be deficient in several of these areas.
- Intercity bus service is not well connected to other rural transit service. For example, no instances could be identified of 5311 providers exchanging passengers with intercity bus providers could be located.

Thus, the picture of intercity bus service in Alabama show that it is contracting, and many of its facilities need upgrading. It appears that Alabama would be well-served by an increase of intercity bus service in Alabama.



However, the Governor's certification decision does not rest only on need for intercity bus service. FTA Circular 9040.1E gives the following guidance concerning Governor's certification: "The legislative history indicates that the assessment of intercity bus needs may be made 'relative to other rural needs in the state'." The following observations were made concerning 5311 rural transit operations in the state:

- 1.3 million Alabamians in 17 counties are in areas not served by 5311 rural transit service.
- Approximately 84% of trips in a survey of an Alabama 5311 transit provider were related to acquiring necessities such as medical services and grocery shopping.
- 5311 providers accounted for 3.3 million passenger trips in 1999.

The statistics above indicate that the rural 5311 transit providers in the state have an even greater need to expand service than intercity bus providers. 5311 service is perhaps even more basic than intercity travel, and it currently covers a smaller portion of the state. Based on those comparisons, Governor's certification that intercity bus needs are being met adequately is reasonable but in no way diminishes Alabama's desire for high quality intercity bus service.

## Section 9

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## **APPENDIX A**

### **Bus Stop Survey Form**

**ALABAMA TRANSIT  
INTERCITY BUS TRANSIT STUDY  
BUS STATION EVALUATION FORM**

Station Location: \_\_\_\_\_

Hours/Days of Operation: \_\_\_\_\_

**Bus Stop**

Type: Bus only/ Other \_\_\_\_\_

Sheltered Ticket Area: Yes / No

Sheltered Waiting Area: Yes / No

Sheltered Boarding Area: Yes / No

Benches Available: Yes / No

Public Transit Available: Yes / No

Agent Available: Yes / No

Bus Stop is Centrally Located: Yes / No

**Interior**

Air Conditioning: Yes / No

Handicap Accessible: Yes / No

Rest Rooms: Yes / No

Public Phone: Yes / No

Eating Area: Yes / No

Interior Seating: Yes / No

Overall Condition: Excellent / Good / Fair / Poor

Food: Vending machines / Cold Foods / Hot Foods / None

**Exterior**

Parking: Yes / No, No of Spaces \_\_\_\_\_

Parking Separated from Terminal: Yes / No

Bus Stop Sign Clearly Displayed: Yes / No

Hours of Operation Posted: Yes / No

Schedule Posted Yes / No

Overall Condition: Excellent / Good / Fair / Poor

Taxi Service Available: Yes / No

**Tickets**

Separate Ticket Window: Yes / No

Avg. Tickets Sold: \_\_\_\_\_ Day / Month

Schedules Available: Yes / No

Number of Buses per Day: \_\_\_\_\_

**Package Service**

Package Service Available: yes / No

Packages Held for Pickup: Yes / No

**Surrounding Area**

Well lit: Yes / No

Clean: Yes / No

Safety: (Unsafe) 1 2 3 4 5 (Very Safe)

NOTE: Form prepared by UTCA research team.

## **APPENDIX B**

### **Intercity Bus Routes in Alabama (1995)** **(Source: Russell's Official National Motorcoach Guide)**

INTERCITY BUS ROUTES IN ALABAMA (1995)											
	City/Town	Bus Routes Serving				Station Type	Daily Stops				Approx. Total
		#1	#2	#3	#4		#1	#2	#3	#4	
1	Abbeville	422					1				1
2	Alberta	431					2				2
3	Albertville	7500				f	1				1
4	Alexander City	443				d	1				1
5	Anniston	433	7500			d	6EB/5WB	1			7
6	Ardmore	445				p	3				3
7	Ashford	7500				f	2				2
8	Athens	445					1				1
9	Atmore	425	7507	7511		d	2	0EB/1 WB	2 SB/3 NB		5
10	Attalla	7500				f	1				1
11	Auburn	425	443			d	3 SB/2 NB	1			4
12	Bay Minette	7507	7511				0 EB/ 1 WB	2 SB/ 3 NB			3
13	Beatrice	7511				f	1				1
14	Bellamy	7505				f	2 EB/0 WB				2
15	Bessemer	431	437			d	7	3 SB/4 NB	1E/1W		11
16	Birmingham	431	433	437	443	d	8	7 EB/ 8 WB	4	1	21
16 (Cont.)	Birmingham	445	7500			d	4 SB/5 NB	2			7
17	Boaz	433	7500			f	1	1			2
18	Brantley	7500					1				1
19	Brewton	425	7511			d	2 SB/ 1NB	0 SB/1 NB			2
20	Brundidge	445				d	3				3
21	Calera	7500					2				2
22	Camden	7511				d	1				1
23	Camp Hill	443				f	1				1
24	Carbon Hill	433				f	3				3
25	Cecil	7505				f	1				1
26	Centreville	431				f	2				2
27	Childersburg	443				f	1				1
28	Citronelle	7508				d	1				1
29	Clanton	445	7500			d	2 SB/3NB	2			5
30	Crawford	425				f	3				3
31	Cuba	7505				HS	2 EB/ 1 WB				2
32	Cullman	445				d	3 SB/4 NB				4
33	Dadeville	443					1				1
34	Decatur	433	445			d	1	3 SB/4 NB			5
35	Demopolis	425	7505				1	2			3
36	Dothan	422	445	7500		d	1	4 SB/ 3 NB	2		7
37	Elba	7500				d	2				2
38	Enterprise	7500				d	2				2
39	Epes	431				p	2				2
40	Eufaula	422				d	1				1
41	Eutaw	431				d	2				2
42	Evergreen	425	7507	7511		d	2	0 EB/1 WB	2		5
43	Falkville	445				f	1				1
44	Flomation	7511					0 SB/ 1 NB				1
45	Florence	433				d	2				2
46	Foley	7510				d	1				1
47	Frisco City	7511				f	1				1
48	Fort Rucker	7500				d	2				2
49	Gadsden	433	7500			d	1	1			2
50	Greenville	425	7507	7511		d	2	0 EB/ 1WB	2		5
51	Grove Hill	431					2				2
52	Guntersville	433	7500			d	1	1			2
53	Haleyville	433				d	1				1
54	Hamilton	433				d	3 EB/ 2 WB				3
55	Hartselle	445				f	1				1
56	Hayneville	7511				f	1				1
57	Headland	422				f	1				1
58	Highland Home	7500				f	1				1
59	Huntsville	433	445	7500		d	1	3 SB/4 NB	1		6
60	Hurtsboro	7505				f	1				1
61	Jackson	431				d	2				2
62	Jasper	433				d	5 EB/ 4 WB				5
63	Jemison	7500				f	2				2
64	Lamison	431				f	2				2
65	Lanett	425				d	2				2
66	Livingston	7505					0 EB/ 1 WB				1
67	Lowndesboro	7505				f	1 EB/ 2 WB				2
68	Loxley	7510				f	1				1
69	Luverne	7500				d	1				1
70	Marion	431				d	2				2

71	Mcintosh	431				f	2				2
72	Mobile	418	425	431	436	d	6 EB/ 7 WB	4 SB/5 NB	2	2	15
72 (Cont.)	Mobile	460	7507	7508	7511	d	13	1	1	3	18
72 (Cont.)	Mobile	7510				d	1d EB/1a; 4d WB				4
73	Monroeville	7511				d	1				1
74	Montgomery	425	445	7500	7505	d	6 SB/8NB	4	2 SB/3 NB	2	17
74 (Cont.)	Montgomery	7507	7511			d	1	3			4
75	Montgomery Airport	7505				HS	1 EB/ 2 WB				2
76	Mt. Vernon	431				HS	1				1
77	Munford	7500				f	1				1
78	New Brockton	7500				f	2				2
79	Opelika	425	443			d	5	1			6
80	Orrville	431				f	2				2
81	Ozark	445				d	3				3
82	Pelham	445	7500			d	2	2 SB/1 NB			4
83	Peterman Jct.	7511				f	1				1
84	Phenix City	422	425	443	7505	f	1	4	1	2	8
85	Pine Hill	431				f	2				2
86	Pine Level	445				f	3 SB/2 NB				3
87	Reform	431				f	1				1
88	Robertsdale	7510				f	1				1
89	Rockford	7500				f	1				1
90	Russellville	433				f	1				1
91	Seale	422				f	1				1
92	Selma	425	431	7505		d	1	2	2		5
93	Snow Hill	7511				f	1				1
94	Spanish Fort	7511				f	1				1
95	Stapleton	7511				f	1				1
96	Sulligent	433				p	1				1
97	Sylacauga	443	7500			d	1	1			2
98	Talledega	7500				d	1				1
99	Thomasville	431				d	2				2
100	Thorsby	7500				f	2				2
101	Troy	445	7500			d	3	1			4
102	Tuscaloosa	431	437			d	6	4			10
103	Tuskegee	425	7505	7507		d	7 SB/ 6 NB	1	0 EB/1 WB		8
104	Union Springs	7505	7507			d	1	1 EB/ 0 WB			2
105	Uniontown	425	7505			f	1	2			3
106	Uriah	7511				f	1				1
107	West Blocton	431				HS	2				2
108	Wetumpka	7500				f	1				1
109	Winfield	433				d	4 EB/ 3 WB				4
110	York	431	7505			d	2	1			3

NOTES:

d = Full Service Agency

f = Flag Stop

p = Bus Stop Agency, does not handle tickets, baggage, or package express

D = Stop only to discharge passengers

(T) = Agency handling inbound package express and inbound baggage

(E) = Agency handling inbound package express only



## **APPENDIX C**

### **Intercity Bus Routes in Alabama (2001)** **(Source: Russell's Official National Motorcoach Guide)**

INTERCITY BUS ROUTES IN ALABAMA (2001)												
City #	City/Town	Population (2000)	Bus Routes Serving				Station Type	Daily Stops				Approx. Total Stops
			#1	#2	#3	#4		#1	#2	#3	#4	
1	Abbeville	2987	446					1NB/1SB				2
2	Alexander City	15,008	443				d	2				2
3	Andalusia	8,794	446				d	1NB/1SB				2
4	Anniston	24,276	433	432			d	4EB/4WB	1WB			9
5	Ardmore	1,034	445				p	2NB/2SB				4
6	Ashford	1,853	445				f	1NB/1SB				2
7	Athens	18,967	445				d	1NB/2SB				3
8	Atmore	7,676	425	446			d	8	1NB/1SB			10
9	Auburn	42,987	425	443			d	4	2			6
10	Bay Minette	7,820	425	446			d	2	1NB/1SB			4
11	Bessemer	29,672	437	431			d	6	3NB/3SB			12
11 (Cont)	Bessemer	29,672	432				d	1EB/1WB				2
12	Birmingham	242,820	445	431	443	437	d	6NB/6SB	3NB/3SB	2	6	26
12 (Cont.)	Birmingham	242,820	433	432			d	5EB/7WB	1EB/1WB			14
13	Brewton	5,498	425	446				2	1NB/1SB			4
14	Brundidge	2,341	445				D	1NB/1SB				2
15	Calera	3,158	445				d	1NB/1SB				2
16	Camden	2,257	431				d	1NB/1SB				2
17	Camp Hill	1,273	443				f	2				2
18	Carbon Hill	2,071	433				f	3EB/3WB				6
19	Cecil		425				f	2				2
20	Centreville	2,466	431				f	1NB/1SB				2
21	Cherokee	1,237	433				f	1EB/1WB				2
22	Childersburg	4,927	443				f	2				2
23	Clanton	7,800	445				d	2NB/3SB				5
24	Crawford		425				f	5				5
25	Cullman	13,995	445	433			d	5NB/4SB	1EB/1WB			11
26	Dadeville	3,212	443					2				2
27	Decatur	53,929	445	433			d	5NB/4SB	1EB/1WB			11
28	Demopolis	7,540	425				d	6				6
29	Dothan	57,737	445	446			d	5NB/5SB	1NB/1SB			12
30	Enterprise	21,178	445	446			d	1NB/1SB	1NB/1SB			4
31	Epes	206	431	437			p	1NB/1SB	2			4
32	Eufaula	13,908	446				d	1NB/1SB				2
33	Eutaw	1,878	431	437			d	1NB/1SB	2			4
34	Evergreen	3,630	425				d	7				7
35	Evergreen West	3,630	425				D	7				7
36	Flomation	1,588	446				p	1NB/1SB				2
37	Florence	36,264	445	433			d	1NB/1SB	1EB/1WB			4
38	Fort Rucker	6,052	445	446			p	1NB/1SB	1NB/1SB			4
39	Gadsden	38,978	433				d	1EB/1WB				2
40	Greenville	7,228	425				d	7				7
41	Grovehill	1,438	431				f	1NB/1SB				2
42	Guin	2,389	433				f	1EB/1WB				2
43	Hamilton	6,786	433					3EB/2WB				5
44	Headland	3,523	446				f	1NB/1SB				2
45	Huntsville	158,216	445				d	4NB/3SB				7
46	Hurtsboro	592	425				f	2				2
47	Jackson	5,419	431				d	1NB/1SB				2
48	Jasper	14,052	433				d	4EB/3WB				7
49	Jemison	2,248	445				f	1NB/1SB				2
50	Lanett	7,897	425				d	5				5
51	Livingston	3,297	431	437			d	1NB/1SB	2			4
52	Marion	3,511	431				d	1NB/1SB				2
53	Maxwell Air Force Base		445					1NB				1
54	Mcintosh	244	431				(E)	1NB/1SB				2
55	Mobile	198,915	425	431	446	436	d	16	1NB/1SB	1NB/1SB	4	24
56	Montgomery	201,568	445	425			d	5NB/5SB	20			30
57	Mt. Vernon	844	431				f	1NB/1SB				2
58	Opelika	23,498	425	443			d	10	2			12
59	Opp	6,607	446				d	1NB/1SB				2
60	Oxford	14,592	433				p	2EB/2WB				4
61	Ozark	15,119	445				d	3NB/5SB				8
62	Pelham	14,369	445				d	2NB/3SB				5
63	Phenix City	28,265	425	443	446		f	7	2	1NB/1SB		11
64	Pine Hill	966	431				d	1NB/1SB				2
65	Pine Level		445				f	2NB/4SB				6
66	Sardis	1,438	431				f	1NB/1SB				2

67	Seale		446			f	1NB/1SB				2			
68	Selma	20,512	431	425		d	1NB/1SB	6			8			
69	Sulligent	2,151	433			p	1EB/1WB				2			
70	Sylacauga	12,616	443			d	2				2			
71	Talledega	15,143	433			d	2EB/2WB				4			
72	Thomasville	4,649	431			d	1NB/1SB				2			
73	Thorsby	1,820	445			f	1NB/1SB				2			
74	Troy	13,935	445			d	3NB/5SB				8			
75	Tuscaloosa	77,906	431	432	437	d	2SB/2NB	1EB/1WB	8		14			
76	Tuskegee	11,846	425			d	13				13			
77	Union Springs	3,670	425			(T)	2				2			
78	Uniontown	1,636	425			p	6				6			
79	West Blocton	1,372	431			f	1NB/1SB				2			
80	Winfield	4,540	433			d	4EB/3WB				7			
81	York	2,854	431	425	437	d	1N/1S	2	2		6			

## APPENDIX D

### Intercity Bus Routes in Alabama (Route Detail-2001) (Source: Russell's Official National Motorcoach Guide)

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<b>City/Town</b>	<b>Route no:</b>	<b>Type of Stop</b>	<b>Run No:</b>	<b>Direction of Travel</b>
Birmingham	445	d(m)	669	SB
Montgomery	445	d(m)	669	SB
Pine level	445	f	669	SB
Troy	445	d	669	SB
Ozark	445	d	669	SB
Dothan	445	d	669	SB
Athens	445	d	667	SB
Huntsville	445	d	667	SB
Decatur	445	d	667	SB
Cullman	445	d	667	SB
Birmingham	445	d(m)	667	SB
Montgomery	445	d(m)	667	SB
Troy	445	d(m)	667	SB
Ozark	445	d(m)	667	SB
Dothan	445	d(m)	667	SB
Ardmore	445	p	1161	SB
Huntsville	445	d	1161	SB
Decatur	445	d	1161	SB
Cullman	445	d	1161	SB
Birmingham	445	d	1161	SB
Pelham	445	d	1161	SB
Clanton	445	d	1161	SB
Montgomery	445	d	1161	SB
Pine Level	445	f	1161	SB
Troy	445	d	1161	SB
Brundidge	445	D	1161	SB
Ozark	445	d	1161	SB
Dothan	445	d	1161	SB
Florence	445	d	5023	SB
Decatur	445	d	5023	SB
Cullman	445	d	5023	SB
Birmingham	431	d	5023	SB
Bessemer	431	d	5023	SB
Tuscaloosa	431	d	5023	SB
Eutaw	431	d	5023	SB

Epes	431	p	5023	SB
Livingston	431	d	5023	SB
York	431	d	5023	SB
Athens	445	d	665	SB
Birmingham	445	d(m)	665	SB
Pelham	445	d(m)	665	SB
Clanton	445	d(m)	665	SB
Montgomery	445	d(m)	665	SB
Pine Level	445	f	665	SB
Troy	445	d	665	SB
Ozark	445	d	665	SB
Dothan	445	d	665	SB
Ardmore	445	p	1175	SB
Huntsville	445	d	1175	SB
Decatur	445	d	1175	SB
Cullman	445	d	1175	SB
Birmingham	445	d	1175	SB
Birmingham	445	d(m)	661	SB
Pelham	445	d(m)	661	SB
Calera	445	d(m)	661	SB
Jemison	445	f(m)	661	SB
Thorsby	445	f(m)	661	SB
Clanton	445	d(m)	661	SB
Montgomery	445	d(m)	661	SB
Pine Level	445	f(m)	661	SB
Troy	445	d(m)	661	SB
Enterprise	445	d(m)	661	SB
Fort Rucker	445	p(m)	661	SB
Ozark	445	d(m)	661	SB
Dothan	445	d(m)	661	SB
Ashford	445	f(m)	661	SB
Dothan	445	A Closed	598	NB
Montgomery	445	(m)d	598	NB
Birmingham	445	(m)d	598	NB
Cullman	445	d	598	NB
Decatur	445	d	598	NB
Huntsville	445	d	598	NB
Athens	445	d	598	NB
Birmingham	445	d	5022	NB
Cullman	445	d	5022	NB
Decatur	445	d	5022	NB
Florence	445	d	5022	NB
Dothan	445	(m)d	662	NB
Ozark	445	(m)d	662	NB
Brundidge	445	(m)D	662	NB
Troy	445	(m)d	662	NB
Montgomery	445	(m)d	662	NB
Clanton	445	(m)d	662	NB
Pelham	445	(m)d	662	NB

Birmingham	445	(m)d	662	NB
Cullman	445	d	662	NB
Decatur	445	h	662	NB
Huntsville	445	d	662	NB
Ardmore	445	p	662	NB
Cullman	445	d	1176	NB
Decatur	445	d	1176	NB
Huntsville	445	d	1176	NB
Ardmore	445	p	1176	NB
Ashford	445	f	1174	NB
Dothan	445	d	1174	NB
Montgomery	445	d	1174	NB
Birmingham	445	d	1174	NB
Dothan	445	d	664	NB
Ozark	445	d	664	NB
Fort Rucker	445	p	664	NB
Enterprise	445	d	664	NB
Troy	445	d	664	NB
Pine Level	445	f	664	NB
Montgomery	445	d	664	NB
Maxwell Air Force Base	445	(m)	664	NB
Clanton	445	(m)d	664	NB
Thorsby	445	(m)f	664	NB
Jemison	445	(m)f	664	NB
Calera	445	(m)d	664	NB
Pelham	445	(m)d	664	NB
Birmingham	445	(m)d	664	NB
Cullman	445	d	664	NB
Decatur	445	d	664	NB
Huntsville	445	d	664	NB
Dothan	445	(m)d	668	NB
Ozark	445	(m)d	668	NB
Troy	445	(m)d	668	NB
Pine Level	445	(m)f	668	NB
Montgomery	445	(m)d	668	NB
Birmingham	445	(m)d	668	NB
Phenix City	446	f	3825	SB
Seale	446	f	3825	SB
Eufaula	446	d	3825	SB
Abbeville	446		3825	SB
Headland	446	f	3825	SB
Dothan	446	d	3825	SB
Fort Rucker	446	p	3825	SB
Enterprise	446	d	3825	SB
Opp	446	d	3825	SB
Andalusia	446	d	3825	SB
Brewton	446	d	3825	SB
Flomation	446	p	3825	SB
Atmore	446	d	3825	SB

Bay Minette	446	d	3825	SB
Mobile	446	d	3825	SB
Mobile	446	d	524	NB
Bay Minette	446	d	524	NB
Atmore	446	d	524	NB
Flomation	446	p	524	NB
Brewton	446	d	524	NB
Andalusia	446	d	524	NB
Opp	446	d	524	NB
Enterprise	446	d	524	NB
Fort Rucker	446	p	524	NB
Dothan	446	d	524	NB
Headland	446	f	524	NB
Abbeville	446		524	NB
Eufaula	446	d	524	NB
Seale	446	f	524	NB
Phenix City	446	f	524	NB
Anniston	433	A Closed	1147	WB
Birmingham	433	d	1147	WB
Oxford	433	p	1551	WB
Talledega	433	d	1551	WB
Birmingham	433	d	1551	WB
Anniston	433	d	1141	WB
Birmingham	433	d	1141	WB
Jasper	433	A Closed	1141	WB
Carbon Hill	433	f	1141	WB
Winfield	433	A Closed	1141	WB
Guin	433		1141	WB
Hamilton	433		1141	WB
Anniston	433	d	1139	WB
Birmingham	433	d	1139	WB
Jasper	433	d	1139	WB
Carbon Hill	433		1139	WB
Winfield	433	d	1139	WB
Hamilton	433		1139	WB
Oxford	433	p	1543	WB
Talledega	433	d	1543	WB
Birmingham	433	d	1543	WB
Anniston	433	d	1137	WB
Gadsden	433	d	1137	WB
Birmingham	433	d	1137	WB
Jasper	433	d	1137	WB
Carbon Hill	433	f	1137	WB
Winfield	433	d	1137	WB
Sulligent	433	p	1137	WB
Birmingham	433	d	1143	WB
Cullman	433	d	1143	WB
Decatur	433	d	1143	WB
Florence	433	d	1143	WB

Cherokee	433	f	1143	WB
Hamilton	433		1140	EB
Winfield	433	A Closed	1140	EB
Carbon Hill	433	f	1140	EB
Jasper	433	A Closed	1140	EB
Birmingham	433	d	1140	EB
Anniston	433	d	1140	EB
Anniston	433	d	1556	EB
Hamilton	433		1142	EB
Guin	433	f	1142	EB
Winfield	433	d	1142	EB
Carbon Hill	433	f	1142	EB
Jasper	433		1142	EB
Birmingham	433	d	1142	EB
Tallegada	433	d	1142	EB
Oxford	433	p	1142	EB
Cherokee	433	Rest stop	1132	EB
Florence	433	d	1132	EB
Decatur	433	d	1132	EB
Cullman	433	d	1132	EB
Birmingham	433	d	1132	EB
Gadsden	433	d	1132	EB
Anniston	433	d	1132	EB
Tallegada	433	d	502	EB
Oxford	433	p	502	EB
Sulligent	433	p	1136	EB
Winfield	433	A Closed	1136	EB
Jasper	433	d	1136	EB
Birmingham	433	d	1136	EB
Anniston	433	A Closed	1554	EB
Hamilton	433		1304	EB
Winfield	433	A Closed	1304	EB
Carbon Hill	433	f	1304	EB
Jasper	433	E	1304	EB
Birmingham	433	d	1304	EB
Birmingham	431	(c)d	673	SB
Bessemer	431	(c)d	673	SB
West Blocton	431	(c)f	673	SB
Centreville	431	(c)f	673	SB
Marion	431	(c)d	673	SB
Selma	431	(c)d	673	SB
Sardis	431	(c)f	673	SB
Camden	431	(c)d	673	SB
Pine Hill	431	(c)d	673	SB
Thomasville	431	(c)d	673	SB
Grovehill	431	(c)f	673	SB
Jackson	431	(c)d	673	SB
Mcintosh	431	(c)(E)	673	SB
Mt. Vernon	431	(c)(f)	673	SB



Mobile	431	(c)(D)	673	SB
Birmingham	431	d	5021	SB
Bessemer	431	d	5021	SB
Tuscaloosa	431	d	5021	SB
Eutaw	431	d	5021	SB
Epes	431	p	5021	SB
Livingston	431	d	5021	SB
York	431	d	5021	SB
York	431	d	1176	NB
Livingston	431	d	1176	NB
Epes	431	p	1176	NB
Eutaw	431	d	1176	NB
Tuscaloosa	431	d	1176	NB
Bessemer	431	d	1176	NB
Birmingham	431	d	1176	NB
Mobile	431	(c)(D)	683	NB
Mt. Vernon	431	(c)(f)	683	NB
Mcintosh	431	(c)(E)	683	NB
Jackson	431	(c)d	683	NB
Grovehill	431	(c)f	683	NB
Thomasville	431	(c)d	683	NB
Pine Hill	431	(c)d	683	NB
Camden	431	(c)d	683	NB
Sardis	431	(c)f	683	NB
Selma	431	(c)d	683	NB
Marion	431	(c)d	683	NB
Centreville	431	(c)f	683	NB
West Blocton	431	(c)f	683	NB
Bessemer	431	(c)d	683	NB
Birmingham	431	(c)d	683	NB
Tuscaloosa	431	A Closed	1156	NB
Bessemer	431	dE	1156	NB
Birmingham	431	d	1156	NB
Anniston	432	d	507	WB
Birmingham	432	d	507	WB
Bessemer	432	d	507	WB
Tuscaloosa	432	d	507	WB
Tuscaloosa	432	A Closed	518	EB
Bessemer	432	A Closed	518	EB
Birmingham	432	d	518	EB
Birmingham	443	d	5003	EB
Childersburg	443	f	5003	EB
Sylacauga	443	d	5003	EB
Alexander City	443	d	5003	EB
Dadeville	443		5003	EB
Camp Hill	443	f	5003	EB
Auburn	443	d	5003	EB
Opelika	443	d	5003	EB
Phenix City	443	f	5003	EB

Phenix City	443	f	5004	WB
Opelika	443	d	5004	WB
Auburn	443	d	5004	WB
Camp Hill	443	f	5004	WB
Dadeville	443		5004	WB
Alexander City	443	d	5004	WB
Sylacauga	443	d	5004	WB
Childersburg	443	f	5004	WB
Birmingham	443	d	5004	WB
Mobile	425	d	1558	NB
Atmore	425	d	1558	NB
Montgomery	425	d	1558	NB
Tuskegee	425	d	1558	NB
Opelika	425	d	1558	NB
Lanett	425	d	1558	NB
York	425	d	1568	EB
Demopolis	425	d	1568	EB
Uniontown	425	p	1568	EB
Selma	425	d	1568	EB
Montgomery	425	d	1568	EB
Cecil	425	f	1568	EB
Union Springs	425	T	1568	EB
Hurtsboro	425	f	1568	EB
Phenix City	425	f	1568	EB
Demopolis	425	d	530	EB
Uniontown	425	p	530	EB
Selma	425	d	530	EB
Montgomery	425	d	530	EB
Opelika	425	d	530	EB
Mobile	425	d	1552	EB
Atmore	425	d	1552	EB
Evergreen	425	d	1552	EB
Evergreen West	425	D	1552	EB
Greenville	425	d	1552	EB
Montgomery	425	d	1552	EB
Tuskegee	425	d	1552	EB
Auburn	425	d	1552	EB
Opelika	425	d	1552	EB
Lanett	425	A Closed	1552	EB
Mobile	425	d	1050	EB
Atmore	425	d	1050	EB
Evergreen	425	d	1050	EB
Evergreen West	425	D	1050	EB
Greenville	425	d	1050	EB
Montgomery	425	d	1050	EB
Tuskegee	425	d	1050	EB
Crawford	425	f	1050	EB
Phenix City	425	f	1050	EB
Mobile	425	d	520	EB

Bay Minette	425	d	520	EB
Atmore	425	d	520	EB
Brewton	425	A closed	520	EB
Evergreen	425	A closed	520	EB
Evergreen West	425	D	520	EB
Greenville	425	A closed	520	EB
Montgomery	425	d	520	EB
Tuskegee	425	A closed	520	EB
Opelika	425	A closed	520	EB
Mobile	425	(c)d	684	EB
Montgomery	425	d	684	EB
Mobile	425	d	1538	EB
Demopolis	425	A Closed	1538	EB
Uniontown	425	D	1538	EB
Selma	425	A Closed	1538	EB
Montgomery	425	d	1538	EB
Tuskegee	425	A Closed	1538	EB
Crawford	425	f	1538	EB
Phenix City	425	f	1538	EB
Mobile	425	d	1560	EB
Montgomery	425	d	1560	EB
Tuskegee	425	A Closed	1560	EB
Auburn	425	d	1560	EB
Opelika	425	d	1560	EB
Lanett	425	d	1560	EB
Mobile	425	d	1550	EB
Montgomery	425	d	1550	EB
Opelika	425	d	1550	EB
Phenix City	425	f	521	WB
Crawford	425	f	521	WB
Tuskegee	425	d	521	WB
Montgomery	425	d	521	WB
Selma	425	d	521	WB
Uniontown	425	Dp	521	WB
Demopolis	425	A Closed	521	WB
Lanett	425	A Closed	529	WB
Opelika	425	A Closed	529	WB
Auburn	425	A Closed	529	WB
Tuskegee	425	A Closed	529	WB
Montgomery	425	d	529	WB
Greenville	425	A Closed	529	WB
Evergreen West	425	D	529	WB
Evergreen	425	A Closed	529	WB
Brewton	425	A Closed	529	WB
Atmore	425	A closed	529	WB
Mobile	425	d	529	WB
Montgomery	425	d	527	WB
Mobile	425	d	527	WB
Phenix City	425	f	1549	WB

Crawford	425	f	1549	WB
Tuskegee	425	A Closed	1549	WB
Montgomery	425	d	1549	WB
Selma	425	A Closed	1549	WB
Uniontown	425	D	1549	WB
Demopolis	425	A Closed	1549	WB
Montgomery	425	d	1051	WB
Greenville	425	d	1051	WB
Evergreen West	425	D	1051	WB
Evergreen	425	d	1051	WB
Atmore	425	d	1051	WB
Mobile	425	d	1051	WB
Phenix City	425	f	1555	WB
Crawford	425	f	1555	WB
Tuskegee	425	A Closed	1555	WB
Montgomery	425	d	1555	WB
Greenville	425	d	1555	WB
Evergreen West	425	D	1555	WB
Evergreen	425	d	1555	WB
Atmore	425	d	1555	WB
Bay Minette	425	d	1555	WB
Mobile	425	d	1555	WB
Opelika	425	d	685	WB
Tuskegee	425	d	685	WB
Montgomery	425	d	685	WB
Mobile	425	d	685	WB
Lanett	425	d	1073	WB
Opelika	425	d	1073	WB
Auburn	425	d	1073	WB
Tuskegee	425	d	1073	WB
Montgomery	425	d	1073	WB
Greenville	425	d	1073	WB
Evergreen	425	D	1073	WB
Evergreen West	425	d	1073	WB
Atmore	425	d	1073	WB
Mobile	425	d	1073	WB
Opelika	425	d	1565	WB
Tuskegee	425	d	1565	WB
Montgomery	425	d	1565	WB
Mobile	425	d	1565	WB
Phenix City	425	f	1541	WB
Hurtsboro	425	f	1541	WB
Union Springs	425	T	1541	WB
Cecil	425	f	1541	WB
Montgomery	425	d	1541	WB
Selma	425	d	1541	WB
Uniontown	425	p	1541	WB
Demopolis	425	d	1541	WB
York	425	d	1541	WB

Bessemer	437	A closed	1551	WB
Tuscaloosa	437	A closed	1551	WB
Birmingham	437	d	5021	WB
Bessemer	437	A closed	5021	WB
Tuscaloosa	437	A closed	5021	WB
Eutaw	437	d	5021	WB
Epes	437	p	5021	WB
Livingston	437	d	5021	WB
York	437	d	5021	WB
Birmingham	437	d	1557	WB
Tuscaloosa	437	d	1557	WB
Birmingham	437	d	507	WB
Bessemer	437	d	507	WB
Tuscaloosa	437	d	507	WB
Bessemer	437	d	1543	WB
Tuscaloosa	437	d	1543	WB
Tuscaloosa	437	d	502	EB
Bessemer	437	d	502	EB
Birmingham	437	d	502	EB
Tuscaloosa	437	d	1554	EB
Birmingham	437	d	1554	EB
York	437	d	1556	EB
Livingston	437	d	1556	EB
Epes	437	p	1556	EB
Eutaw	437	d	1556	EB
Tuscaloosa	437	d	1556	EB
Bessemer	437	d	1556	EB
Birmingham	437	d	1556	EB
Mobile	436	(c)d	677	EB
Mobile	436	(c)d	675	EB
Mobile	436	(c)d	676	EB
Mobile	436	(c)d	678	EB

d = Full Service Agency Stop

f = Flag Stop

p = Bus Stop Agency, Does Not Handle Tickets, Baggage, or Package Express

D = Stop only to discharge passengers

(c) = Colonial Trailways

(m) – Capitol Trailways