

CENTRAL ALABAMA REGIONAL PLANNING AND DEVELOPMENT COMMISSION



HUMAN SERVICES COORDINATED TRANSPORTATION PLAN (HSCTP) 2025

Adopted August 2025

ACKNOWLEDGEMENTS

Central Alabama Human Services Coordination Transportation Plan FY25

This document was prepared with the intention of assisting in identifying eligible grant recipients. This document does not certify funding to any individual entity. However, it describes the participants that may qualify. Central Alabama's HSCTP FY 2025 is produced as a supplementary document for they pertain to Federal Transit Administration Sections 5310 (Elderly and Disabled) and 5311 (Rural Transit) transit funding for the Counties of Autauga, Elmore, and Montgomery.

This plan was produced by the Central Alabama Regional Planning and Development Commission in cooperation with the Alabama Department of Transportation, as a part of the standard update.

This document can be found under

<https://carpdc.com/resources-documents/>

Special thank you to

Central Alabama Rural Planning Organization Committee

&

CARPDC Staff

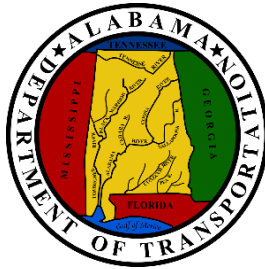
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Resolution

The Central Alabama Rural Planning Organization (RPO) Adopting the 2025 Human Services Coordinated Transportation Plan as prepared by the Central Alabama Regional Planning and Development Commission (CARPDC)

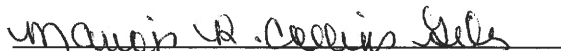
WHEREAS, the Central Alabama Rural Planning Organization (RPO) was established to serve as the decision-making body and to provide guidance to local governments in conducting the non-metropolitan consultation planning process for portions or all of Autauga, Elmore, and Montgomery counties in Alabama, as established in amended 23 USC 134 and 135 (as amended by MAP-21 Sections 1201 and 1202); and

WHEREAS, the RPO is interested in the continued development of the non-metropolitan transportation consultation planning process as described in 23 CFR 450.210(b) through on-going public involvement and data collection of rural transportation needs in the aforementioned counties; and

WHEREAS, the Central Alabama Regional Planning and Development Commission has developed a Human Services Coordinated Transportation Plan which is an assessment of transportation needs as they pertain to FTA Section 5310 (Elderly and Disabled) and FTA Section 5311 (Rural Transit) transit funding for the Counties of Autauga, Elmore and Montgomery, and

WHEREAS, the updated FY2025 Human Services Coordinated Transportation Plan has been duly reviewed and discussed by the RPO;

NOW THEREFORE, BE IT RESOLVED, this 21st day of August, 2025 that the Central Alabama Rural Planning Organization does hereby adopt and endorse the FY2025 Human Services Coordinated Transportation Plan.


Marion Giles
RPO Policy Committee Chair

ATTEST:


Broxton Sanders
Transportation Planning Process Coordinator

INTRODUCTION

The Human Services Coordinated Transportation Plan (HSCTP)

The purpose of this document is to describe the transportation services being provided in the Central Alabama Region so that transit gaps may be assessed and rectified. The Human Services Coordinated Transportation Plan (HSCTP) was originally developed in 2008 by the Central Alabama Regional Planning and Development Commission (CARPDC) for their tri-county region which includes Autauga, Elmore and Montgomery counties. The HSCTP was updated in 2012, 2015, 2018, and 2021 as required by the Agreement with the State of Alabama. The FY2025 plan will act as the most current document to apply for funding under the state of Alabama's Federal Transportation Administration Sections 5310 (for the elderly and disabled) and 5311 (for rural transit). Under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the HSCTP is a requirement for entities in a region to be eligible for said FTA grant programs.

As a formality, the FY2025 plan update is intended to ensure accuracy of services provided. The FY2025 HSCTP will be made available to CARPDC member governments and the region's transportation providers and users, so that they may utilize the document in conjunction with their applications for funding under the State's 5310 and 5311 grant processes. The previous Central Alabama HSCTPs detailed the Section 5317 grant, known as New Freedom. Section 5317 supported mobility for disabled individuals to access work and the community. Following the implementation of the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Section 5317 program was consolidated with the Section 5310 and 5311 programs.

The focus of this Plan is to assess the current transportation services being provided as well as address the needs of the region's older adults, persons with disabilities and low-income workers. Human Services Transportation includes a range of transportation options and aims to discuss the local demands of the various population segments, including the elderly, people with disabilities, low-income persons/families and those residing in zero-car households.

While there may be an assortment of transportation options in the region, a lack of coordination of services, absence of centralized dispatch services, large gaps in service areas and the high cost of frequent travel from rural to urban areas make accessing these services very difficult. This results in large pockets of citizens that have no access to either public or private transportation, who may be stranded in their communities and therefore unable to access needed health and basic human needs services in the region.

2025 Public Meeting

To develop the HSCTP, Central Alabama Regional Planning and Development Commission utilized a number of informational and input gathering approaches. Information on the HSCTP process was initially provided to the members of the Region's Rural Planning Organization (RPO) at their meeting in March 2025 and discussed throughout the year during regular quarterly meetings. The RPO is composed of mayors, county commissioners, county engineers and citizens from the Region's three counties. They were asked to provide input into the plan and to encourage participation in the Region's last HSCTP Stakeholders meeting which was held on

July 23rd, 2025. Transportation service providers, users, citizens and community leaders that attended the Stakeholder meeting were asked to provide information on the transportation services they provide and/or need. They were also asked to offer recommendations on how gaps in these services might be resolved. Attendees provided the information given throughout this document. For those invited who were unable to attend a Questionnaire was sent via email and follow-up calls were made to allow them the opportunity to also participate in the Plan content. A list of those asked to participate can be found in *Appendix C*.

Several ideas were discussed in the 2025 public meeting. There is a common thread of private and public nonprofits struggling to maintain their services over time. To clarify, there are usually federal grant opportunities like 5310 cycling around; these can help providers by supporting costs for vehicles and staff. However, smaller transit organizations may not always have the funds available to provide local matches. Whereas systems like Montgomery's The M have the support of a large metropolitan city behind it, rurally based transportation organizations may have to fend for themselves. Shouldering these burdens alone is hard for organizations without a consistent local funding source.

Stakeholders discussed exploring the resources it would take to establish a Public Transit Authority in the region. An example in Alabama is MAX Transit, or the Birmingham-Jefferson County Transit Authority. A dedicated authority like MAX Transit could help Central Alabama facilitate routes, ride schedules, fare systems and more. With an entity like this, Central Alabama may have a more cohesive mechanism to help support smaller transit providers and encourage collaboration with city and county governments. The idea of establishing a centralized call or dispatch service was reintroduced. Establishing a system like 211 dedicated to transit could help control traffic flow and increase collaboration between providers. Another issue is that many individuals need to cross county and city lines to get to work or doctors' appointments. Systems like The M or Autauga County Rural Transportation cannot fulfill these demands past their service area. A solution brought up is a collaboration among several private transit brokers, who could help link a passenger between these public systems with a small connecting ride in between.

Finally, CARPDC's previous Rideshare service was discussed; CARPDC served as a facilitator between transit brokers in Central Alabama and operated the service for 3 years, serving approximately 900 rides daily at its peak. The service ended with the last of its funds, but sister agencies like the Lee-Russell Council of Governments (LRCOG) still operate a similar service. A regional transportation facilitator could address many of the existing issues of connectivity, accessibility, and coverage. The barrier, once again, is securing a consistent funding source to operate a service like this.

Background

The Central Alabama Regional Planning and Development Commission (CARPDC) is one of twelve regional commissions in the State of Alabama, located in the South Region. CARPDC is known for its community rapport and dedication to strategic improvements. This organization has accomplished progression by enhancing access to opportunities of growth in the region's counties, cities, and towns. We partner with the communities in our region to support local governments in areas of planning and development. CARPDC was established to provide technical assistance to municipalities for overall enhancement in any given area. CARPDC was established in 1967 by the voluntary association of local governments. We began as an entity that served only four local governments, but have evolved into a commission that now serves thirteen municipalities (five cities: Millbrook, Montgomery, Prattville, Tallassee and Wetumpka plus eight towns: Autaugaville, Billingsley, Coosada, Deatsville, Eclectic, Elmore, Pike Road, and Pine Level) as well as three counties (Autauga, Elmore, and Montgomery). CARPDC studies regional problems of mutual interest to cities and counties with the objective of guiding the development of policy and making action recommendations to carry out programs and projects to benefit member governments.

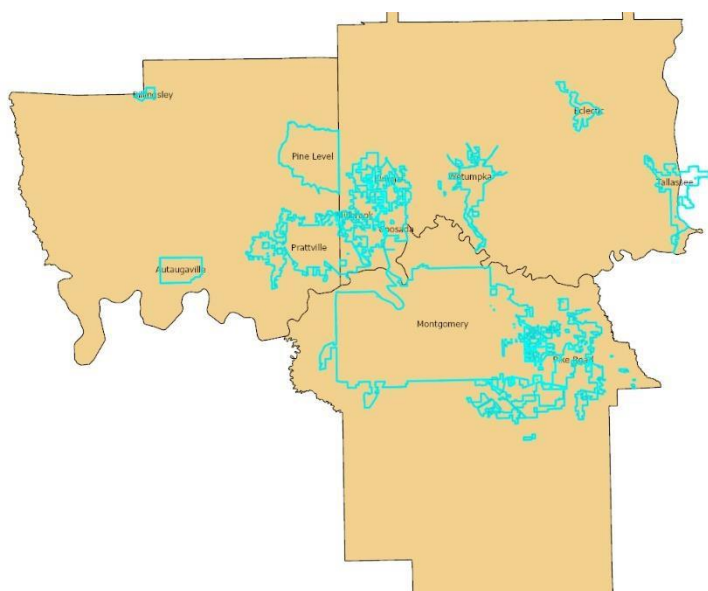


FIGURE 2 – AUTAUGA, ELMORE, AND MONTGOMERY COUNTIES, LOCAL GOVERNMENTS HIGHLIGHTED

As we assess the current position of our transit systems, it is crucial that we make a plan for how to improve transit access and explore all alternative modes. Our local governments face uncertainty as it pertains to public transportation and the future of how our residents move around. Alabama Department of Transportation's mission is to provide a safe, efficient, environmentally sound intermodal transportation system for all users, especially the taxpayers of Alabama.

To also facilitate economic and social development and prosperity through the efficient movement of people and goods and to facilitate intermodal connections within Alabama. ALDOT must also demand excellence in transportation and be involved in promoting adequate funding to promote and maintain Alabama's transportation infrastructure.

DISTRIBUTION OF TRANSPORTATION FUNDING IN CENTRAL ALABAMA REGION

Below is a brief explanation of the primary funding sources for the Human Services Transportation programs operating within Alabama. While the most current information can be found through the local and national resources, this information will provide the reader with a brief synopsis of the recent funding levels and shared cost requirements associated with the Section 5310 and Section 5311 programs.

Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities

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

This program provides funding for:

- Transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disability when public transportation is insufficient, inappropriate, or unavailable;
- Transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA) of 1990;
- Transportation projects that improve access to fixed-route services and decrease reliance on Complementary Paratransit;
- Alternatives to public transportation projects that assist seniors and individuals with disabilities with transportation.

Other information to be aware of:

- MAP-21 requires that not less than 55% of a recipient's Section 5310 funds be available for capital projects that are "traditional" Section 5310 projects. A recipient may use more of its Section 5310 funds for these capital projects but may not use less.
- Traditional Section 5310 projects are those public transportation capital projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- MAP-21 allows up to 45% of a recipient's Section 5310 apportionment to be utilized for other eligible capital and operating expenses.
- Section 5310 operating funds were not available under SAFETEA-LU

Eligible Traditional Capital Projects include: Purchase of vehicles, computers, IT and purchase of transportation services.

Other Eligible Operating & Capital Projects include: Voucher Programs; Travel Training and Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for wheelchairs under the ADA regulations.

Eligible Sub-recipients (Traditional Program):

- Private Non-Profit Organizations
- State or local governmental authorities that certify there are no non-profit organizations readily available in the area to provide the service
- State or local government authorities approved to coordinate services for seniors and individuals with disabilities

Eligible Sub-recipients (Other Section 5310 Projects):

- Private Non-Profit Organizations
- Governmental Authorities
- Operators of public transportation

Section 5311 – Rural Transit Program

Section 5311 provides funding for areas with populations fewer than 50,000. These funds are intended to be used for general public transit service needs in the rural areas of the State, intercity busing, Job Access and Reverse Commute (JARC), and for the Rural Transportation Assistance Program (RTAP). In Alabama, the funding is distributed to the Alabama Department of Transportation; whom then distributes the funds based on a competitive grant program. JARC is a formula grant program for projects that improve access to employment-related transportation services for welfare recipients and eligible low-income individuals, and that transport residents of urbanized and rural areas to suburban employment opportunities. This program was established to address the unique transportation challenges faced by low-income individuals in accessing employment and employment related activities. Emphasis is placed on projects that use mass transportation services. RTAP provides assistance with training and technical assistance to meet the needs of the transit providers. Grants may finance capital projects and operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs; promote use of transit by workers with nontraditional work schedules; promote use by appropriate agencies of transit vouchers for welfare recipients and eligible low-income individuals; and promote use of employer-provided transportation including the transit pass benefit program.

This program provides funding for:

- Improving access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals
- Transporting residents of urbanized areas and rural areas to suburban employment opportunities.

Eligible Activities: Capital, Planning, and Operating expenses.

Eligible projects may include: late-night and weekend services, guaranteed ride home services, marketing, demand-responsive van services and purchase of vehicles.

Eligible Sub-recipients

- Private Non-Profit Organizations
- State or Local government authority
- Operators of public transportation services, including private operators of public transportation services

Federal/Local Match Requirements for Sections 5310 and 5311 Programs

The federal share of eligible capital costs shall be in an amount equal to 80% of the net cost of the activity. Local share is 20% of the net cost of the activity.

The federal share of the eligible operating costs may not exceed 50% of the net operating costs of the activity. Local share is 50% of the net cost of the activity.

Transportation Funding Programs

Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities



Purpose:
Transit needs of seniors and disabled individuals especially where transit is insufficient.

Eligible Projects:
Vehicles, computers, services, voucher programs, travel training.

Section 5311 – Rural Transit Program

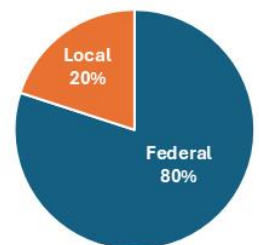


Purpose:
Transit access in areas with population less than 50,000 people.

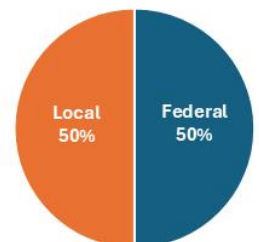
Eligible Projects:
Funding employment-related public transit. Vehicles, late-night + weekend services, ride-home services.

Match Requirements

Capital Costs



Operating Costs



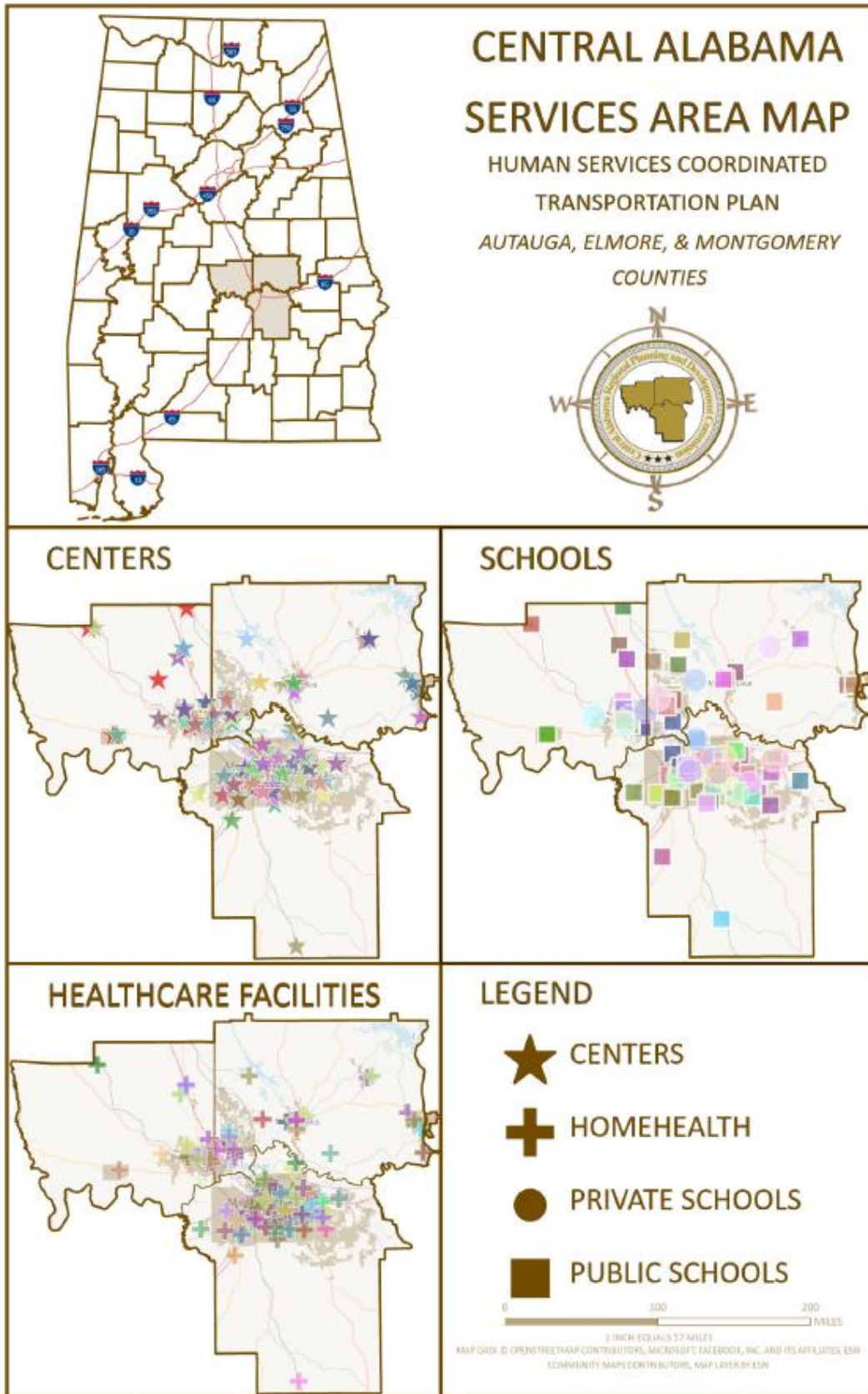


FIGURE 3 – REGIONAL SERVICE LOCATIONS

AUTAUGA COUNTY

Demographics and Geography:

According to the U.S. Census, the latest population estimate for 2022 is reported at 59,759. This is an increase of 1.6% from the official Census count reported in 2020. The U.S. Census also reported 11.4% as disabled under the age of 65. The percentage in poverty is also listed at 11.8%. Of those age 25 or above, 90.6% are a high school graduate or higher; 29.6% have a bachelor's degree or higher.

Autauga County is comprised of approximately 594 square miles and has a population density of nearly 99 persons per square mile. There are 1,106 miles of roadway in the County. The main north-south routes are U.S. Highways 31 and 82. The main east-west route is Alabama Highway 14.

There are three areas of population concentration in Autauga County, in order respectively from highest to lowest concentration, they are: Prattville, Autaugaville, and Billingsley. These areas, Prattville in particular, contain the major transit destination points in the county. These transit destinations include, but are not limited to, government facilities, shopping, healthcare, social services and education facilities, and industry. These facilities provide the needed services, entertainment, and employment for residents of Autauga County. Of note, Autauga County residents take advantage of a significant number of the same types of services in the nearby metropolitan area of the City of Montgomery and the need for transportation to and from Autauga County and the City of Montgomery cannot be understated.

Employment:

The Alabama Department of Labor shows 26,776 persons in the labor force for Autauga County in 2023. Of those, 26,315 were listed as employed and 461 as unemployed. This leads to an unemployment rate of 1.7% which compares to the Alabama rate of 2.3% and the U.S. rate of 3.5% for the same year. There are approximately 860 non-farm related businesses in Autauga County. Most of which, including major and entry-level employers, are located within the municipal limits. Autauga County's major employers along with total employee numbers are shown in Table 1 below:

TABLE 1: EMPLOYERS – AUTAUGA COUNTY (PRATTVILLE AREA CHAMBER OF COMMERCE)

EMPLOYER	EMPLOYEES
Autauga County Board of Education	1200
International Paper	675
Prattville Baptist Hospital	649
City of Prattville	411
YMCA	377
Walmart	375
Medline Industries	255
James Hardie Building Products	233
Autauga County	208
Prattville Health & Rehab	200
Kinedyne LLC	170
Central Alabama Electric Cooperative	160

According to the Alabama Department of Labor, of those Autauga County residents who are in the workforce, 4,487 are working in the county and 17,476 work outside the county. Additionally, there are 6,967 outside residents working in Autauga County. The top five (5) counties receiving workers from Autauga County include Montgomery, Autauga, Elmore, Jefferson and Dallas. The top five (5) counties sending workers to Autauga County are Autauga, Elmore, Montgomery, Chilton and Dallas.

Autauga County employment is spread across a variety of industries and services. Figure 4 illustrates each industry's percentage of employment within the county.

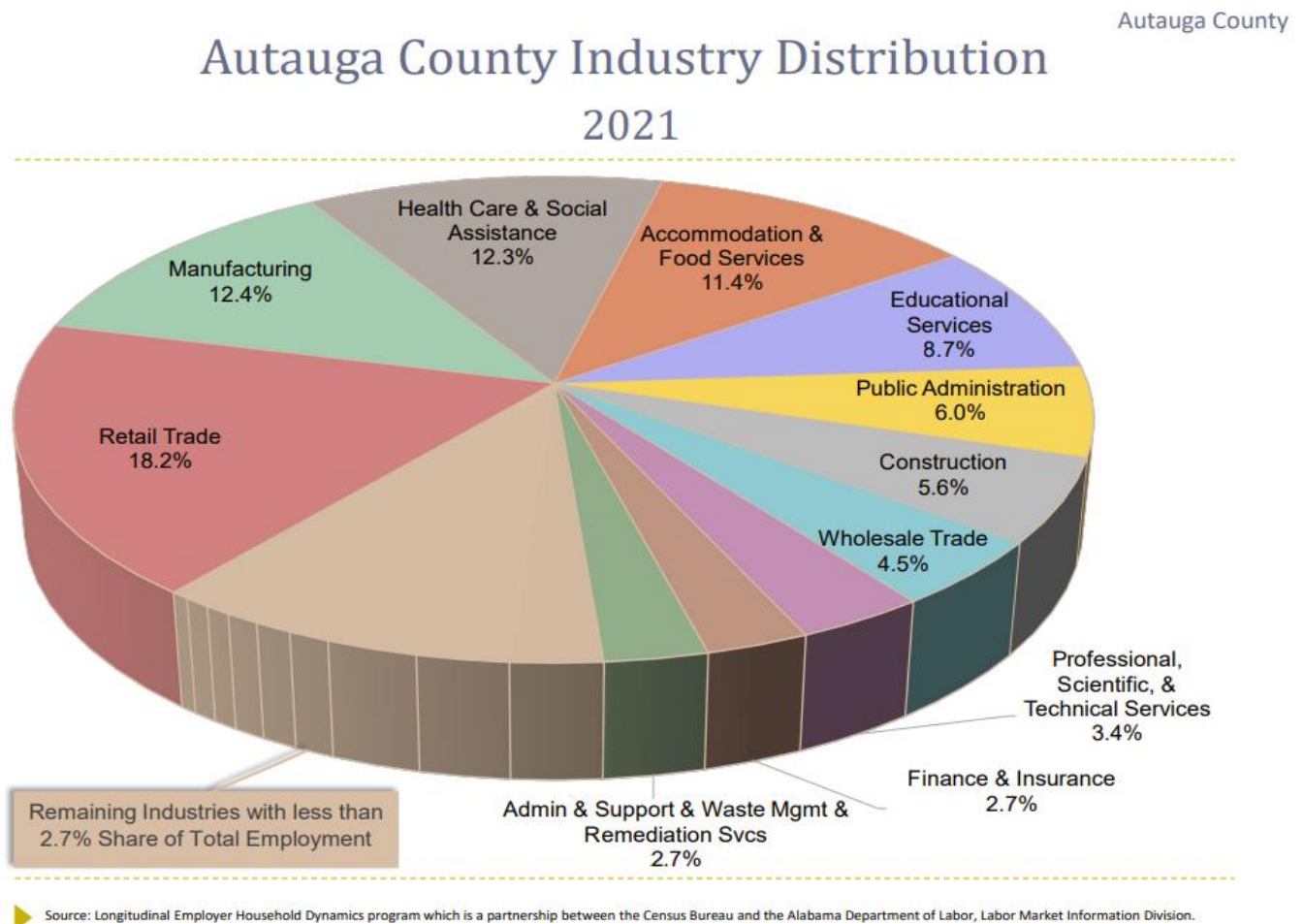


FIGURE 4: AUTAUGA COUNTY EMPLOYMENT BY INDUSTRY (ALABAMA DEPARTMENT OF LABOR)

Autauga County - Transit Resource Assessment:

This section provides information on transportation providers and purchasers in Autauga County. Information is divided into two categories: public/non-profit and private. Public/Non-profit entities are grouped together because non-profits are generally funded by public agencies or governments.

Public and Non-Profit Entities:

- *Alabama Department of Public Health* refers patients in need of transportation to *Medicaid NET (Non-Emergency Transportation)*. Medicaid NET reimburses rides taken to Medicaid covered appointments like doctors' visits, and appointments for disabled or elderly patients. ADPH works to develop policies to solve liability protection issues for volunteer rural transportation providers and their base organizations. The department is also working to establish telehealth opportunities across the State to provide better access to healthcare. Lack of transportation options is a social determinant of the quality of health and healthcare for citizens of Alabama. ADPH recognizes that there is a high need for free transportation options in rural areas, as many rural Alabamians are unable to make it to their health appointments.
- *Alabama Kidney Foundation (AKF)* provides financial assistance, education and support services to kidney patients and provides public education to promote organ donation awareness and prevention of kidney disease. AKF provides transportation assistance to low-income dialysis patients in the State. Dialysis patients must receive treatments 3 times a week in order to sustain life. Many are unable to continue working due to the time-consuming treatment schedules they must follow. This leaves them on the brink of financial devastation and unable to cover the cost for treatment-related transportation. AKF answers the call for help when patients have nowhere else to turn; each year, the AKF strives to serve more low-income kidney patients through this program. The Alabama Kidney Foundation is the only state-based organization that provides transportation assistance to low-income dialysis patients. Without this service, many dialysis patients would not have the resources to get to and from their life-saving treatments. AKF recently discovered that many of their patients in Central Alabama are using personal transportation to get to and from dialysis treatments, which means those transportation costs do not get reimbursed. An on-demand micro-transit for dialysis patients could not only fill this transportation gap for patients without vehicles but would count as reimbursable form of public transit for AKF.
- *Autauga County Rural Transportation* provides public transportation to Autauga County residents and the City of Prattville. Appointments are made by call and on a 'first-come, first-served' basis, and the organization encourages riders to call as early as possible. Their typical transit service destinations include employment within Autauga County, medical facilities, pharmacies, senior centers, and grocery stores. They operate from 6:00 AM to 4:00 P.M. on Monday through Friday. Autauga County Senior Services relies on Rural Transportation to get seniors from and to their different Senior Centers within the county. Autauga County Rural Transportation also accommodates for Requests for Reasonable Modifications for any passengers with disabilities, as in accordance with the Americans with Disabilities Act (ADA) and the Federal Transit Administration (FTA). Autauga County Rural Transportation frequently receives requests for transportation from people living in the City of Millbrook in Elmore County, who are often just out of reach of the Autauga County line. Rural Transportation also informed CARPDC that

there are many people living in Autauga that are employed in the City of Millbrook or Montgomery City/County. Since these workers cannot ride Rural Transportation's vehicles out the County line, they may often lack a way to arrive at their jobs. There are also residents that work in non-traditional work hours and during weekends that need public transit to get to work or home, but do not have options during those times. Finally, the organization noticed some people have dialysis appointments and doctor's appointments across the County line. Though Autauga County Rural Transportation's service area is out of reach for these individuals, the organization expresses its concern for Elmore County's residents and hopes their transit needs are met by a similar organization.

- *Autauga Family Support Center* provides adult education/GED classes, computer classes, ASVAB WorkKeys® Assessment, College Career Ready classes, ESL-Civics classes, Parenting Classes, Fatherhood classes, Teen Pregnancy Parenting classes, Shaken Baby Syndrome Prevention Presentations, Darkness to Light training, and Life Skills classes at local schools. They previously offered a JOBS program, however funding for that program has changed and they are working to revamp the program. All programs offered are free to their clients and they serve approximately 2000 individuals per year. The Family Support Center expressed a great need for transportation services for their GED students to get to both classes and to work. They stated that while rural transit is available in their area it occasionally does not provide the type of on-demand service that their clients require in order to fit into their transportation needs schedules.
- *Autauga County Senior Services* serves seniors 60 years of age and older. Lunch is served Monday through Friday at each center. Services available at the centers include homebound meals, transportation, public education and nutrition programs, recreational and social activities. Senior Services operates five Section 5310 buses that take seniors to everyday outings like shopping or recreation. Transportation between the Senior Centers and homes is provided through Autauga County Rural Transit.
- *Autauga County Department of Human Services* provides adult and child protective services, food assistance, child support services, adoption services, foster care, family assistance, childcare and other family support services. They struggle with providing after-hour pickups and transportation to and from work for shift workers.
- *Autauga-Western Elmore Arc* is a non-profit organization that serves 49 individuals with developmental disabilities, ranging in age from 18 to well over 60. There is no cutoff age for senior adults. The outplacement from the Department of Mental Health facilities has resulted in an increased number of persons with disabilities that are seeking services. Whereas the residential program is full at this time, the day program currently has vacancies. The organization also transports recipients for the Department of Rehabilitation Services, and residents of Magnolia Wood Therapeutic, PHP of Alabama and AEDS, Inc. With the growing need for job placement, the organization provides job coaching for their members as well as others in the community. The objective of the AWE/Arc is to provide door-to-door services for people with developmental disabilities in the service areas. Without Arc vehicles, many, if not most, of those served would not be able to attend Arc programs. The Arc day program provides training and activities encouraging skills acquisition leading to the least restrictive life for those with disabilities. The Doris Jean Grant Residential Program provides life skills training, community inclusion and activities promoting the least restrictive lifestyles and living arrangements possible. The training programs range from academics, to person care, housekeeping, self-help, financial planning, etc. Arc also offers physical activities to

enhance physical and mental well-being. Attendance and participation in extracurricular activities like community trips, Special Olympics and social/recreation outings would be virtually impossible without the transportation department. For this reason, the AWE/Arc intends to make applications for federally supported funding to maintain or expand these transportation services over the next few years. The AWE/Arc operates 3 Section 5310 buses for intellectually disabled individuals that attend daily habilitation and residential programs. The Arc transportation department provides safe, reliable transportation for their persons served. None of the recipients can drive and many would be unable to attend programs without the Arc transportation department. Neither Autauga County Rural Transportation nor the for-profit transportation providers in the area have the vehicles, established routes or specially trained staff to adequately serve the needs of AWE/Arc recipients. Arc participants also required transportation for medical/dental treatment, employment, counseling, inclusion in the community and other related services. The AWE/Arc coordinates these services in conjunction with the transportation department on an individual basis. It is the intent of the AWE/Arc to continually supply transportation assistance within its service area.

- *Care♥avan NEMT Transportation* helps those with physical limitations get to any type of medical appointments such as doctor appointments, outpatient services/rehab, dialysis as well as social events like weddings, funerals, graduations, dinner and a show: ANYWHERE. We operate throughout the whole State of Alabama with offices in Montgomery, Birmingham and Tuscaloosa. In business for 10+ years, Care♥avan is your trusted partner when you need it. Care♥avan is proud to be the first company in the world to be accredited by the Non-Emergency Medical Transportation Accreditation Commission (NEMTAC.CO).
- *Central Alabama Aging Consortium* is the Area Agency on Aging that covers Autauga, Elmore, and Montgomery Counties. CAAC is a governmental non-profit agency that provides an array of services to individuals 60 and older, individuals with disabilities, and their caregivers. The services provided include:
 - Advocacy Programs through Elder Justice, Legal, Ombudsmen and Senior Medical Patrol.
 - Community Based Services through Aging and Disability Resource Center (ADRC), Dementia Friendly Communities, Elderly Nutrition Program, Nutrition Counseling, Senior Rx, State Health Assistance Program (SHIP).
 - In-Home Services through ACT Waiver, Alabama Cares, Elderly & Disable Waiver, Homemaker, and Personal Choices.
 - Preventative Services through Care Transitions, Matter of Balance, and Chronic Disease Self-Management Program.
 - Senior Centers for those clients that qualify where participants receive a hot meal for lunch each day and participate in activities. Participants also receive nutrition education and other educational programs.

CAAC currently provides transportation to and from select senior centers in all three counties of the Central Alabama Region. Currently there is no additional funding available to add transportation services. There is a need for low-cost transportation from Elmore County to Montgomery County for physician appointments, etc.

- *The Family Sunshine Center (FSC)* has been supporting individuals and families impacted by violence across South Central Alabama for more than 40 years. Originally focused on domestic and family violence, FSC has expanded its services to meet the evolving needs of the community. Today, FSC serves survivors of dating violence,

stalking, sexual assault, and human trafficking.

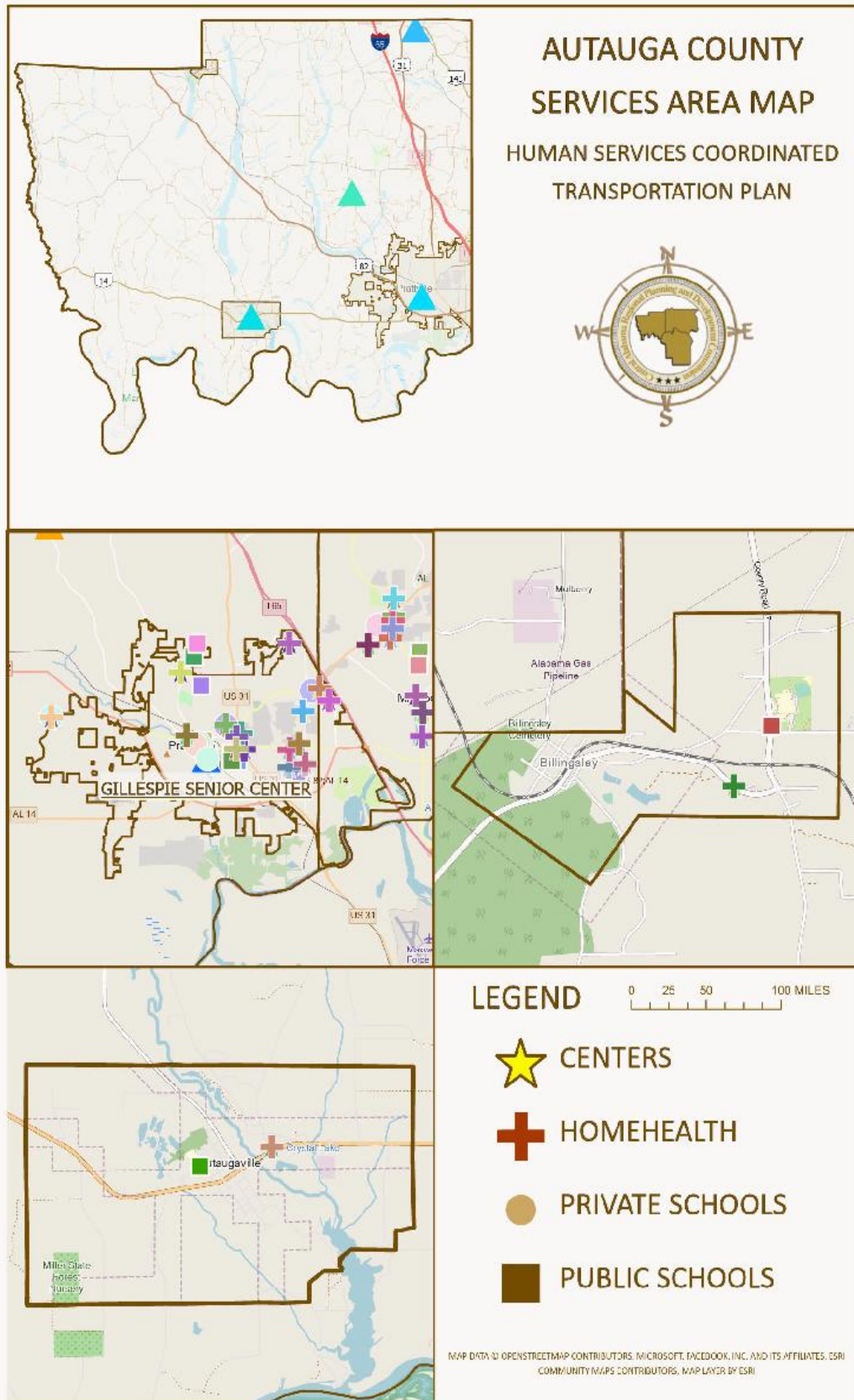
- FSC offers a 24/7 crisis line, safe shelter, counseling, transitional housing, advocacy, and outreach. These emergency services provide immediate safety and support for individuals in crisis. Once stabilized, clients can access long-term resources that help them heal, regain independence, and build safe, violence-free lives. All services are free, confidential, and available to residents of Autauga, Butler, Chilton, Crenshaw, Elmore, Lowndes, and Montgomery counties.
- Transportation remains a significant barrier for many of the individuals FSC serves. The agency's service area spans seven counties, the majority of which are rural with limited or no access to public transportation. This often prevents survivors from receiving the support they need, particularly for ongoing services like counseling and advocacy. Even in urban areas, transportation challenges persist. Residential clients who rely on public transit to get to work or appointments face difficulty due to Montgomery's limited transit hours, which do not support early morning, evening, or weekend shifts. Without reliable transportation, survivors face added hurdles on their path to safety, stability, and self-sufficiency.
- FSC residential staff provides limited transportation services to assist program participants in accessing mainstream and community resources. Transportation is also provided to search for employment and housing. In addition, bus passes and cab fares may be provided on a limited basis. A local transit provides bus stops nearby for families seen at the Counseling Center would be beneficial.
- *Kid One Transport System, Inc.* provides transportation for children (up to age 19) and expectant mothers to healthcare appointments. In 2024 Kid One provided 15,327 transports in 39 counties in Alabama. Kid One provides long-distance transportation in each of these 39 counties to specialized appointments to regional healthcare providers. Additionally, Kid One provides local transportation in 16 counties including Autauga, Elmore, and Montgomery counties. There is a continuing need for resources (funding) for vehicles and specialized vehicles for handicapped patients.
- *The Montgomery Cancer Wellness Foundation* provides supportive and educational services to cancer patients and those lacking resources to receive cancer health care in Central Alabama. They provide financial assistance for transportation to and from cancer treatments and help patients get prescription medications for free or at low-cost. The Foundation also advocates for patients negotiating insurance issues and guides them through government programs like Medicaid or Social Security. They annually serve around 1,000 to 1,500 clients from 28 to 32 counties in Central Alabama. The Foundation provides cancer-related transit through Transportation Assistance Program, which provides around 7,000 to 7,500 patient trips annually. These trips include chemotherapy and radiation treatments, as well as cancer-related doctor appointments. Methods of transit support include paid transportation, bus tickets, and gasoline vouchers. The Foundation observes a continued need for non-emergency transportation for their target population; cancer patients are sometimes unable to work, become financially strained by medical costs, and cannot drive themselves to medical appointments due to illness or age. The Montgomery Cancer Wellness Foundation has managed a Section 5310 grant for the past 18 years. They have applied for 5310 in the FY26 cycle and are requesting funding for purchased transportation.
- *River Region United Way* unites donors and volunteers with community partners to improve the quality of life for all citizens of the River Region. They presently fund 91

programs from 40 area agencies which serve the human service needs of 135,000 citizens in the Region. During the Annual Needs Assessment, they have determined that there are transportation needs for Autauga, Elmore, Lowndes, Macon and Montgomery Counties.

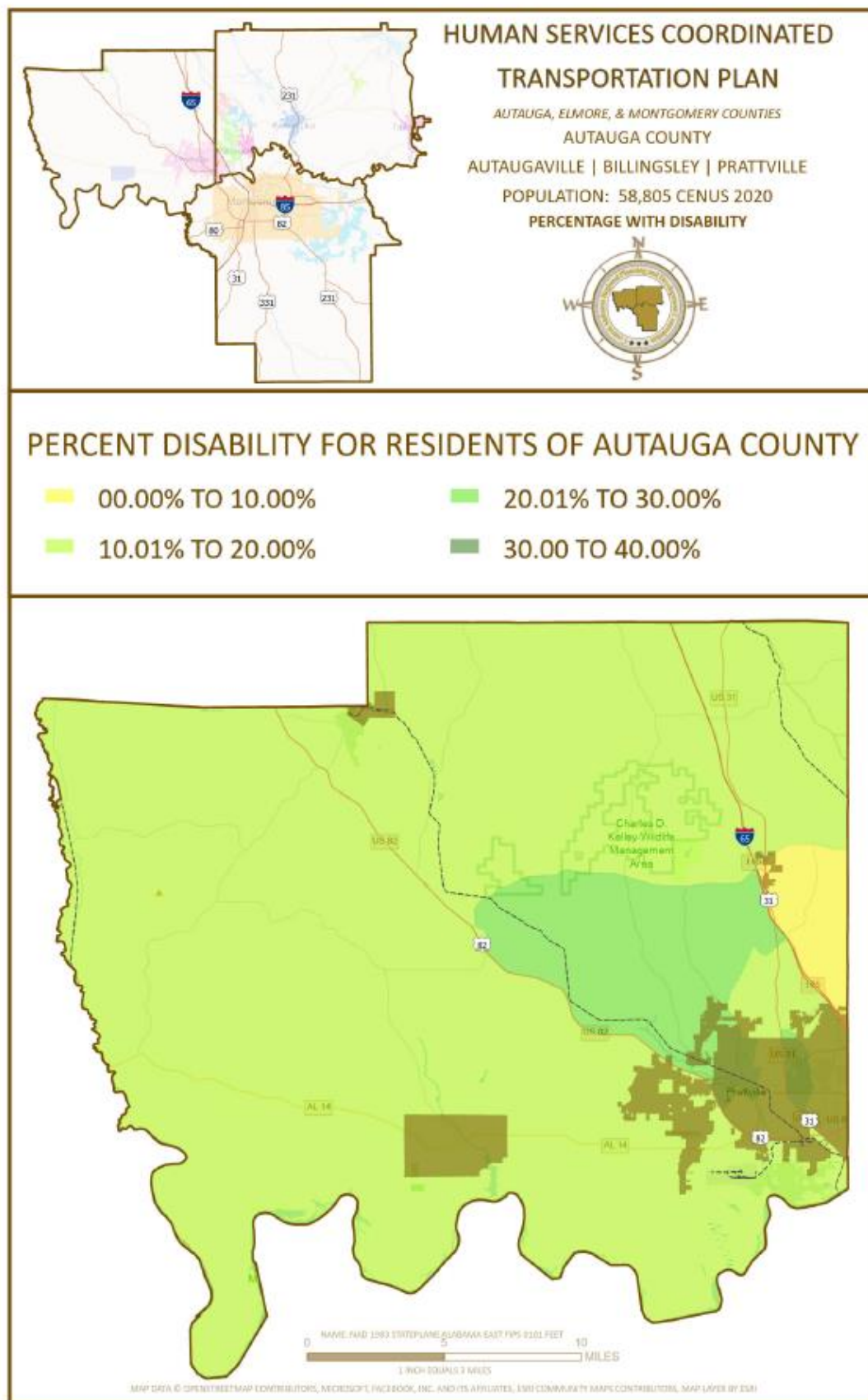
- *The Central Alabama Veterans Health Care System (CAVHCS)* is a two-division health care system located in Montgomery and Tuskegee, AL, which provides a broad range of inpatient and outpatient health care services. Outpatient care is also provided at four community-based outpatient clinics located in Monroeville, Dothan and Fort Rucker, AL, and in Columbus, GA. CAVHCS is part of the Veterans Integrated Service Network (VISN) 7 and serves a Veteran population of about 134,000 in 43 counties in the central and southeastern portions of Alabama and western Georgia. To enhance the services provided by CAVHCS, the facility implemented the Veterans Transportation Service (VTS) program in 2014. The VTS program's mission is to improve the quality of life and the healthcare experience for Veterans. This is done by increasing access to healthcare through integrated and cost-effective transportation solutions. The VTS vision is to overcome barriers to healthcare, by assuring effective and efficient transportation. The overall goal of the VTS program is to increase access to care for Veterans, provide Patient Centered Care and provide cost avoidance benefits, while also offering world class transportation to the Veterans who need it most. Currently, CAVHCS offers hourly shuttle transportation between the Montgomery and Tuskegee campuses. CAVHCS also offers shuttle to and from the Atlanta and Birmingham VA Medical centers daily. Additionally, CAVHCS offers door-to-door transportation for Veterans with a verified need and medical appointment or who are wheelchair bound.

Private Systems:

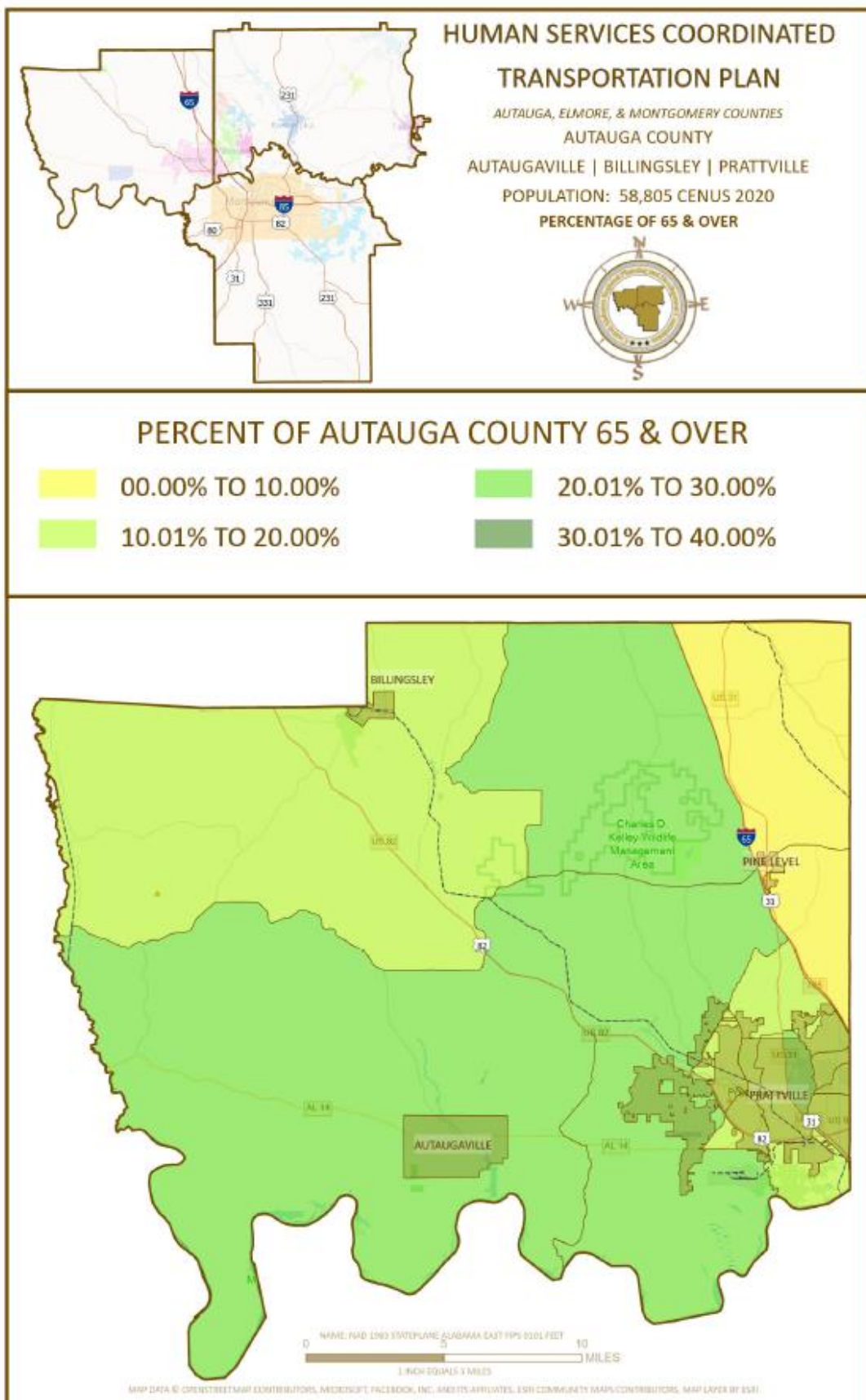
- *Checker & Deluxe Cab Co. Inc.* provides medical transportation for VA patients in the River Region as well as for disabled persons and anyone who is in need for transportation, at a flat rate. They have expressed a need for funding for additional vehicles to reach more areas in the Region and surrounding counties. They wish to expand their services to accommodate more non-emergency transportation needs.



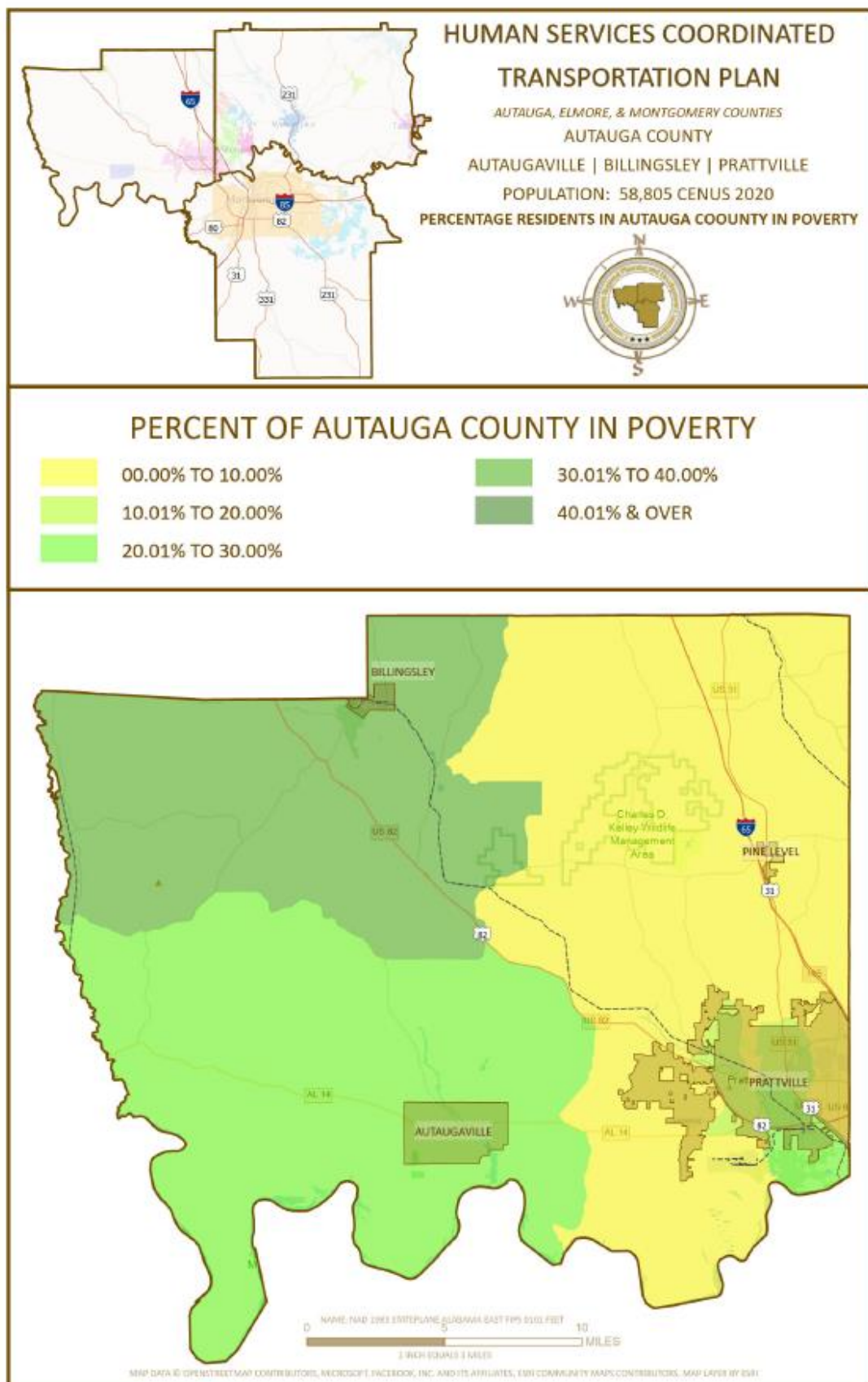
MAP 1 – AUTAUGA COUNTY SERVICES



MAP 2 – AUTAUGA COUNTY DISABILITY DENSITY



MAP 3 – AUTAUGA COUNTY ELDERLY DENSITY



MAP 4 –AUTAUGA COUNTY POVERTY DENSITY

ELMORE COUNTY

Demographics and Geography:

According to the U.S. Census estimates for 2022, Elmore County has a population of 89,563. The U.S. Census also reported 11.0% as disabled and under the age of 65. 11.7% of the population is noted in poverty. Elmore County is comprised of 657 square miles and has a population density of 129 persons per square mile. There are 1,689 miles of roadway in the County. The main north-south route is U.S. Highway 231. The main east-west route is Alabama Highway 14.

There are three (3) areas of population concentration in Elmore County, in order respectively from highest to lowest concentration, they are: Millbrook, Wetumpka and Tallassee. These areas, Millbrook in particular, contain the major transit destination point in the county. These transit destinations include, but are not limited to, government facilities, shopping, healthcare, social services and education facilities, and industry. These facilities provide needed services, entertainment and employment for residents of Elmore County. Important to note is that these three cities are relatively well distributed throughout the County with Millbrook located on the far western border, Wetumpka in the center and Tallassee on the far eastern border of the County. It also cannot go without mentioning that, like Autauga County, Elmore County residents take advantage of a significant number of the same types of services in the nearby metropolitan area of the City of Montgomery. The need for transportation to and from Elmore County and the City of Montgomery cannot be understated.

Employment:

The Alabama Department of Labor shows 38,358 persons in the labor force for Elmore County in 2023. Of those, 37,733 were employed, and 625 were listed as unemployed. This translated to an unemployment rate of 1.6% which compares to the Alabama rate of 2.3 % and the U.S. rate of 3.5% for the same year. There are approximately 1,346 non-farm related businesses in Elmore County. Most of the employers, including major and entry-level employers, are located within the municipal limits. Elmore County's major employers along with total employee numbers are shown in the table below:

TABLE 2 EMPLOYERS – ELMORE COUNTY (ELMORE COUNTY ECONOMIC DEVELOPMENT AUTHORITY)

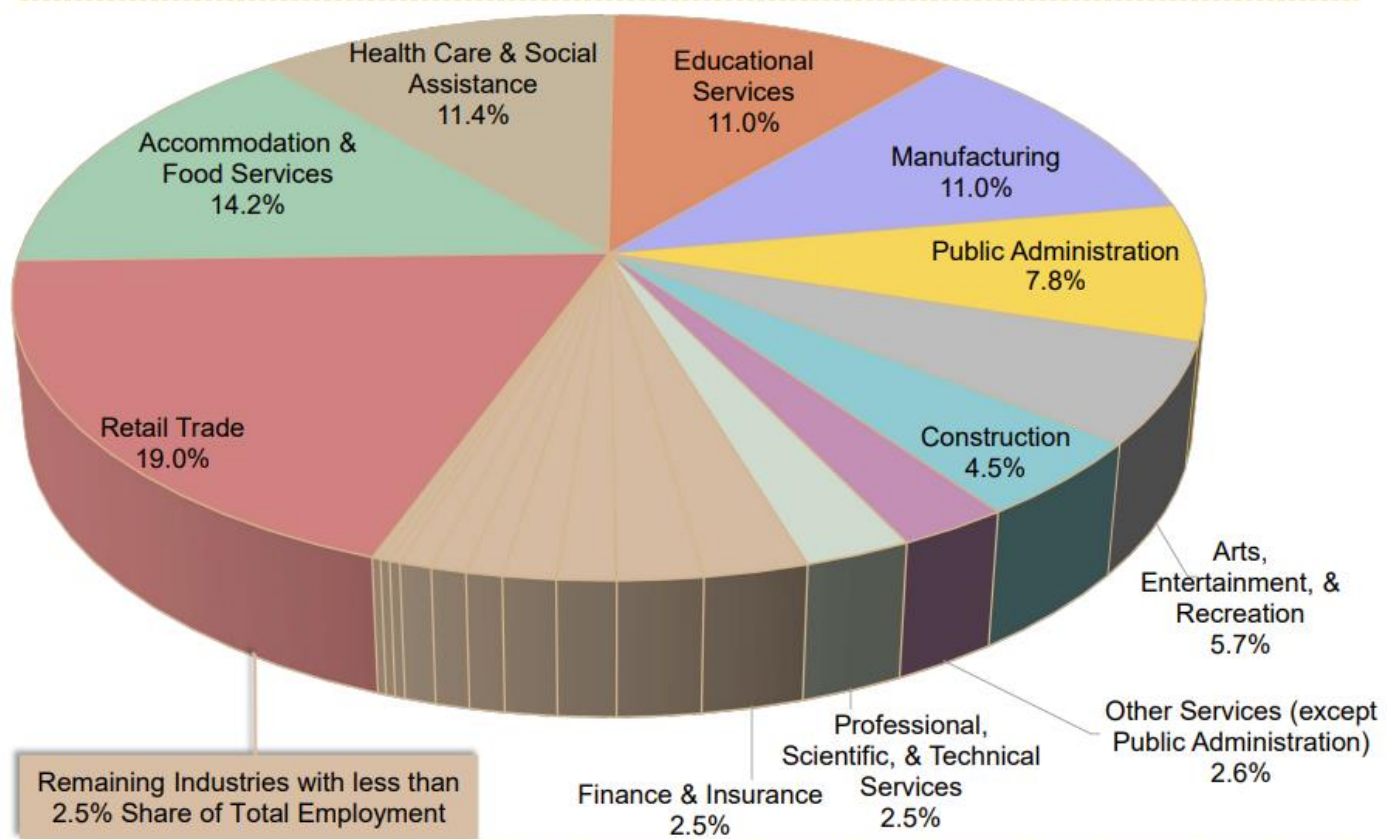
EMPLOYER	EMPLOYEES
Elmore County Board of Education	1,300
GKN Aerospace	1,100
Wind Creek Hospitality	945
Wal-Mart Stores	733
Alabama Department of Corrections	725

According to the Alabama Department of Labor, of those Elmore County residents who are in the workforce, 7,376 are working in the county and 24,634 work outside the county. Additionally, there are 10,731 outside residents working in Elmore County. The top five (5) counties receiving workers from Elmore County include Montgomery, Elmore, Autauga, Jefferson, and Lee. The top five (5) counties sending workers to Elmore County are Elmore, Montgomery, Autauga, Tallapoosa, and Lee.

Elmore County employment is spread across a variety of industries and services. Figure 5 illustrates each industry's percentage of employment within the county.

Elmore County

Elmore County Industry Distribution 2021



Source: Longitudinal Employer Household Dynamics program which is a partnership between the Census Bureau and the Alabama Department of Labor, Labor Market Information Division.

FIGURE 5: ELMORE COUNTY EMPLOYMENT BY INDUSTRY (ALABAMA DEPARTMENT OF LABOR)

Elmore County - Transit Resource Assessment:

This section provides information on transportation providers and purchasers in Elmore County. Information is divided into two categories: public/non-profit and private. Public/Non-profit entities are grouped together because non-profits are generally funded by public agencies or governments.

Public and Non-Profit Entities:

- *Alabama Department of Public Health* refers patients in need of transportation to *Medicaid NET (Non-Emergency Transportation)*. Medicaid NET reimburses rides taken to Medicaid covered appointments like doctors' visits, and appointments for disabled or elderly patients. ADPH works to develop policies to solve liability protection issues for volunteer rural transportation providers and their base organizations. The department is also working to establish telehealth opportunities across the State to provide better access to healthcare. Lack of transportation options is a social determinant of the quality of health and healthcare for citizens of Alabama. ADPH recognizes that there is a high need for free transportation options in rural areas, as many rural Alabamians are unable to make it to their health appointments.
- *Alabama Kidney Foundation (AKF)* provides financial assistance, education and support services to kidney patients and provides public education to promote organ donation awareness and prevention of kidney disease. AKF provides transportation assistance to low-income dialysis patients in the State. Dialysis patients must receive treatments 3 times a week in order to sustain life. Many are unable to continue working due to the time-consuming treatment schedules they must follow. This leaves them on the brink of financial devastation and unable to cover the cost for treatment-related transportation. AKF answers the call for help when patients have nowhere else to turn; each year, the AKF strives to serve more low-income kidney patients through this program. The Alabama Kidney Foundation is the only state-based organization that provides transportation assistance to low-income dialysis patients. Without this service, many dialysis patients would not have the resources to get to and from their life-saving treatments. AKF recently discovered that many of their patients in Central Alabama are using personal transportation to get to and from dialysis treatments, which means those transportation costs do not get reimbursed. An on-demand micro-transit for dialysis patients could not only fill this transportation gap for patients without vehicles but would count as reimbursable form of public transit for AKF.
- *Autauga-Western Elmore Arc* is a non-profit organization that serves 49 individuals with developmental disabilities, ranging in age from 18 to well over 60. There is no cutoff age for senior adults. The outplacement from the Department of Mental Health facilities has resulted in an increased number of persons with disabilities that are seeking services. Whereas the residential program is full at this time, the day program currently has vacancies. The organization also transports recipients for the Department of Rehabilitation Services, and residents of Magnolia Wood Therapeutic, PHP of Alabama and AEDS, Inc. With the growing need for job placement, the organization provides job coaching for their members as well as others in the community. The objective of the AWE/Arc is to provide door-to-door services for people with developmental disabilities in the service areas. Without Arc vehicles, many, if not most, of those served would not be able to attend Arc programs. The Arc day program provides training and activities

encouraging skills acquisition leading to the least restrictive life for those with disabilities. The Doris Jean Grant Residential Program provides life skills training, community inclusion and activities promoting the least restrictive lifestyles and living arrangements possible. The training programs range from academics, to person care, housekeeping, self-help, financial planning, etc. Arc also offers physical activities to enhance physical and mental well-being. Attendance and participation in extracurricular activities like community trips, Special Olympics and social/recreation outings would be virtually impossible without the transportation department. For this reason, the AWE/Arc intends to make applications for federally supported funding to maintain or expand these transportation services over the next few years. The AWE/Arc operates 3 Section 5310 buses for intellectually disabled individuals that attend daily habilitation and residential programs. The Arc transportation department provides safe, reliable transportation for their persons served. None of the recipients can drive and many would be unable to attend programs without the Arc transportation department. Neither Autauga County Rural Transportation nor the for-profit transportation providers in the area have the vehicles, established routes or specially trained staff to adequately serve the needs of AWE/Arc recipients. Arc participants also required transportation for medical/dental treatment, employment, counseling, inclusion in the community and other related services. The AWE/Arc coordinates these services in conjunction with the transportation department on an individual basis. It is the intent of the AWE/Arc to continually supply transportation assistance within its service area.

- *Care♥avan NEMT Transportation* helps those with physical limitations get to any type of medical appointments such as doctor appointments, outpatient services/rehab, dialysis as well as social events like weddings, funerals, graduations, dinner and a show: ANYWHERE. We operate throughout the whole State of Alabama with offices in Montgomery, Birmingham and Tuscaloosa. In business for 10+ years, Care♥avan is your trusted partner when you need it. Care♥avan is proud to be the first company in the world to be accredited by the Non-Emergency Medical Transportation Accreditation Commission (NEMTAC.CO).
- *Central Alabama Aging Consortium* is the Area Agency on Aging that covers Autauga, Elmore, and Montgomery Counties. CAAC is a governmental non-profit agency that provides an array of services to individuals 60 and older, individuals with disabilities, and their caregivers. The services provided include:
 - Advocacy Programs through Elder Justice, Legal, Ombudsmen and Senior Medical Patrol.
 - Community Based Services through Aging and Disability Resource Center (ADRC), Dementia Friendly Communities, Elderly Nutrition Program, Nutrition Counseling, Senior Rx, State Health Assistance Program (SHIP).
 - In-Home Services through ACT Waiver, Alabama Cares, Elderly & Disable Waiver, Homemaker, and Personal Choices.
 - Preventative Services through Care Transitions, Matter of Balance, and Chronic Disease Self-Management Program.
 - Senior Centers for those clients that qualify where participants receive a hot meal for lunch each day and participate in activities. Participants also receive nutrition education and other educational programs.

CAAC currently provides transportation to and from certain senior centers in all three counties of the Central Alabama Region. Currently there is no additional funding available to add transportation services. There is a need for low-cost transportation from Elmore

County to Montgomery County for physician appointments, etc.

- *City of Wetumpka/Wetumpka Senior Center* provides transportation for the Wetumpka Senior Center through a vehicle provided by 5310 grant funding. The Wetumpka Senior Center, also known as Prime Time 55+, is owned and operated by the City of Wetumpka and contracts with the Central Alabama Aging Consortium. We provide daily congregate and homebound meals to seniors who are age 60 or older. We also provide transportation via a handicap accessible bus to and from the senior center for daily activities and recreation. Transportation is also provided for monthly field trips and outings for senior enjoyment. The senior center is open Monday through Friday from 8:00am-4:30pm and provides numerous educational and recreational activities for seniors of all ages including exercise, dancing, socials, parties, sewing classes, knitting groups, computer classes, book clubs, etc. The Wetumpka Senior Center also serves as a link between senior services and resources in the community.
- *Elmore County DHR* provides a variety of social services to the citizens of Elmore County including child and adult protective services, food assistance, Temporary Aide to Needy Families (TANF) program, child support, child abuse & neglect, foster care, and protective services. They are contracted by the State to provide transportation for the JOBS and Employment & Trainings (E&T) programs. Currently Elmore County DHR clients need daily transportation to and from work that is sustainable after they obtain employment and complete their programs. DHR is not able to continue transportation services indefinitely once their clients' complete programs. In addition, they have clients who need daily transportation to and from employment/job training, and for family needs such as medical appointments outside the county.
- *The Family Sunshine Center (FSC)* has been supporting individuals and families impacted by violence across South Central Alabama for more than 40 years. Originally focused on domestic and family violence, FSC has expanded its services to meet the evolving needs of the community. Today, FSC serves survivors of dating violence, stalking, sexual assault, and human trafficking.
 - FSC offers a 24/7 crisis line, safe shelter, counseling, transitional housing, advocacy, and outreach. These emergency services provide immediate safety and support for individuals in crisis. Once stabilized, clients can access long-term resources that help them heal, regain independence, and build safe, violence-free lives. All services are free, confidential, and available to residents of Autauga, Butler, Chilton, Crenshaw, Elmore, Lowndes, and Montgomery counties.
 - Transportation remains a significant barrier for many of the individuals FSC serves. The agency's service area spans seven counties, the majority of which are rural with limited or no access to public transportation. This often prevents survivors from receiving the support they need, particularly for ongoing services like counseling and advocacy. Even in urban areas, transportation challenges persist. Residential clients who rely on public transit to get to work or appointments face difficulty due to Montgomery's limited transit hours, which do not support early morning, evening, or weekend shifts. Without reliable transportation, survivors face added hurdles on their path to safety, stability, and self-sufficiency.
 - FSC residential staff provides limited transportation services to assist program participants in accessing mainstream and community resources. Transportation is also provided to search for employment and housing. In addition, bus passes and cab fares may be provided on a limited basis. A local transit provides bus stops

nearby for families seen at the Counseling Center would be beneficial.

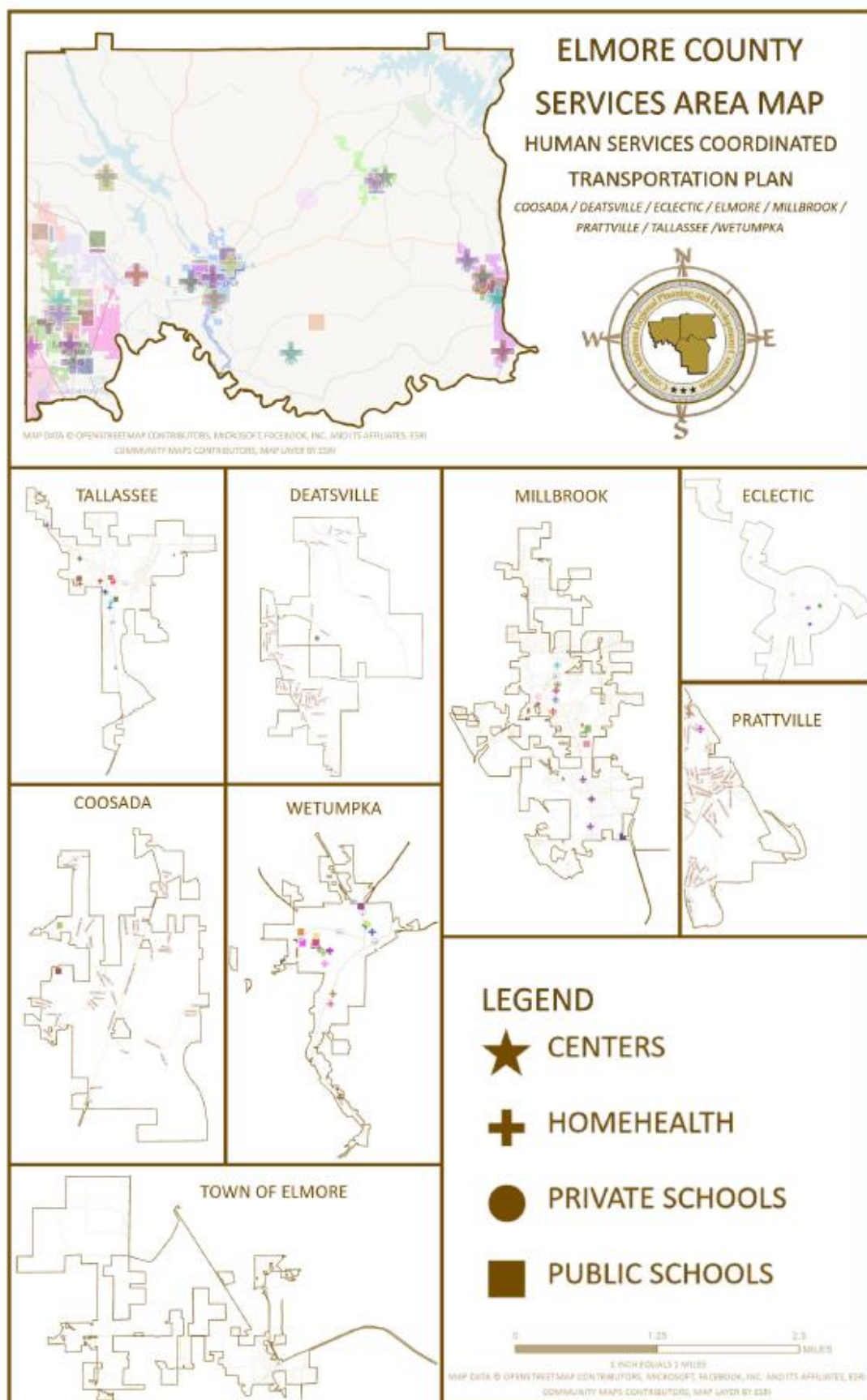
- *Kid One Transport System, Inc.* provides transportation for children (up to age 19) and expectant mothers to healthcare appointments. In 2016 Kid One provided 22,852 transports in 44 counties in Alabama. Kid One provides long-distance transportation in each of these 44 counties to specialized appointments to regional healthcare providers. Additionally, Kid One provides local transportation in 16 counties including Autauga, Elmore, and Montgomery counties. There is a continuing need for resources (funding) for vehicles and specialized vehicles for handicapped patients.
- *The Montgomery Cancer Wellness Foundation* provides supportive and educational services to cancer patients and those lacking resources to receive cancer health care in Central Alabama. They provide financial assistance for transportation to and from cancer treatments and help patients get prescription medications for free or at low-cost. The Foundation also advocates for patients negotiating insurance issues and guides them through government programs like Medicaid or Social Security. They annually serve around 1,000 to 1,500 clients from 28 to 32 counties in Central Alabama. The Foundation provides cancer-related transit through Transportation Assistance Program, which provides around 7,000 to 7,500 patient trips annually. These trips include chemotherapy and radiation treatments, as well as cancer-related doctor appointments. Methods of transit support include paid transportation, bus tickets, and gasoline vouchers. The Foundation observes a continued need for non-emergency transportation for their target population; cancer patients are sometimes unable to work, become financially strained by medical costs, and cannot drive themselves to medical appointments due to illness or age. The Montgomery Cancer Wellness Foundation has managed a Section 5310 grant for the past 18 years. They have applied for 5310 in the FY26 cycle and are requesting funding for purchased transportation.
- *River Region United Way* unites donors and volunteers with community partners to improve the quality of life for all citizens of the River Region. They presently fund 91 programs from 40 area agencies which serve the human service needs of 135,000 citizens in the Region. During the Annual Needs Assessment, they have determined that there are transportation needs for Autauga, Elmore, Lowndes, Macon and Montgomery Counties.
- *The Central Alabama Veterans Health Care System (CAVHCS)* is a two-division health care system located in Montgomery and Tuskegee, AL, that provides a broad range of inpatient and outpatient health care services. Outpatient care is also provided at four community-based outpatient clinics located in Monroeville, Dothan and Fort Rucker, AL, and in Columbus, GA. CAVHCS is part of the Veterans Integrated Service Network (VISN) 7 and serves a Veteran population of about 134,000 in 43 counties in the central and southeastern portions of Alabama and western Georgia. To enhance the services provided by CAVHCS, the facility implemented the Veterans Transportation Service (VTS) program in 2014. The VTS program's mission is to improve the quality of life and the healthcare experience for Veterans. This is done by increasing access to healthcare through integrated and cost-effective transportation solutions. The VTS vision is to overcome barriers to healthcare, by assuring effective and efficient transportation. The overall goal of the VTS program is to increase access to care for Veterans, provide Patient Centered Care and provide cost avoidance benefits, while also offering world class transportation to the Veterans who need it most. Currently, CAVHCS offers hourly shuttle transportation between the Montgomery and Tuskegee campuses. CAVHCS also offers shuttle to and from the Atlanta and Birmingham VA Medical centers daily. Additionally, CAVHCS offers door to door transportation for Veterans with a verified need and medical

appointment or who are wheelchair bound.

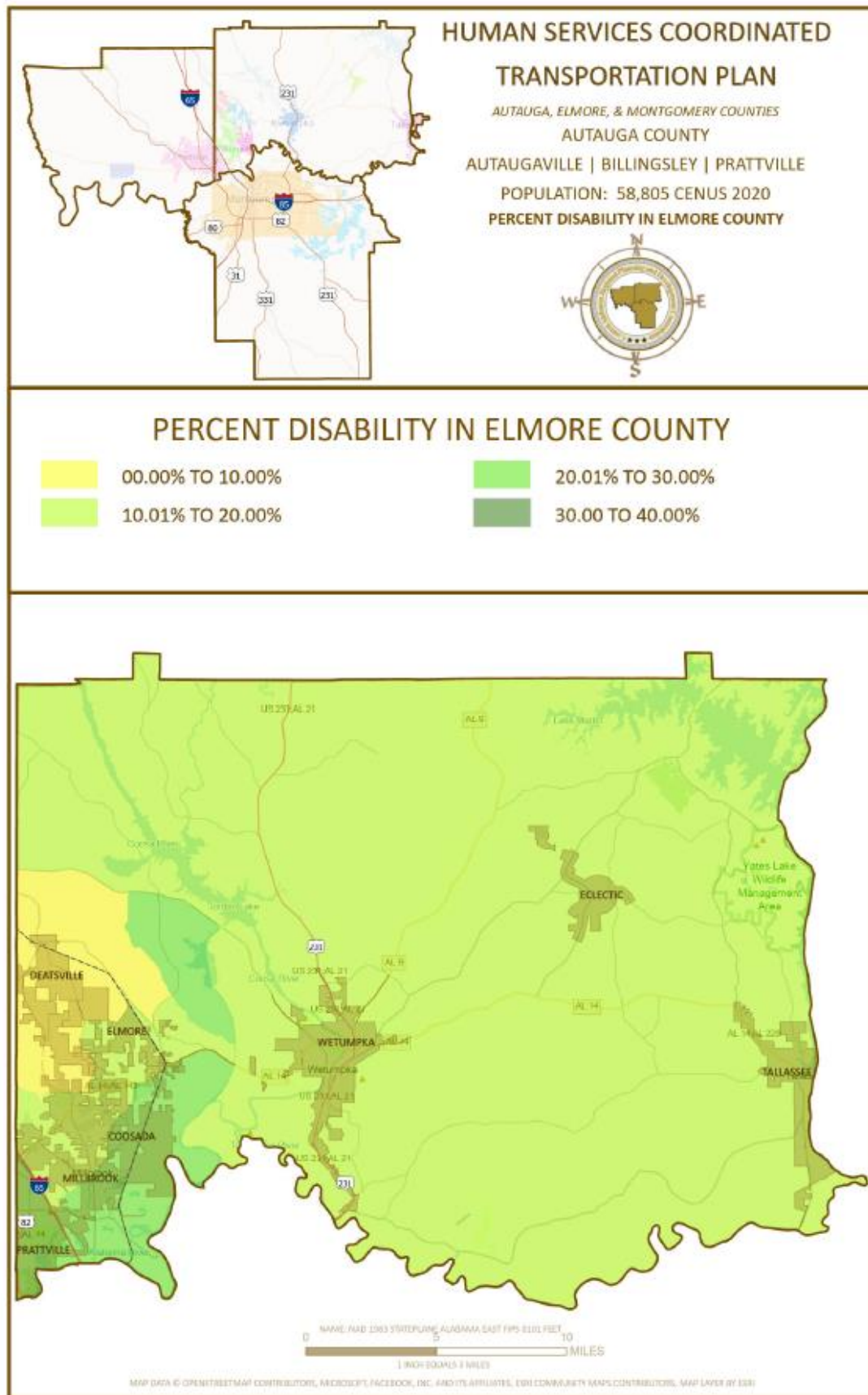
- *Town of Eclectic* currently uses a 21-passenger van to provide transportation to and from the Eclectic Senior Center Monday through Friday for its seniors. Additionally, the van is used to provide homebound meal deliveries. The Town currently has the need for a consistent means of providing a driver for the van, and a need for a replacement vehicle, as its current van is old and needs repairs.

Private Systems:

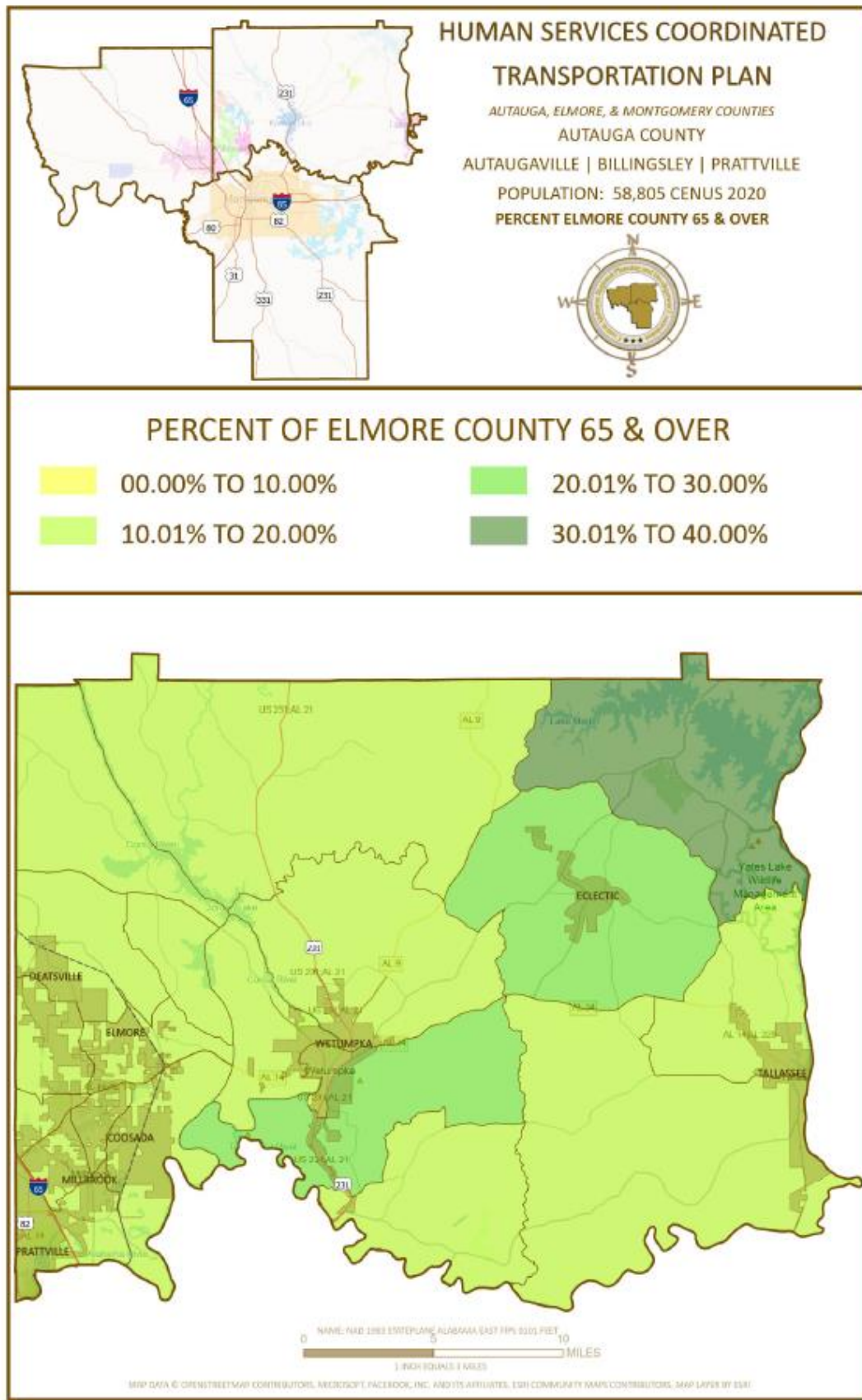
- *Checker & Deluxe Cab Co. Inc.* provides medical transportation for VA patients in the River Region as well as for disabled persons and anyone who is in need for transportation, at a flat rate. They have expressed a need for funding for additional vehicles to reach more areas in the Region and surrounding counties. They wish to expand their services to accommodate more non-emergency transportation needs.



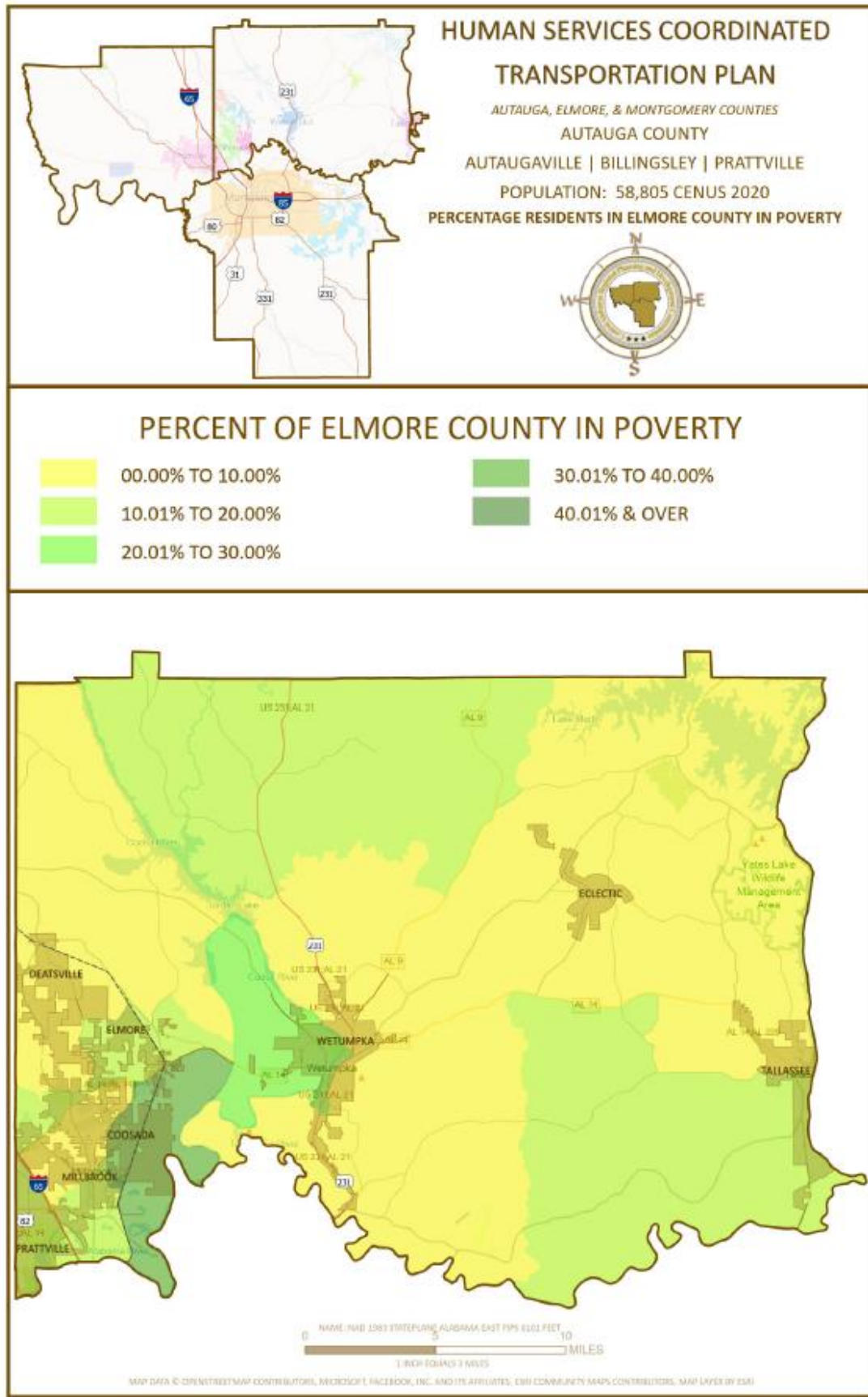
MAP 5 – ELMORE COUNTY SERVICES



MAP 6 – ELMORE COUNTY DISABILITY DENSITY



MAP 7 – ELMORE COUNTY ELDERLY DENSITY



MAP 8 – ELMORE COUNTY POVERTY DENSITY

MONTGOMERY COUNTY

Demographics and Geography:

According to the U.S. Census estimates for 2022, Montgomery County has a population of 226,361, down 1.1% from the numbers reported in the 2020 Census estimates. The U.S. Census also reported 11.8% of the population as disabled and under the age of 65. Montgomery County is comprised of 800 square miles and has a population density of 294 persons per square mile. There are 2,409 miles of roadway in the County. The main north-south routes are U.S. Highway 231 and Interstate 65. The main east-west route is Interstate 85.

The City of Montgomery is the major population concentration in Montgomery County with fully 89 percent of the total County population. The City of Montgomery, which is also the State Capital of Alabama, contains the major transit destination points in the County. These transit destinations include, but are not limited to, state and local government facilities, shopping, healthcare, social services and education facilities, and industry. These facilities provide needed services, entertainment and employment for residents of Montgomery County and surrounding counties. The need for transportation from surrounding counties to and from Montgomery County and the City of Montgomery cannot be understated.

Employment:

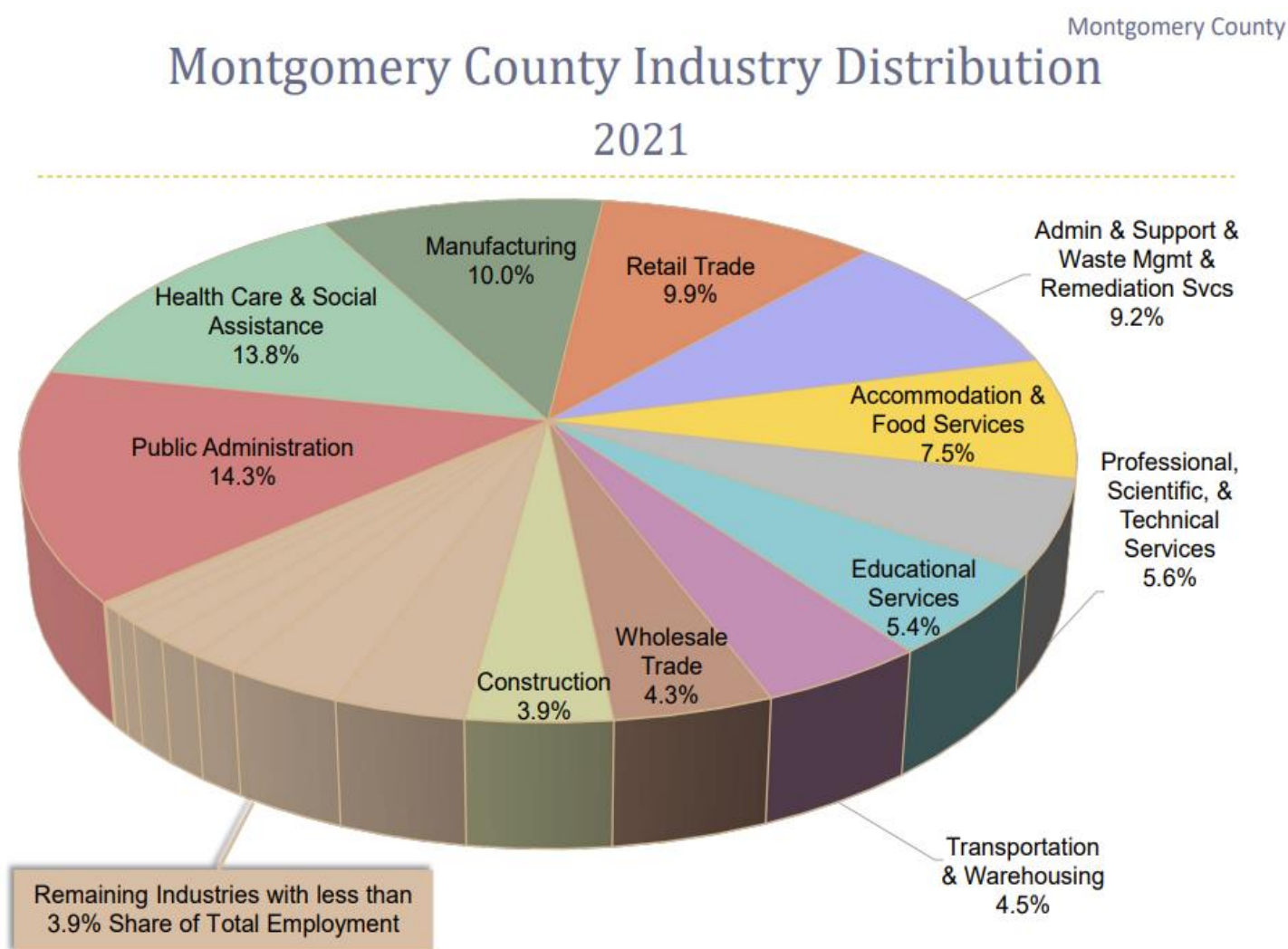
The Alabama Department of Labor shows a total of 107,596 persons in the labor force for Montgomery County in 2023. Of those, 105,116 were employed, and 2,480 were unemployed. This translated to an unemployment rate of 2.3% which compares to the Alabama rate of 2.3% and the U.S. rate of 3.5% for the same year. There are approximately 6,371 non-farm related businesses in Montgomery County. Most of the employers, including major and entry-level employers, are located within the municipal limits. Montgomery County's major employers along with total employee numbers are shown in Table M-1 below:

TABLE 3 EMPLOYERS – MONTGOMERY COUNTY

EMPLOYER	EMPLOYEES
Maxwell Gunter Air Force Base	12,280
State of Alabama	10,315
Montgomery Public Schools	4,524
Baptist Health	4,300
Hyundai Motor Manufacturing Alabama	3,530
ALFA Companies	2,568
City of Montgomery	2,500
Business & Enterprise Systems	1,350
Jackson Hospital & Clinic, Inc.	1,300
Koch Foods	1,250
MOBIS Alabama	1,010
Baptist Medical Center South	980
Rheem Water Heaters	920
UPS	850
Glovis Alabama, LLC	832
Convergent Outsourcing, Inc.	736

According to the Alabama Department of Labor, of those Montgomery County residents who are in the workforce, 56,658 are working in the county and 23,381 work outside the county. Additionally, there are 62,401 outside residents working in Montgomery County. The top five (5) counties receiving workers from Montgomery County include Montgomery, Jefferson, Elmore, Autauga, and Lee. The top five (5) counties sending workers to Montgomery County are Montgomery, Elmore, Autauga, Jefferson, and Lee.

Montgomery County employment is spread across a variety of industries and services. Figure 6 illustrates each industry's percentage of employment within the county.



Source: Longitudinal Employer Household Dynamics program which is a partnership between the Census Bureau and the Alabama Department of Labor, Labor Market Information Division.

FIGURE 6: MONTGOMERY COUNTY EMPLOYMENT BY INDUSTRY (ALABAMA DEPARTMENT OF LABOR)

Montgomery County - Transit Resource Assessment:

This section provides information on transportation providers and purchasers in Montgomery County. Information is divided into two categories: public/non-profit and private. Public/Non-profit entities are grouped together because non-profits are generally funded by public agencies or governments.

Public and Non-Profit Entities:

- *Alabama Department of Public Health* refers patients in need of transportation to *Medicaid NET (Non-Emergency Transportation)*. Medicaid NET reimburses rides taken to Medicaid covered appointments like doctors' visits, and appointments for disabled or elderly patients. ADPH works to develop policies to solve liability protection issues for volunteer rural transportation providers and their base organizations. The department is also working to establish telehealth opportunities across the State to provide better access to healthcare. Lack of transportation options is a social determinant of the quality of health and healthcare for citizens of Alabama. ADPH recognizes that there is a high need for free transportation options in rural areas, as many rural Alabamians are unable to make it to their health appointments.
- *Alabama Kidney Foundation (AKF)* provides financial assistance, education and support services to kidney patients and provides public education to promote organ donation awareness and prevention of kidney disease. AKF provides transportation assistance to low-income dialysis patients in the State. Dialysis patients must receive treatments 3 times a week in order to sustain life. Many are unable to continue working due to the time-consuming treatment schedules they must follow. This leaves them on the brink of financial devastation and unable to cover the cost for treatment-related transportation. AKF answers the call for help when patients have nowhere else to turn; each year, the AKF strives to serve more low-income kidney patients through this program. The Alabama Kidney Foundation is the only state-based organization that provides transportation assistance to low-income dialysis patients. Without this service, many dialysis patients would not have the resources to get to and from their life-saving treatments. AKF recently discovered that many of their patients in Central Alabama are using personal transportation to get to and from dialysis treatments, which means those transportation costs do not get reimbursed. An on-demand micro-transit for dialysis patients could not only fill this transportation gap for patients without vehicles but would count as reimbursable form of public transit for AKF.
- *Care♥avan NEMT Transportation* helps those with physical limitations get to any type of medical appointments such as doctor appointments, outpatient services/rehab, dialysis as well as social events like weddings, funerals, graduations, dinner and a show: ANYWHERE. We operate throughout the whole State of Alabama with offices in Montgomery, Birmingham and Tuscaloosa. In business for 10+ years, Care♥avan is your trusted partner when you need it. Care♥avan is proud to be the first company in the world to be accredited by the Non-Emergency Medical Transportation Accreditation Commission (NEMTAC.CO).
- *Central Alabama Aging Consortium* is the Area Agency on Aging that covers Autauga, Elmore, and Montgomery Counties. CAAC is a governmental non-profit agency that provides an array of services to individuals 60 and older, individuals with disabilities, and their caregivers. The services provided include:

- Advocacy Programs through Elder Justice, Legal, Ombudsmen and Senior Medical Patrol.
- Community Based Services through Aging and Disability Resource Center (ADRC), Dementia Friendly Communities, Elderly Nutrition Program, Nutrition Counseling, Senior Rx, State Health Assistance Program (SHIP).
- In-Home Services through ACT Waiver, Alabama Cares, Elderly & Disable Waiver, Homemaker, and Personal Choices.
- Preventative Services through Care Transitions, Matter of Balance, and Chronic Disease Self-Management Program.
- Senior Centers for those clients that qualify where participants receive a hot meal for lunch each day and participate in activities. Participants also receive nutrition education and other educational programs.

CAAC currently provides transportation to and from certain senior centers in all three counties of the Central Alabama Region. Currently there is no additional funding available to add transportation services. There is a need for low-cost transportation from Elmore County to Montgomery County for physician appointments, etc.

- *Disability as an Ability Toward Success: Moms on the Move (D.A.T.S.M.O.M.)* is known for serving families of children with Autism Spectrum (or with related developmental disabilities). Their goal is to provide a platform to help parents shift their children's disability into an ability by equipping them with the knowledge, support and tools needed to be effective advocates for their children. By providing free family services, activities, training and programs, DATSMOM helps families progressively navigate the autism journey.
- *The Family Sunshine Center (FSC)* has been supporting individuals and families impacted by violence across South Central Alabama for more than 40 years. Originally focused on domestic and family violence, FSC has expanded its services to meet the evolving needs of the community. Today, FSC serves survivors of dating violence, stalking, sexual assault, and human trafficking.
 - FSC offers a 24/7 crisis line, safe shelter, counseling, transitional housing, advocacy, and outreach. These emergency services provide immediate safety and support for individuals in crisis. Once stabilized, clients can access long-term resources that help them heal, regain independence, and build safe, violence-free lives. All services are free, confidential, and available to residents of Autauga, Butler, Chilton, Crenshaw, Elmore, Lowndes, and Montgomery counties.
 - Transportation remains a significant barrier for many of the individuals FSC serves. The agency's service area spans seven counties, the majority of which are rural with limited or no access to public transportation. This often prevents survivors from receiving the support they need, particularly for ongoing services like counseling and advocacy. Even in urban areas, transportation challenges persist. Residential clients who rely on public transit to get to work or appointments face difficulty due to Montgomery's limited transit hours, which do not support early morning, evening, or weekend shifts. Without reliable transportation, survivors face added hurdles on their path to safety, stability, and self-sufficiency.
 - FSC residential staff provides limited transportation services to assist program participants in accessing mainstream and community resources. Transportation is also provided to search for employment and housing. In addition, bus passes and cab fares may be provided on a limited basis. A local transit provides bus stops

nearby for families seen at the Counseling Center would be beneficial.

- *HandsOn River Region* – Manages the following five (5) programs:
 - Volunteer Management: Places 10,000 volunteers annually, manages database of volunteer opportunities.
 - 211: Helpline connects people in need to resources. Manages comprehensive database of resources.
 - HMIS: Homeless Management Information Systems; homeless data collection mandated by Congress for receipt of HUD funds to a community.
 - Christmas Clearinghouse: Largest Christmas giving program; prevents duplication of giving.
 - Disaster Services: Prepares people for and helps people recover after disasters.

HandsOn River Region stated that transportation is one of the top ten reasons people call 211. There are very limited transportation resources in this area to refer low-income people to; they would love to see more transportation options as this is a major barrier to obtaining services.

- *Independent Rights & Resources* is the City of Montgomery's Center for Independent Living. The organization supports individuals with physical and mental disabilities through building everyday skills, fostering community support, securing affordable housing, and more. The center has several programs, such as a Living Skills Program that teaches essentials like budgeting or cooking, or a Community Work Program that provides career development and workplace support. They also offer connect people to disability resources, offer one-on-one and group mentoring through a Peer Support Program, and act as advocates for disabled individuals in front of policymakers. A key service Independent Rights & Resources provides is access to transportation for its clients for work-related, medical, and social trips. The center assists individuals with disabilities by getting bus passes within Montgomery, as well as helping them understand the local transit options.
- *Kid One Transport System, Inc.* provides transportation for children (up to age 19) and expectant mothers to healthcare appointments. In 2016 Kid One provided 22,852 transports in 44 counties in Alabama. Kid One provides long-distance transportation in each of these 44 counties to specialized appointments to regional healthcare providers. Additionally, Kid One provides local transportation in 16 counties including Autauga, Elmore, and Montgomery counties. There is a continuing need for resources (funding) for vehicles and specialized vehicles for handicapped patients.
- *Montgomery ARC's* mission is to provide safe, quality and responsive services to Montgomery area adults with intellectual and/or developmental disabilities and their families by providing adult day and vocational training, job placement, transportation and residential services to promote independence and daily living skills as well as integration into the community. These services are provided through seven (7) centers or programs offering a variety of opportunities for training, quality of life experiences, obtaining life skills, enhancement of physical fitness and wellness, etc.
- *The M* is a public service bus system in the metropolitan area that provides wheelchair seating, lift platform, step assistance and railings. The M also provides a Micro-Transit service.
- *Montgomery Area Paratransit* provides transportation for people ages 6 and up who cannot ride the city bus system due to a disability.
- *The Montgomery Cancer Wellness Foundation* provides supportive and educational services to cancer patients and those lacking resources to receive cancer health care in

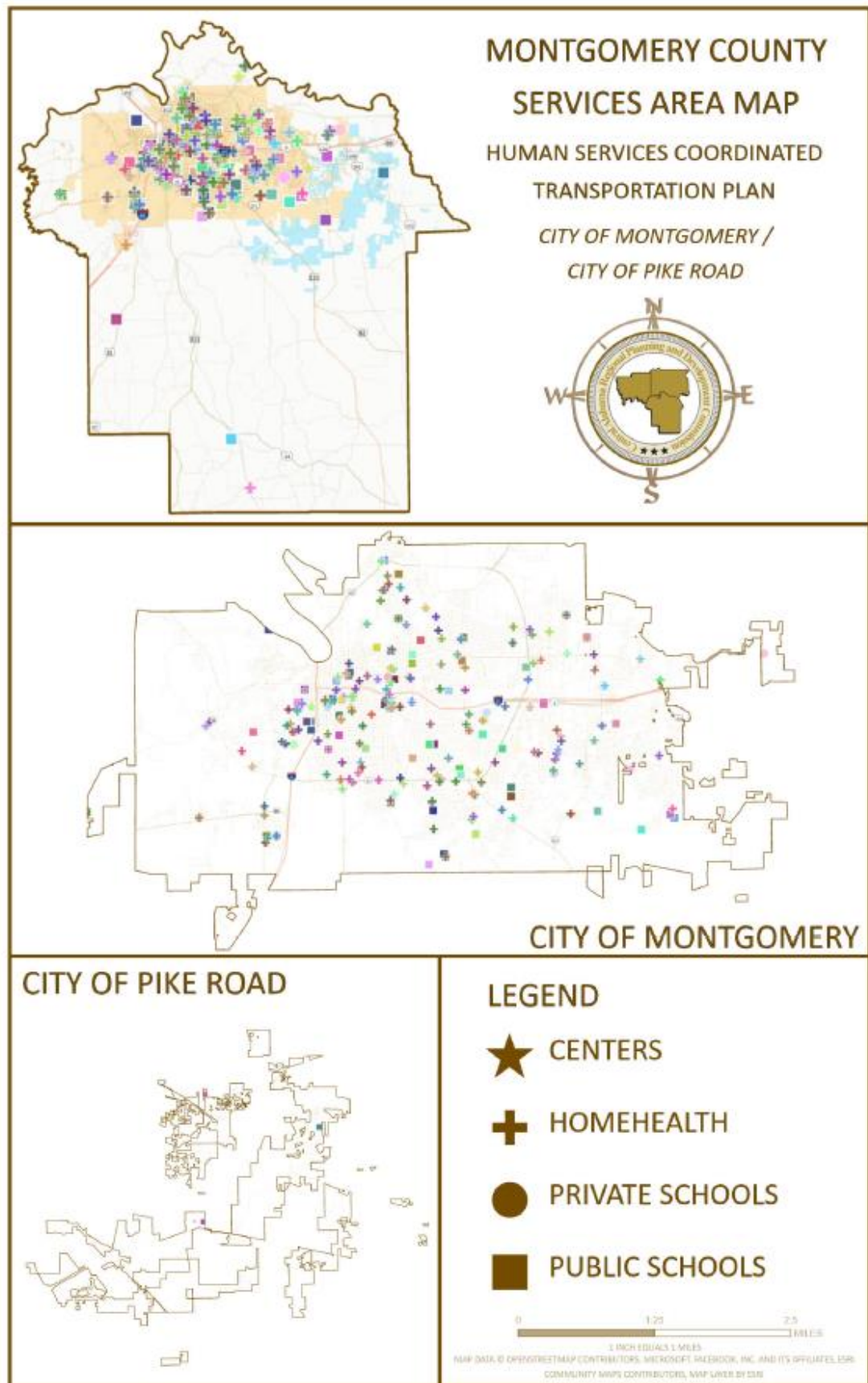
Central Alabama. They provide financial assistance for transportation to and from cancer treatments and help patients get prescription medications for free or at low-cost. The Foundation also advocates for patients negotiating insurance issues and guides them through government programs like Medicaid or Social Security. They annually serve around 1,000 to 1,500 clients from 28 to 32 counties in Central Alabama. The Foundation provides cancer-related transit through Transportation Assistance Program, which provides around 7,000 to 7,500 patient trips annually. These trips include chemotherapy and radiation treatments, as well as cancer-related doctor appointments. Methods of transit support include paid transportation, bus tickets, and gasoline vouchers. The Foundation observes a continued need for non-emergency transportation for their target population; cancer patients are sometimes unable to work, become financially strained by medical costs, and cannot drive themselves to medical appointments due to illness or age. The Montgomery Cancer Wellness Foundation has managed a Section 5310 grant for the past 18 years. They have applied for 5310 in the FY26 cycle and are requesting funding for purchased transportation.

- *River Region United Way* unites donors and volunteers with community partners to improve the quality of life for all citizens of the River Region. They presently fund 34 programs from 32 area agencies which serve the human service needs of 135,000 citizens in the Region. During the Annual Needs Assessment, they have determined that there are transportation needs for Autauga, Elmore, Lowndes, Macon and Montgomery Counties.
- *The Central Alabama Veterans Health Care System (CAVHCS)* is a two-division health care system located in Montgomery and Tuskegee, AL, that provides a broad range of inpatient and outpatient health care services. Outpatient care is also provided at four community-based outpatient clinics located in Monroeville, Dothan and Fort Rucker, AL, and in Columbus, GA. CAVHCS is part of the Veterans Integrated Service Network (VISN) 7 and serves a Veteran population of about 134,000 in 43 counties in the central and southeastern portions of Alabama and western Georgia. To enhance the services provided by CAVHCS, the facility implemented the Veterans Transportation Service (VTS) program in 2014. The VTS program's mission is to improve the quality of life and the healthcare experience for Veterans. This is done by increasing access to healthcare through integrated and cost-effective transportation solutions. The VTS vision is to overcome barriers to healthcare, by assuring effective and efficient transportation. The overall goal of the VTS program is to increase access to care for our Veterans, provide Patient Centered Care and provide cost avoidance benefits, while also offering world class transportation to the Veterans who need it most. Currently, CAVHCS offers hourly shuttle transportation between the Montgomery and Tuskegee campuses. CAVHCS also offers shuttle to and from the Atlanta and Birmingham VA Medical centers daily. Additionally, CAVHCS offers door-to-door transportation for Veterans with a verified need and medical appointment or who are wheelchair bound.
- *Mercy House and Ministry About People (MAP)* is a non-profit organization that serves underserved populations within the greater Montgomery community with programs ranging from after school tutoring programs, daily meals, hygiene, and other support services. Two case workers provide resources to assist those in need as well. The services are inclusive, without regard for age or ability. Mercy House serves senior adults (55% of the individuals served are more than 55-years old), those with disabilities (mental or physical) and all that are dealing with challenges – for themselves or for their families. Since 2012, Mercy House has assisted those in need that are dealing with poverty and

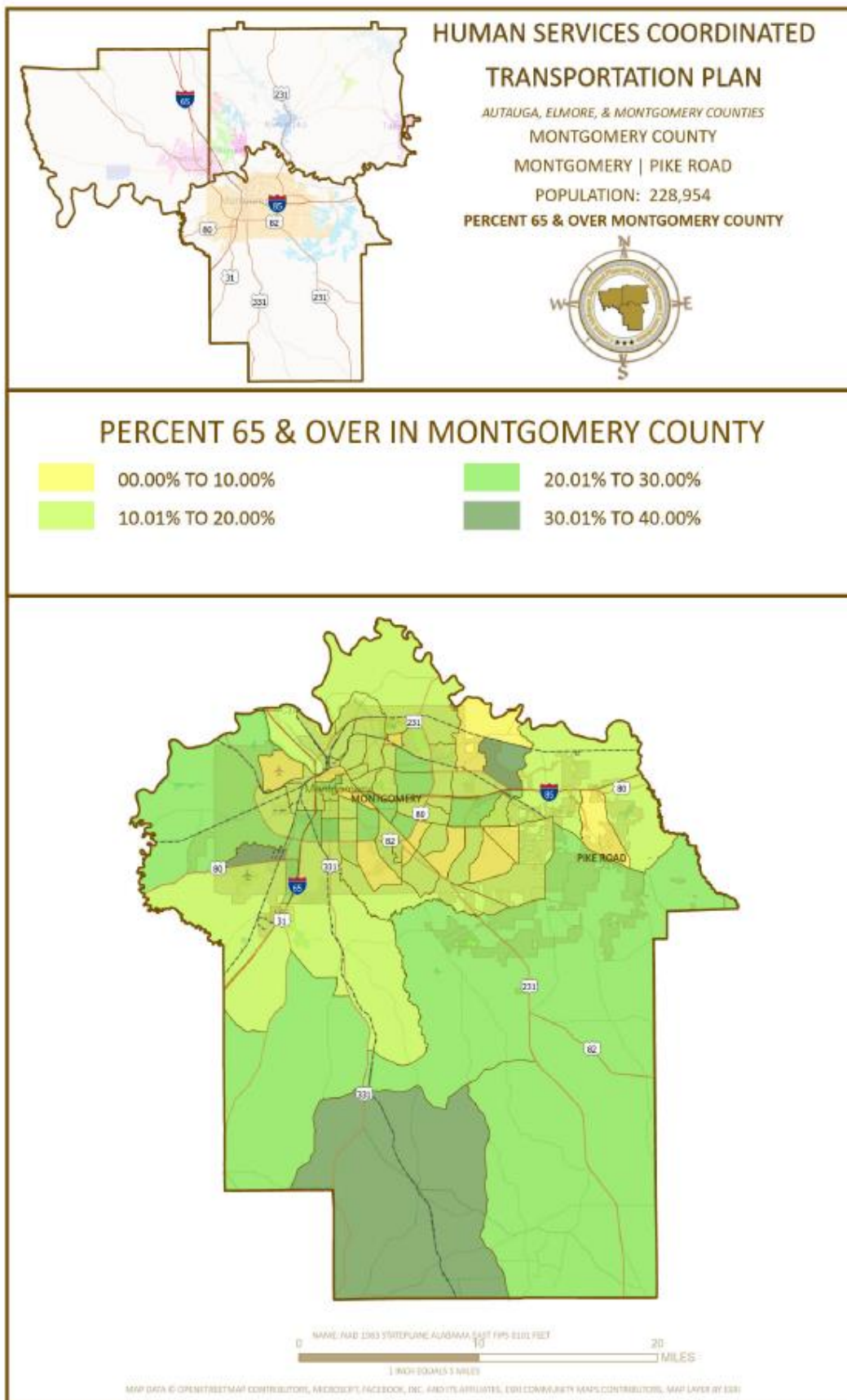
poverty related issues. From a location on Council Street in West Montgomery, Mercy House has various services including shelter, meals, counseling, transitional housing, advocacy, and outreach (such as help in gaining personal ID, driver license, and other personal and family assistance). Mercy House and MAP transports students from five schools to MAP Center for the After School Tutoring Program (4pm-6pm) and then home in the evenings. Other MAP programs require transportation, including adult education classes, workforce development and job placement. The key objective of MAP is to provide door-to-door services for program participants, taking them from MAP Center to their job and then returning to MAP Center. In addition to educational programming, Mercy House provides 150 meals a day, while MAP delivers prepared meals and groceries from Manna House (food preparation and distribution center) to the greater Montgomery community. Those served include senior adults, homebound adults, and adults with disabilities (and their families). The Mercy House/MAP transportation team provides vans, bus and car services for those that need to get to an appointment – doctors, clinics, clerk’s office, DOT and other essential actions to assist their needs. There is continued need for resources to acquire and maintain normal and specialized vehicles for senior and handicapped populations within communities served by Mercy House and MAP.

Private Systems:

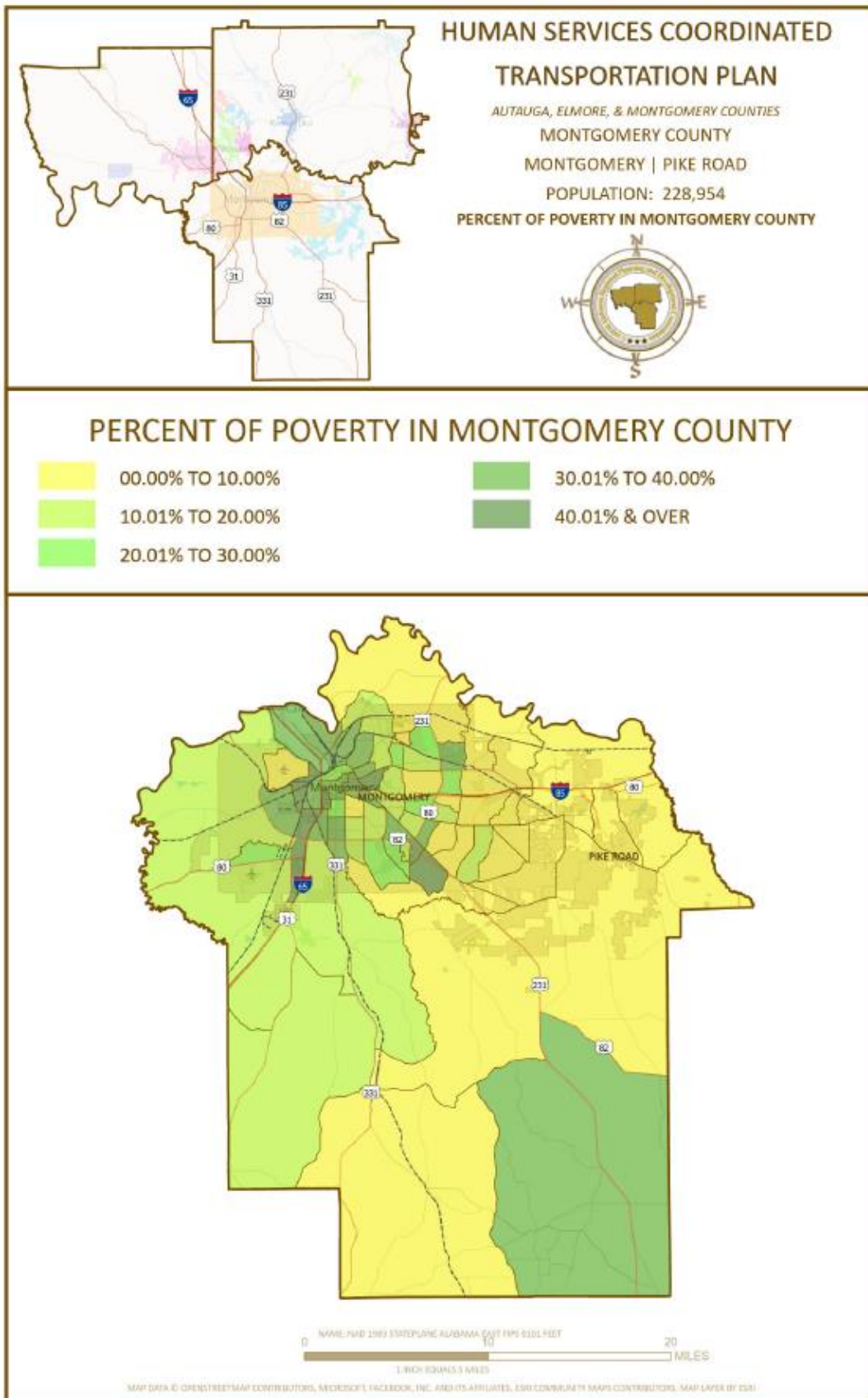
- *Checker & Deluxe Cab Co. Inc.* provides medical transportation for VA patients in the River Region as well as for disabled persons and anyone who is in need for transportation, at a flat rate. They have expressed a need for funding for additional vehicles to reach more areas in the Region and surrounding counties. They wish to expand their services to accommodate more non-emergency transportation needs.



MAP 9 - MONTGOMERY COUNTY SERVICES



MAP 11 - MONTGOMERY COUNTY ELDERLY DENSITY



MAP 12 - MONTGOMERY COUNTY POVERTY DENSITY

REGIONAL TRANSPORTATION NEEDS AND BARRIERS

During the HSCTP meeting held with regional and state transportation stakeholders, CARPDC requested commentary on the needs and general shortfalls in transportation services in the Region. The following represents a compilation of the information provided.

Access to Health Care Providers

Access to physicians, hospitals and other health care providers is a major issue in the region as pointed out by both Elmore and Autauga County DHR. While some agencies provide access to their facilities for their clients, the average citizen in our target group has no, or very limited, access to basic health care. Tallassee Community Hospital pointed out that without reliable transportation many of their patients end up canceling diagnostic appointments. Additionally, Baptist South Hospital explained that due to location and timing of transit stops it is extremely difficult for night shift workers to make it to the doctor or hospital.

While there are some transportation providers that offer this type of transportation, in some cases it must be scheduled days in advance and requires that the client spend an entire day getting to and from their destination. This, of course, is out of the question for working people, and those with young children, and is at best extremely inconvenient for others.

Access to Employment and Job Training

AIDT reported that many of their trainees have difficulty getting to job training classes. The Family Support Center also reported that many of their clients do not have access to transportation to their jobs. Again, this highlights the issue of the lack of availability and affordable transportation and a route schedule that can provide service during optimal time periods. It becomes clear that access to job training is critical to obtaining employment, and employment is critical to the ability to afford needed transportation. Furthermore, as pointed out by Autauga County DHR, many clients in our target population group hold non-traditional jobs and/or work shift work which makes the need for around-the-clock transportation even more critical.

Senior Adult Services

Several of the Region's senior centers and senior services providers, including Central Alabama Aging Consortium, expressed that there is an ongoing need for transportation services among the Region's senior adults. These needs vary from the need for transportation to the grocery, doctor, senior center and other routine daily activities. It is well known that the US senior population is aging rapidly, as the "baby boomer" generation enters retirement, and with this the needs of low income and non-driving seniors for affordable, reliable transportation will continue to grow. Access to healthcare, healthy food choices and social services are important to the entire target group, not the least of which will be the senior adults, one of the most fragile of that group.

Another need mentioned was that of trained drivers for senior center vans. Communities that have a senior center vehicle available often find maintaining a driver difficult and often have days when there is no one to drive.

Non-emergency Transportation

In addition to the urgent need for transportation to and from doctor appointments, the hospital, access to food, senior services and employment; there is an obvious need for transportation services for simple daily activities for persons with and without disabilities. The ability to go to the grocery or pharmacy, to access personal care services such as beauty and barber shops, clothing retailers, or simply to visit friends and family are basic daily human activities. People without access to transportation lose their independence and their ability to interact with society. This can in turn lead to mental health issues such as depression, and physical issues such as inactivity resulting in obesity which further leads to other health related issues. Thus, we begin the cycle of the need for transportation to the doctor and hospital.

The rural homeless also require this “non-emergency” transportation service to access homeless shelters and other social services that are primarily located within the limits of major metropolitan areas. Regional Extension Services and other non-emergency service providers have also indicated the need for non-emergency transit services to allow their clientele to access their services and to allow them to provide additional services which require travel for non-emergency purposes.

Strategies to Address Needs and Barriers

Regrettably, the gaps and barriers to transportation in the Central Alabama Region remain much the same as they were when the original HSCTP was drafted. As mentioned above, availability, scheduling, cost, and distance to needed services remain the primary transportation barriers affecting our target populations.

Much like in many parts of the state, governments are looking toward more motorless friendly forms as an alternative method of transportation. On September 29, 2020, the National Highway Traffic Safety Administration hosted their first National Pedestrian Safety Month Kickoff. This event was created in efforts to show the nation’s support of pedestrian and bicyclist safety.

During a previous HSCTP stakeholder meeting, a number of possible strategies for addressing the barriers were proposed. Additionally, a 2014 report from the Alabama Department of Public Health (ADPH) provided recommendations for possible solutions to health care transportation barriers, below is a discussion of some of these possible solution strategies. Solutions discussed in CARPDC’s Transit Feasibility Evaluation from 2025 are also included below.

Coordination among Existing Services

Several suggestions regarding coordination among existing services were mentioned as one possible solution to the lack of transportation. This recommendation deals primarily with the issues of scheduling and availability. It is felt that there is some degree of overlap between existing service providers, and that coordination among them could eliminate this overlap and provide more efficient use of resources.

Along the same lines, the issue of dispatching transportation by private transportation service providers was discussed. The limited number of such providers and the amount of territory to be covered by them created chaos from a dispatching standpoint. It was felt that some form of centralized dispatch provider that could contact the transportation provider in closest proximity to

the client would cut down on costs for the provider and the client as well as on waiting time and availability issues for the client. It was suggested that perhaps an existing agency such as 211 might be able to take on this task and create a more organized method for scheduling and dispatching transportation services to clients.

Efforts should be continued to coordinate transportation services so that rural and urban areas are served by a total transportation network. While distribution of services need not be equal, it should be equitable as it relates to the distribution of our target populations throughout the Region. Sharing of resources should be encouraged to make more efficient use of the Region's resources, ranging from: maintenance facilities, dispatch functions, call center operations, administration processes, grant writing, driver training, and more.

Involving Community and Faith-based Organization in Providing Transportation Services

Many community service organizations and faith-based organizations have access to vehicles which go unused for a majority of the time. It was felt that if issues of funding, access to qualified drivers and liability could be overcome, these vehicles could be utilized to provide transportation, during non-traditional hours, to those needing rides to work, school or health care services. One possible way to resolve some of the issues this solution creates is the formation of a co-op among these vehicle owners that could be used to cover the cost of additional insurance, and the recruiting of drivers.

Implementing Micro-Transit

Micro-transit is one the recommendations within CARPDC's Transit Feasibility Evaluation by Sain Associates ("Transit Study"). Micro-transit involves taking existing vehicles that operate on a fixed-route or schedule basis and creating support for them to be on-demand vehicles. Between a vehicle's traditional hours, a micro-transit software like a phone-app or website can assign passengers to the vehicle as needed.

Micro-transit can service rural or low-income individuals that may be out of reach of the region's traditional transportation hubs like the M. This system can cut down costs on needing more vehicles and can increase the efficiency of existing, but underutilized vans. A micro-transit system can also meet demands for non-emergency transportation during evenings and weekend hours when traditional work-hour systems may be unavailable.

As discussed with the previous sections, there may already be existing organizations in Central Alabama with the capital (vehicles and drivers) to support this model but lack a networking system to coordinate rides. The Transit Study recommends reaching out to micro-transit providers like Via Transportation to get a cost estimate of providing the service in Central Alabama areas.

Combining Micro-Transit with "Commingling"

Additionally, the Transit Study includes a piece from Via Transportation on "Commingling" – a model that coordinates traditional on-demand transit with scheduled paratransit. Through a commingling service, a vehicle that is ADA compliant can service paratransit on scheduled time and then service micro-transit between booked trips. This can help consolidate vehicles and staff and help reduce costs. The model could also increase ridership in underutilized vans and/or address the demand for disability-friendly transit. If The M's Transit or Paratransit systems are

seeing blocks of low ridership, the two could approach commingling to increase utilization and address any overlaps in service.

Expansion of M Line to Southern Montgomery

Another recommendation from the Transit Study involved an expansion of the Montgomery Transit M Line to the Hyundai Motor Manufacturing Factory near Hope Hull. Though the Hyundai factory is a hub for industry jobs, there is currently a lack of public transit access to their location. An expansion to the Hyundai factory would create a fixed-route to southern Montgomery County – a service that has been in high demand. Not only would low-income residents in Montgomery City be able to access work in the Hyundai factory or nearby workplaces, but those living near Hope Hull could also access work within the city.

Creating a New Transportation Provision Models

It has been suggested that a new transportation provider be created along the model of the Kid One Transportation Service. This service would involve the coming together of multiple organizations to find a solution to the many problems created due to a lack of reliable transportation for our citizens. Another possible model is that of a demand response rural transit system previously managed through CARPDC and sponsored by its member governments. Such a system could provide much needed linkages between existing systems such as The M and the Autauga Rural Transit System as well as providing odd hour transportation to work and school. CARPDC has worked with a transportation consultant on a transit feasibility study to address gaps in service.

We should also continue to work toward the provision of a circulator service in both urban and rural areas that provide access to shopping, food, jobs and healthcare as well as to leisure activities. This will help to reinforce and encourage individual self-sufficiency and reduce dependency on social services.

Providing Networking Opportunities for Area Transportation Providers

The value of CARPDC's Stakeholder meeting was mentioned as a possible way to create momentum to advance the exploration of transportation solutions. A quarterly meeting could be scheduled to brainstorm, create plans of action and implement various solutions as they are presented. Additionally, the formation of panels to deal with specific shared issues might be a way to deal more deeply with barriers affecting one or more groups of providers or users of transportation services.

Support Funding for Region's Agencies Providing and/or Needing Transportation Related Services

It is important to support requests for funding from Regional Agencies to establish, enhance and further their transportation service provisions to their clientele and for the Region's target populations. These agencies include, but are not limited to:

- The Alabama Kidney Foundation
- Family Sunshine Center
- Montgomery County and Autauga-West Elmore ARC
- Central Alabama Aging Consortium
- Central Alabama Veterans' Health Care Center
- Autauga Family Support Center
- Autauga/Elmore/Montgomery County Senior Services
- Autauga and Elmore County DHR
- ARC of East-Elmore County
- Elmore County Extension Service
- Central Alabama Easter Seals
- The M and Montgomery Area Paratransit
- Towns, Cities and Counties of Central Alabama Region

Support Private Transportation Providers

Work with private transportation providers to fill service gaps, such as evenings, weekends and out-of-area service. Develop a reasonable rate scale and have it published in locations accessible to our target populations. Promote alternative transportation systems such as car and van pools, and the use of private providers to transport target populations to employment centers, health care facilities and other daily needs, particularly in areas where public transit is not available. Work to provide better connections to existing commercial transportation service providers that reach beyond the Central Alabama Region.

Educate Target Populations and General Public Regarding Transportation Services

Expand the general public's knowledge of transportation resources available in the Region, including the use of 211 and 311 information networks. Provide information on the availability of public/private transportation systems, such as CommuteSmart and Kid One, and their routes/services.

Conclusion

Providing vulnerable populations with reliable transportation services is a monumental undertaking for any region; however, it is also a key steppingstone for accessing basic human needs such as food, health care and employment.

The Human Service Coordinated Transportation Plan is also a key steppingstone, and a call to action, for regional agencies, service providers and local governments to come together to find workable solutions to the transportation gaps in our area. This Plan accomplishes nothing on its own, but rather provides a starting place for the Central Alabama Region to begin working together to solve the transportation shortfalls that so dramatically affect our citizens.

The next steps in this process should be to:

- Form stakeholder committee and continue meeting together.
- Develop action items for the accomplishment of the HSCTP elements.
- Implement those action items through the use of all available resources in our Region.

The Central Alabama Regional Planning and Development Commission pledges to provide support to public agencies, private entities and individuals who are working to improve access to reliable transportation for the citizens of Central Alabama.

CARPDC welcomes feedback on the content of this plan. Please direct all inquiries to Broxton Sanders, Planner II at bsanders@carpdc.com or at 334-262-4300.

APPENDICES

APPENDIX A

MONTGOMERY METROPOLITAN PLANNING ORGANIZATION (MPO)

MONTGOMERY METROPOLITAN PLANNING ORGANIZATION

INTRODUCTION

Each metropolitan planning organization, as a condition of the receipt of Federal highway and transit capital or operating assistance, is required to have a transportation planning process. Required by this process is the development of a long-range transportation plan, a short-range transportation improvement program, an effort to plan public transportation, outreach and notification to low-income and minority populations, and a planning work program, which includes other planning and project development activities to address transportation issues in the study area.

The Metropolitan Planning Organization (MPO) is the group of elected officials responsible for making transportation decisions in the MPO study area. The MPO is designated by the Governor, in agreement with local governments. The City of Montgomery is the designated recipient of the United States Department of Transportation planning funds for use in performing transportation planning work for the MPO, due to being the initial core urbanized area of the Metropolitan Statistical Area (MSA). These funds are provided on a pass-through basis, by the Alabama Department of Transportation by means of a continuing agreement. The MPO is responsible for having a continuous, cooperative and comprehensive transportation planning process that results in plans, programs and projects that consider all transportation modes and support metropolitan, community, economic development as well as social goals.

Organization: The Montgomery Area Transportation Planning Process is conducted by the Metropolitan Planning Organization (MPO). The MPO includes elected officials of political jurisdictions within the Study Area Boundary, as well as a representative of the Alabama Department of Transportation Sixth Division. The MPO provides its members a forum for cooperative, continuous, and comprehensive decision-making regarding projects which may have regional impacts in addition to the more obvious local ones.

Study Area: The study area represents the area that the MPO has predicted to be urbanized by the forecast year of their long-range transportation plan, in our case, by the year 2040. All MPO plans, programs, and projects are limited to the study area. The Census Bureau determines the urbanized area. The Montgomery Area MPO Study Area encompasses portions of Autauga, Elmore, and Montgomery County

Agreement: One of the early steps in any transportation planning process is the development of an agreement. The agreement legally delineates the concerned governmental entities, defines the duties of each entity, and outlines the organization structure of the MPO. The first agreement of the Montgomery MPO was executed in 1973. The most recent agreement was executed in March 2015. The 2015 agreement is between the City of Montgomery, Montgomery County, City of Prattville, Autauga County, City of Wetumpka, City of Millbrook, Town of Coosada, Town of Pike Road, Town of Deatsville, Town of Elmore, Elmore County, Alabama Department of Transportation, and Central Alabama Regional Planning and Development Commission (non-voting status).

Legal Reference: United States Code 134, Title 23, requires that a Metropolitan Planning Organization (MPO) be designated in urbanized areas with a population exceeding 50,000 persons.

PRODUCTS OF THE TRANSPORTATION PLANNING PROCESS

Transportation Improvement Program: The Transportation Improvement Program (TIP) is a list of transportation projects developed by the Montgomery Metropolitan Planning Organization (MPO). The 17-member MPO has elected representatives from the Town of Coosada, the City of Millbrook, the City of Montgomery, the City of Prattville, Town of Pike Road, Town of Deatsville, Town of Elmore, and the City of Wetumpka, as well as County Commission representatives for Autauga, Elmore, and Montgomery Counties. The Alabama Department of Transportation Southeast Region Engineer and the City of Montgomery Director of Planning and Development also serve on the MPO as voting members and are not elected to an office. The MPO non-voting members also contribute to the planning process. The projects in the TIP are taken from the *Montgomery Study Area 2040 Long Range Transportation Plan* with the exception of safety, resurfacing, and few other special types of projects. In most cases, the *2040 Long Range Transportation Plan* projects must be done in phases through the TIP.

Long Range Transportation Planning: MAP-21, the Moving Ahead for Progress in the 21st Century Act, requires that each MPO develop an intermodal transportation plan with at least a 20-year horizon. The Long Range Transportation Plan addresses the federal planning requirements that are the responsibility of the Metropolitan Planning Organization (MPO) as the organization authorized to carry out the transportation planning process.

Specific LRTP requirements are itemized in CFR Title 23, Section 450.322. The LRTP must contain the following elements and perspectives:

- Address a 20-year planning horizon;

- Include long-range and short-range multimodal strategies that facilitate efficient movement of people and goods;
- Be updated at least every five years to keep consistent with existing conditions plus re-evaluate proposed plans, programs and projects;
- Identify transportation demand over the plan horizon;
- Include citizen and public official involvement and participation in the plan development process;
- Consider local comprehensive and land use plans; and
- Include a financial plan.

The development of the LRTP is a collaborative effort using input provided from regional government, agencies, citizens, committees and staff. The projects included in the LRTP will ultimately fold into a regional Transportation Improvement Plan (TIP). The current LRTP, the Montgomery Study Area 2035 Long Range Transportation Plan, was adopted in July 2010.

The Montgomery Study Area 2040 Long Range Transportation Plan, is scheduled to be adopted in September 2015 with a draft being circulated for public comment in July of 2015.

Bicycle and Pedestrian Plan: Since November 2010, the Montgomery Metropolitan Planning Organization's [Transportation Planning Staff](#) has been working with local governments, businesses, nonprofit organizations and the general public to update the Montgomery MPO Bicycle and Pedestrian Plan adopted in 2003. The plan will help establish bicycle and pedestrian transportation priorities for portions of Autauga, Elmore and Montgomery Counties including the municipalities of Coosada, Deatsville, Elmore, Millbrook, Montgomery, Prattville, Pike Road and Wetumpka. The Montgomery MPO 2012 Bicycle and Pedestrian Plan serves as a guide for bicycle and pedestrian project implementation. The 21-month process was split into three phases: information gathering, public comment on preliminary bicycle and pedestrian facilities, and public comment on the Draft Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan

Public Involvement Plan: Public involvement is the process of involving the public in the early stages of the transportation planning process through completion. Public involvement is a critical component in the transportation planning process. Through meaningful consideration and input from interested citizens, needs from all modes of the public transportation system become a shared mission with technical planning staff and policy makers. For the transportation community, involving the public in planning and project development poses a major challenge.

The Goals of the Montgomery MPO Public Involvement Process Include:

- Raise the level of understanding of the transportation planning process in the MPO transportation study area and identify how interested citizens can become involved.
- Provide the public with opportunities for involvement in the transportation planning process.
- Identify and involve traditionally underserved communities (those communities with high concentrations of minority, low-income, or elderly populations) in the transportation planning process.
- The Montgomery MPO's public involvement goals, policies, and procedures are described in the Public Involvement Plan or P.I.P

COMMITTEES

The Montgomery Area Transportation Study process is carried out by the Metropolitan Planning Organization (MPO). The MPO has two advisory committees. The MPO Policy Board is the official decision-making body of the process.

The MPO Policy Board has two advisory committees which include: (1) The Technical Advisory Committee (TAC), which coordinates and advises the MPO on technical matters of projects, plans and programs, and (2) The Citizens Advisory Committee (CAC), which advises the MPO on the general public's perspective on projects, plans and programs.

The MPO has the ultimate authority on all transportation planning decisions, but the advisory committees make recommendations to the MPO that shape the transportation planning process. The activities of the TAC and the CAC are governed by the MPO.

Metropolitan Planning Organization (MPO): The MPO serves as the official decision-making body for the Montgomery Area Transportation Planning Process. The MPO oversees how federal transportation dollars are spent in the transportation study area. The MPO's responsibilities include the review and approval of all plans, programs, and projects, and regulating the TAC and CAC functions.

The MPO is composed of seventeen (17) voting members and eight (8) non-voting members.

Technical Advisory Committee (TAC): The Technical Advisory Committee (TAC) provides technical guidance to the MPO. The TAC reviews plans, programs, projects, studies, and reports and provides the MPO with recommendations concerning them.

The TAC also serves as a coordinating forum for all agencies involved in the transportation planning process. Participants on the TAC include municipalities, counties, the Alabama Department of Transportation, the Federal Highway and Transit Administration and other selected transportation interests.

The Technical Advisory Committee is composed of twenty-one (21) voting members and six (6) non-voting members.

Citizens Advisory Committee (CAC): The Citizens Advisory Committee (CAC) is made of twenty-five (25) citizens from the Montgomery Area MPO Study Area. The voting MPO members appoint CAC members.

The CAC was established to help provide and encourage active citizen participation in the transportation planning process, and also to advise the MPO of the citizen's perspective on transportation planning plans, programs, and projects.

APPENDIX B

CENTRAL ALABAMA RURAL PLANNING ORGANIZATION (RPO)

RURAL PLANNING ORGANIZATION OF CENTRAL ALABAMA

INTRODUCTION & BACKGROUND

The Rural Planning Organization (RPO) serves as a link between ALDOT and those local governments and unincorporated areas not included in the boundaries of the Metropolitan Planning Organization's (MPO). Much like an MPO, the RPO provides structure to the transportation planning process for these rural areas, unlike the MPO, at this time the RPO's documents and recommendations are only advisory and no funding is available through the RPO for project development.

Organization: The Rural Planning Organization of Central Alabama consists of one committee referred to as the Policy Committee. This Committee is comprised of elected officials, technical advisors, and citizens from the three counties which make up the Central Alabama Region.

Study Area: The study area includes those portions of the three counties service by the Central Alabama Regional Planning & Development Commission (CARPDC), not included in the MPO boundaries. Those counties include Autauga County, Elmore County and Montgomery County.

Laws and Regulations Concerning RPOs: The laws requiring Departments of Transportation to develop nonmetropolitan cooperation processes are found in Title 23, U.S. Code (SC) 135 and 505. Title 23 was amended by the Moving Ahead for Progress in the 21st Century Act (MAP-21) for Statewide and Nonmetropolitan Transportation Planning and Programing in Sections 1202 and funding features in 52005 respectively. The actions are duplicated for public transit in Title 49, U.S. Code Sections 5304 and the formula funding features are in 5338.

The rules regarding the nonmetropolitan cooperation process are published in the Code of Federal Regulations (CFRs) as Title 23, Part 450. The Code was superseded or amended by MAP-21 Section 1202 and 20006, in July 2012. These regulations require States to consider the concerns of local elected officials when carrying out statewide transportation planning, to develop a process to cooperate with nonmetropolitan local officials regarding transportation issues, and to cooperate with nonmetropolitan officials when development the statewide transportation plan and the statewide transportation improvement program (STIP).

PRODUCTS OF THE RURAL TRANSPORTATION PLANNING PROCESS

Work Program: The RPO work program provides the budget and work tasks necessary to accomplish and maintain the rural transportation process within the study area. The Work Program is developed to coordinate transportation and

related planning activities for a cooperative, continuing and comprehensive planning process. The primary objective of the Work Program is the development of an integrated planning program that considers the planning activities of each RPO member government or area and coordinates these activities to produce a transportation plan that serves all segments of the population.

Safety Program: The RPO surveys its members annually to identify safety concerns within the RPO area. Concerns received are usually low-cost project that have the potential to reduce traffic accidents. The results of these surveys are compiled by County and forward to the county engineers and ALDOT. At the beginning of each new fiscal year a new survey is conducted which includes questions regarding the resolution of past safety issues.

Policy Committee Make-up and Responsibilities: The Policy Committee of the RPO of Central Alabama is made up of the following persons:

Voting Members:

- Two (2) representatives from each of the three member counties, appointed by the county commission.
- One (1) representative from each of the four (4) member municipalities, appointed by the Town/City Council.
- The Executive Director of CARPDC
- The 6th Division Engineer from ALDOT
- The three (3) county engineers from each of the three member counties.

Non-Voting Members:

- One representative from the Town of Pike Road who has areas within both the MPO and RPO and is a voting MPO member.
- FHWA Division Administrator
- ALDOT Transportation Planning Engineer
- Chair of the Montgomery MPO
- Transportation Services Providers from the RPO area

The Policy Committee is responsible for providing guidance for the transportation planning process; review and approval of all plans and programs which are developed by the process; appointing personnel necessary to fulfill and complete the duties and tasks of the process; taking official action on committee recommendations and other matters pertaining to the planning process; adopting transportation goals to guide the planning process; submitting plans and recommendations to participating agencies and obtain resolutions for adoption from governing agencies; changing the designated membership as deemed necessary; and insuring that citizen participation is achieved in the transportation planning process.

APPENDIX C

CENTRAL ALABAMA REGIONAL PLANNING AND DEVELOPMENT COMMISSION HSCTP PUBLIC MEETING

NOTICE OF PUBLIC HEARING

Notice is hereby given of a public hearing co-hosted by the Central Alabama Rural Planning Organization (CARPO) and the Central Alabama Regional Planning and Development Commission (CARPDC). This hearing will occur at 10:00 AM on July 23, 2025. This meeting will be held in the CARPDC boardroom located at:

430 South Court Street
Montgomery, AL 36104

This hearing shall include a review of the Human Services Coordinated Transportation Plan, noted service gaps in the region, and an opportunity for all parties to provide feedback.

All interested parties are invited to attend. Those requesting accommodations, including virtual attendance options, are asked to please contact Broxton Sanders, Planner II & Transportation Planning Process Coordinator, at (334) 262-4300 or bsanders@carpdc.com.

HSCTP July 23, 2025 - Public Meeting Agenda

PUBLIC MEETING HUMAN SERVICES COORDINATED TRANSPORTATION PLAN WEDNESDAY, JULY 23, 2025 10-11 A.M.

10:00 A.M. WELCOME – *Broxton Sanders, Planner II, CARPDC*

**10:10 A.M. REVIEW OF TRANSIT NEEDS ASSESSMENT –
*Broxton Sanders, Planner II and Sandhu Aladuwaka, Planner I, CARPDC***

- What Services are currently being provided and by whom.
- What Services are still needed
- How do we fill these gaps

**10:40 A.M. EXPLANATION OF TRANSPORTATION FUNDING
PROGRAMS – *Broxton Sanders***

**10:50 A.M. REQUEST FOR COMMENTS BY INTERESTED PARTIES
AND MEMBERS OF THE PUBLIC**

11:00 A.M. ADJOURN

HSCTP – SIGN-IN SHEET

#	Name	Signature
1	Zachary Bigley, Mayor <i>Town of Pine Level</i>	
2	Gary Davenport, Mayor <i>Town of Eclectic</i>	
3	Clayton Edgar, Mayor <i>Town of Deatsville</i>	
4	Howard Harrison, Mayor <i>Town of Billingsley</i>	
5	Sarah Hill, Mayor <i>City of Tallassee</i>	
6	Jim Houston, Mayor <i>Town of Coosada</i>	
7	Al Kelley, Mayor <i>City of Millbrook</i>	
8	Curtis Stoudemire, Mayor <i>Town of Autaugaville</i>	
9	Gordon Stone, Mayor <i>Town of Pike Road</i>	
10	Magaret White, Mayor <i>Town of Elmore</i>	
11	Jerry Willis, Mayor <i>City of Wetumpka</i>	
12	Carolyn Bern <i>Alabama Department of Public Health</i>	
13	Rhonda Mann <i>VOICES for Alabama's Children</i>	
14	Dr. Trayce Strichik <i>VOICES for Alabama's Children</i>	
15	Kenyatta Johnson <i>Autauga/Western Elmore County ARC</i>	

#	Name		Signature
16	Marcie Prescott <i>Alabama Kidney Foundation</i>		
17	Amber Austin <i>Checker & Deluxe Cab Company</i>		
18	Debbie Lynn <i>Easter Seals Central Alabama</i>		
19	Katherine Rodman <i>Family Sunshine Center</i>		
20	Marsha Hinkle <i>Kid One Transport</i>		
21	Cynthia Jackson <i>Autauga County Senior Services</i>		
22	Michelle Wood <i>Elmore County DHR</i>		
23	Luke McGinty <i>Elmore County Engineer</i>		
24	John Mark Davis <i>Autauga County Engineer</i>		
25	George Speake <i>Montgomery County Engineer</i>		
26	Rose Thomas-Williams <i>Autauga County Rural Transportation</i>		
27	Pastor Richard Williams <i>Metropolitan United Methodist Church</i>		
28	Ayanna Sterling <i>Metropolitan United Methodist Church</i>		
29	Chessie Mann <i>Mid Alabama Coalition for the Homeless</i>		
30	Timera Cooper <i>HandsOn River Region</i>		

#	Name		Signature
31	Jeffrey McInerney <i>Alabama Department of Transportation</i>		
32	Samuel Tensley <i>Montgomery Transit</i>		
33	Casey Lewis <i>City of Montgomery</i>		
34	Brent Kennington <i>Montgomery Transit</i>		
35	Cody Calhoun <i>Montgomery Transit</i>		
36	Yolanda Jackson <i>Central Alabama Aging Consortium</i>		
35	Robert Smith <i>City of Montgomery</i>		
36	Brenda Robertson Dennis <i>Millbrook Area Chamber of Commerce</i>		

GUESTS SIGN IN

1. Brent Kennington, the M
2. Cody Calhoan the M Transit
3. CARY Cox MONTGOMERY CLANBER
4. Marion Collins Giles MONTGOMERY County
5. Robert Smith City of Montgomery
6. Natasha Miles city of Montgomery
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APPENDIX D

CENTRAL ALABAMA HSCTP CONTACTS

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APPENDIX E

LIST OF SERVICES BEING PROVIDED

WHAT SERVICES ARE CURRENTLY BEING PROVIDED?

GENERAL SERVICES TRANSPORT:

- **The M** – Public bus system within Montgomery City.
- **Montgomery Area Paratransit:** Provides ADA compliant transit for people in Montgomery City who cannot ride the M.
- **Autauga County Rural Transportation** – Appointment-based transit for employment, healthcare, and senior centers within Autauga County.
- **Independent Rights & Resources** – Helps disabled individuals in Montgomery get bus passes and helps them navigate local transit options.

SENIOR CITIZEN TRANSPORT:

- **Autauga County Senior Services** – Has five 5310 buses that transport seniors to everyday outings/errands.
- **City of Wetumpka** – Has one 5310 van to provide transit service for Wetumpka Senior Center, five days a week.
- **Central AL Aging Con.** – Contracts and pays for transportation with contracts with cities and rural areas in addition to private companies.
- **Town of Eclectic** – Has one van that provides rides to and from the Eclectic Senior Center.

HEALTHCARE TRANSPORT:

- **Alabama Medicaid NET (Non-Emergency Transportation)** – Reimburses rides taken to Medicaid covered doctors' appointments.
- **Veterans Transportation Program** – Provides free rides for veterans to and from VA Medical Centers located in Montgomery and Tuskegee
- **Alabama Kidney Foundation** – Provides rides for low-income kidney dialysis patients.
- **Autauga-Western Elmore ARC** – Operates three 5310 that transport patients to residential and habilitation programs.
- **Kid One Transport** – Provides transport for children and expectant mothers to healthcare appointments
- **Checker and Deluxe Cab Co. Inc.** – Provides medical transportation for veterans and disabled patients in the River Region.
- **Montgomery Cancer Wellness Center** - Assists cancer patients get to treatments and appointments through bus tickets, paid transportation, and gas vouchers

WORKFORCE AND EDUCATION TRANSPORT:

- **Auburn University at Montgomery** – Provides fixed transport for faculty staff and students – airport transit for foreign students.
- **Family Sunshine Center** – Transports FSC participants to counseling services and gives rides to help clients search for employment and housing.

WHAT SERVICES ARE STILL NEEDED?

GENERAL SERVICES TRANSPORT:

- **MAP Center** – Lack of transportation for at-risk and homeless population within Montgomery.
- **HandsOn River Region** – Seniors and low-income residents need more visible and walkable access to M Line stations in Montgomery.
- **Autauga County Rural Transportation** – There is increasing demand for transportation across Autauga and Elmore County within Millbrook – which Autauga Rural Transport cannot provide.

SENIOR CITIZEN TRANSPORT:

- **Central Alabama Aging Consortium** – Senior centers in tri-county need non-emergency transportation to transport seniors to doctors' appointments and daily outings.
- **Town of Eclectic** – The Senior Center van is very old and needs to be replaced. There is also a consistent need for a senior van driver.

HEALTHCARE TRANSPORT:

- **Alabama Department of Public Health** – Rural areas need more free transportation to get to healthcare.
- **Alabama Kidney Foundation** – Dialysis patients are still relying on personal transportation to get to appointments.
- **Autauga-Western Elmore ARC** – There is a need for more vehicles, established routes, and drivers specialized to transport ARC's patients.
- **Family Sunshine Center** – Abuse survivors in rural areas have very limited transportation to access crisis services that are often in metro areas.
- **Community Hospital Tallassee** – There is a lack of transit for patients to make it to routine doctors' appointments, resulting in appointment cancellations.

WORKFORCE TRANSPORT:

- **Alabama Institute for Deaf and Blind** – A need for workforce transit for blind and deaf workers.
- **Elmore County DHR** – After clients complete JOBS social programs, they do not have sustainable, daily transport to get to their jobs. Also, there is a need for affordable transit for lower income Elmore Co. residents.
- **Mid Alabama Coalition of the Homeless** – Need for Transportation between rural Autauga and Elmore to jobs in Montgomery – many people at risk of losing jobs.

HOW DO WE FILL THESE GAPS?

- **Funding Opportunities** – Needed to support the system as a whole. Providers should be incentivized to pursue grants when possible and should have good information sources on grant opportunities.
- **Provider Inventories** – Existing transportation providers need to be investigated to figure out who can fill gaps in the region.
- **Coordination** – Communication should be established between private providers to reduce overlaps in services and schedules.
- **Centralized Dispatch** – Can help direct traffic flow to transit areas and reduce costs of operation.
- **Cross-County Workforce Transportation** – Transit services meant to support commutes across county lines could address this vital need for workers living far from their workplace. Another example could be creating a connecting transit service between Autauga Rural Transport and the M.
- **Community + Faith-Based Transportation** – There are vehicles owned by nonprofits and churches that could fill in the gaps for transit vans in other small groups, especially in rural areas.
- **Provider Networking** – Planned meetings between providers can help establish transit needs and solutions and create opportunities for more partnerships.
- **Transportation Panels** – In addition to networking, organizations could form panels meant to discuss shared issues like medical or employment transportation. This could push innovative solutions addressing common needs.
- **Transit Awareness** – The public needs to be aware of what transit resources are around them. They should be educated in using services like 211 to find relevant services.
- **Micro-Transit** – On-demand rides can help address gaps in service area and hours of availability that traditional fixed-route systems are currently lacking.
- **Commingling** – Using paratransit vehicles for on-demand micro-transit between booked trips can help increase utilization for underused vans. Where ADA rides have a high demand, traditional vehicles can help fill that gap.

APPENDIX F

LIST OF RESOURCES

LIST OF LOCAL AND NATIONAL RESOURCES

LOCAL:

- ALTRANS Transit Directory
 - [Transit Directory](#)
- Central Alabama Aging Consortium
 - [Home - CAAC](#)
- United Way of Central Alabama / 211 Information and Referral
 - [211 Information and Referral - United Way of Central Alabama](#)
- City of Montgomery's 3-1-1 Community Information Center
 - [Report An Issue to 311 | City of Montgomery, AL](#)
- Easter Seals of Central Alabama
 - www.eastersealsca.org
- Alabama Centers for Independent Living
 - [Alabama Centers for Independent Living](#)

NATIONAL:

- Community Transportation Association of America (CTAA)
 - www.ctaa.org
- NADO Rural Transportation Research Center
 - www.ruraltransportation.org
- National Center for Senior Transportation
 - www.ncst.org
- USDOT Federal Transit Administration
 - www.fta.dot.gov

APPENDIX G

CARPDC TRANSIT FEASIBILITY EVALUATION

Transit Feasibility Study

CARPDC contracted with Sain Associates in CY25 to create a Transit Feasibility Study for the region. Some of the recommendations and findings from this study have been cited within the FY25 HSCTP. [Click this link to access the full Transit Study document.](#)

