

**COORDINATED PUBLIC TRANSIT-
HUMAN SERVICES TRANSPORTATION
PLAN FOR WASHINGTON, SCOTT,
PERRY, HARRISON, CRAWFORD, AND
ORANGE COUNTIES, INDIANA**

FINAL REPORT

**PRESENTED TO:
INDIANA DEPARTMENT OF
TRANSPORTATION**

APRIL 3, 2008

TABLE OF CONTENTS

I. INTRODUCTION I - 1

II. EXISTING CONDITIONS.....II - 1

ECONOMIC/DEMOGRAPHIC CHARACTERISTICS OF THE REGION II - 1

COUNTY PROFILES..... II - 8

***Washington County*II - 8**

***Scott County*II - 16**

***Perry County*II - 23**

***Harrison County*II - 30**

***Crawford County*II - 37**

***Orange County*II - 44**

SUMMARY II - 51

III. INVENTORY OF EXISTING TRANSPORTATION SERVICES..... III - 1

GENERAL DESCRIPTION OF AREA TRANSPORTATION PROVIDERS III - 1

OTHER TRANSPORTATION PROVIDERS III - 4

COORDINATION III - 4

CONTRACTS III - 5

FARE STRUCTURES III - 5

OPERATING STATISTICS III - 5

VEHICLE INVENTORY AND UTILIZATION III - 6

STAFFING..... III - 8

CONCLUSIONS III - 12

IV. NEEDS ASSESSMENT IV - 1

NEEDS ASSESSMENT FOR CRAWFORD, HARRISON, ORANGE, PERRY, SCOTT,
AND WASHINGTON COUNTIES IV - 1

CHALLENGES TO COORDINATION IV - 2

GOALS FOR COORDINATION IV - 3

**V. IMPLEMENTATION STRATEGIES/ALTERNATIVES FOR
CRAWFORD, HARRISON, ORANGE, PERRY, SCOTT, AND
WASHINGTON COUNTIES V - 1**

GOAL #1: EXTENDED SCHEDULED SERVICES AND SERVICE HOURS IN THE
SIX-COUNTY AREA, THEREBY INCREASING THE AVAILABILITY OF SERVICES
FOR OLDER ADULTS, INDIVIDUALS WITH DISABILITIES, PEOPLE WITH LOW
INCOMES, AND THE GENERAL PUBLIC V - 1

GOAL #2: COORDINATE/POOL RESOURCES WHENEVER POSSIBLE AND ELIMINATE
DUPLICATION OF SERVICES AND FUNCTIONS V - 7

GOAL #3: AS THE ONLY COUNTY IN THE SIX-COUNTY REGION WITHOUT GENERAL PUBLIC
TRANSPORTATION SERVICE, COORDINATED HUMAN SERVICE TRANSPORTATION AND GENERAL
PUBLIC TRANSPORTATION SERVICE SHOULD BE INITIATED IN PERRY COUNTY ALONG WITH
OTHER SERVICE IMPROVEMENTS PENDING OPERATION OF THE COORDINATED SERVICE V - 18

**VI. REFERENCE TABLE FOR IMPLEMENTATION STRATEGIES
AND POTENTIAL GRANT APPLICATIONS..... VI - 1**

VII. ADOPTION AND APPROVAL OF PLAN..... VII - 1

APPENDIX A

I. INTRODUCTION

I. INTRODUCTION

This document is the regional portion of the Indiana Statewide Coordinated Public Transit-Human Services Transportation Plan. Its function is to document evaluation of existing transportation providers and the unmet transportation needs/duplications in human service agency and public transportation service, and establish transportation related goals for Crawford, Harrison, Orange, Perry, Scott and Washington counties, Indiana. This documentation fulfills planning requirements for the United We Ride initiative and the Federal Transit Administration's (FTA) Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU).

This study documents the comprehensive efforts of community outreach that have been conducted to date in an effort to encourage participation from all of the local stakeholders and general public in the study area that represent these targeted populations. Outreach efforts are based on best practices from coordination efforts across the country as well as strategies suggested by the national United We Ride initiative in human service transportation. The goal is to improve human service and public transportation for older adults, individuals with disabilities of all ages, and people with lower incomes through coordinated transportation.

INDOT requested the assistance of RLS & Associates, Inc. to develop this statewide plan. The following chapters document the demographic conditions, inventory of existing transportation providers, gaps and duplications in transportation, and unmet transportation needs throughout the six county region that have been identified through analysis and community input. Chapter V of this plan outlines suggested goals and implementation strategies to address the unmet needs and gaps in service and improve the quality of life for individuals with disabilities, older adults, and individuals with low incomes.

The appendix of this memorandum is provided to document the comprehensive outreach efforts to date, including a checklist of stakeholder organizations that were contacted to complete the comprehensive stakeholder survey, which was compiled from the United We Ride *Framework for Action: Building a Fully Coordinated Transit System* survey. The appendix also includes local stakeholder meeting announcements and agendas that were distributed to all local stakeholders, and a list of organizations that attended the local stakeholder meeting and one-on-one interviews.

II. EXISTING CONDITIONS

II. EXISTING CONDITIONS

The region lies in the south central part of Indiana, immediately adjacent to the Kentucky-Ohio boundary. The region is south of Indianapolis, west of Louisville in Kentucky, and north of Breckinridge, Daviess, Hardin, Jefferson, and Meade counties in Kentucky. This region includes the counties of Washington (population of 27,223), Scott (22,960), Perry (18,899), Harrison (34,325), Crawford (10,743), and Orange (19,306) in Indiana. Larger cities in the region include Tell City (7,845); Salem (6,172); Scottsburg (6,040); Austin (4,655); and Paoli (3,922). The region is bordered by the Indiana counties of Jackson, Jennings, Martin, and Lawrence to the north; Dubois and Spencer to the west; Clark and Floyd to the south.

Exhibit II.1 on the following page is a highway and location map of the Southern Indiana Transit region. The region is served by the following major highways: Interstate 64 and 65; U.S. Routes 31, 150, and 231; and Indiana Routes 11, 37, 39, 56, 60, 62, 64, 66, 70, 111, 135, 145, 160, 161, 162, 164, 166, 237, 245, 264, 335, 337, 356, 462, and 545.

ECONOMIC/DEMOGRAPHIC CHARACTERISTICS OF THE REGION

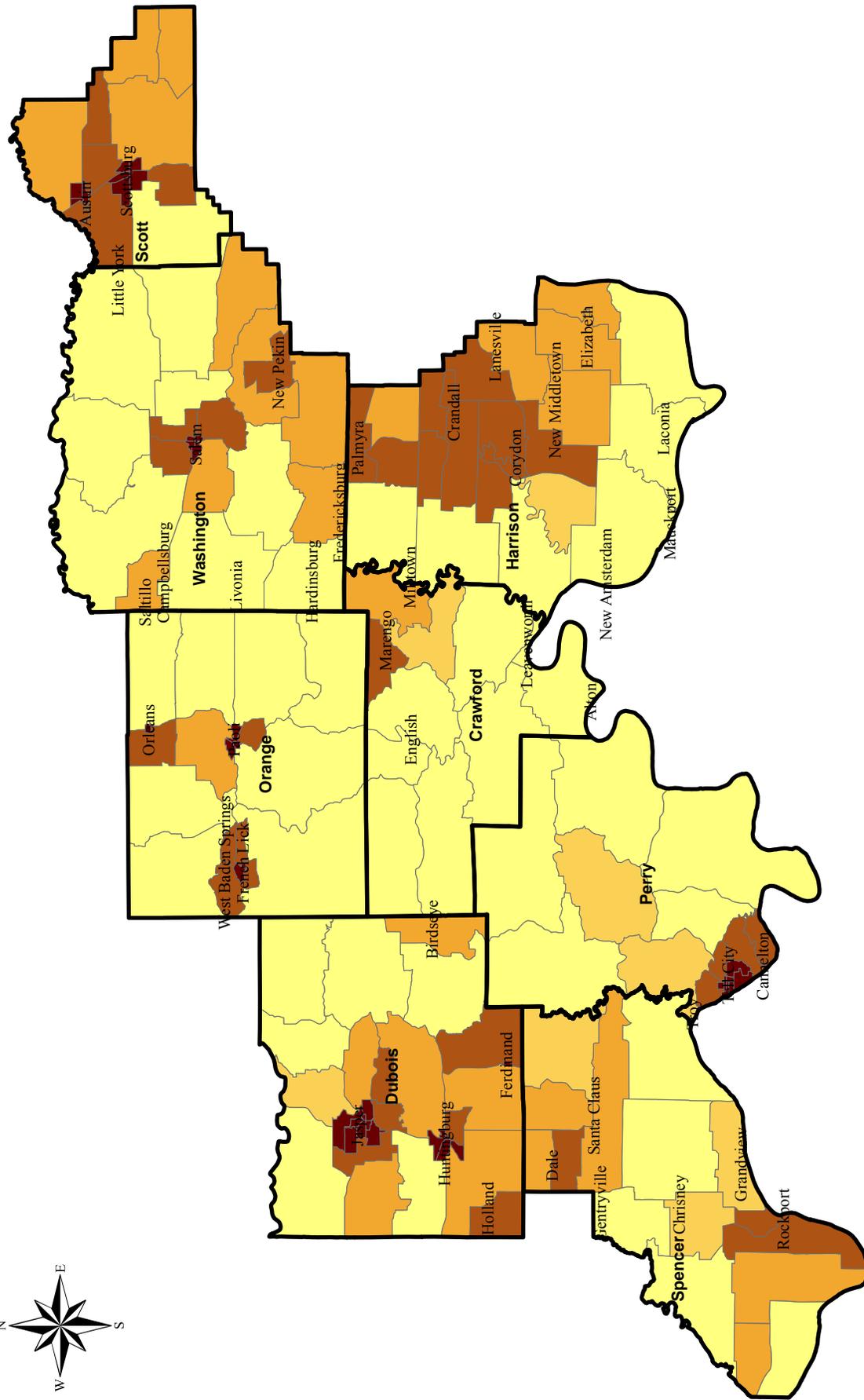
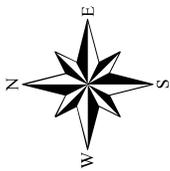
The following paragraphs provide demographic and economic descriptions of the region. Regional statistics are provided to support the existing and needed transportation service not contained within the county's boundaries.

Population

The region is approximately 2,276 square miles in size and has a total population of 138,397 people according to the US Census Bureau, 2006. The map in Exhibit II.2 shows the population density for each block group within the Southern Indiana Transit region. The block groups of highest and moderately high population density were located in and around the cities and towns of Tell City, Paoli, French Lick, West Baden Springs, Salem, New Pekin, Austin, Scottsburg, Marengo, and Corydon. The block groups with moderate population density are heaviest in the east half of Scott and Harrison counties; in the towns of Lanesville, New Middletown, Elizabeth, Santa Claus, between Orleans and Paoli, and east of Marengo. The remainder of the block groups in the region have low to very low population density per block group.

In terms of the region's most populous places in 2006, Tell City ranked first with 7,595, while Salem was the second largest place with 6,515. See

Economic/ Demographic Characteristics of the Region



Region 1 Blockgroups

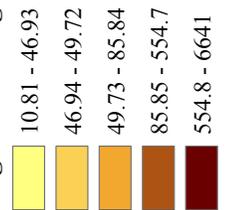


Exhibit II.2: Persons Per Square Mile

Washington, Scott, Harrison, Crawford,
Orange, Perry, DuBois, Spencer



Exhibit II.3 for the list of the region’s largest cities and towns and their percentage of the region’s total population in 2006.

Exhibit II.3: Population of the Region’s Largest Places, 2006

	2006	% of Region’s Total Y2000 Pop.
Tell City	7,595	5.5%
Salem	6,515	4.7%
Scottsburg	5,992	4.3%
Austin	4,655	3.4%
Paoli	3,922	2.8%
Corydon	2,278	2.0%
Orleans	2,278	1.6%
French Lick	1,920	1.4%

Source: 2006 data: STATS Indiana,
State of Indiana Website

Race

According to 2006 data from the U.S. Census, the region’s population was primarily White/Caucasian (98.2 percent of the population). The total minority population was reported to be 2.1 percent of the population. Exhibit II.4 lists the breakdown of the different race categories for the region’s population.

Exhibit II.4: Race Distribution

Race	Population	Percent
White	135,972	98.2%
African American	898	0.6%
Native American	331	0.2%
Asian	331	0.2%
Other	1,613	1.2%
Two or More Races	795	0.6%
Total Minority	3,968	2.1%
Total Population	139,940	100.00%

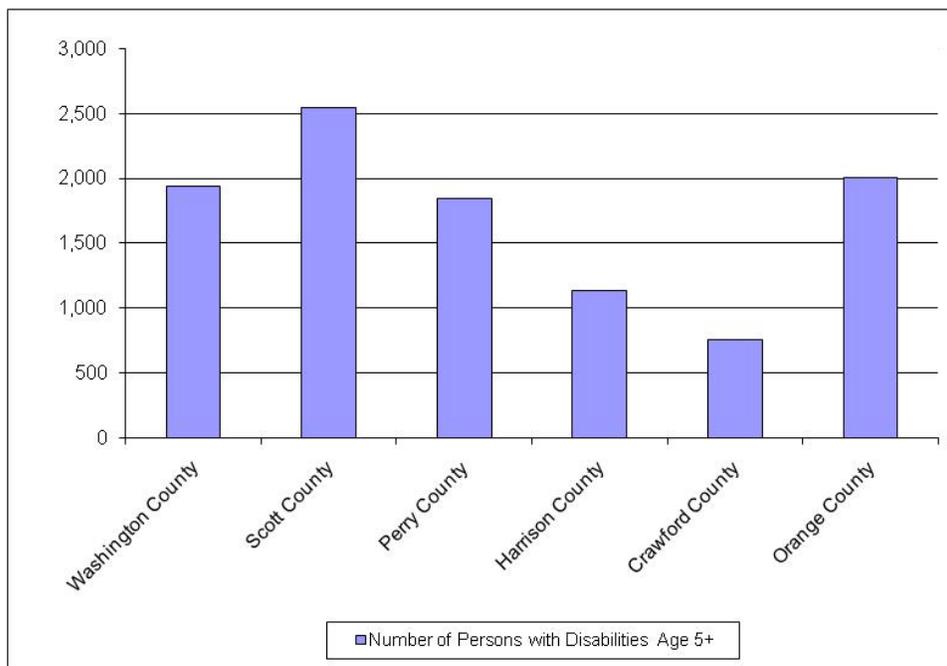
Source: U.S. Census Bureau, 2000

Disability Incidence

Disability incidence data was collected using the 2000 U.S. Census. The following exhibit (Exhibit II.5) shows the number of persons with disabilities in each county in the region over the age of 5. Some 10,241, or seven percent, of the region’s population reported having some type of disability. This is a relatively low rate of disability incidence as Indiana’s percentage of persons with disabilities is 17 percent and the United States’ is 17.7 percent. Disabilities include sensory, mental, physical, and self-care limitations.

It should be noted that these are self-reported disabilities, many of which do not affect the need for specialized transportation service.

Exhibit II.5: Disability Incidence by County, 2000



Source: U.S. Census 2000

**Economic Profile
Employment and Income**

Using the STATS Indiana, state of Indiana Website, the personal income figures reported the average annual per capita income in the region was \$25,671 in 2005. Exhibit II.6 below lists the 2005 per capita incomes, and 2004 median household incomes for the six (6) counties in the region.

**Economic/
Demographic
Characteristics of the
Region**

Exhibit II.6: Per Capita and Median Household Income

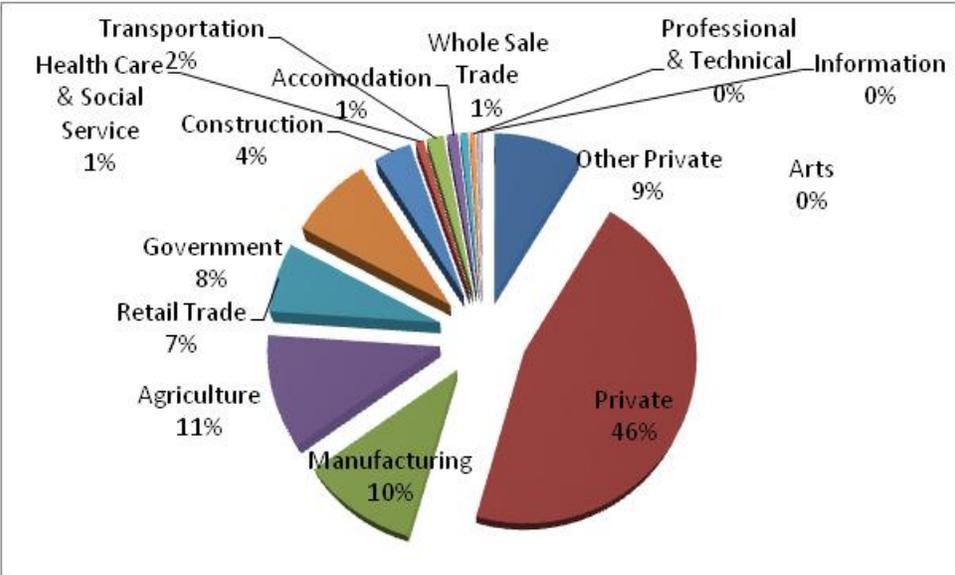
County	Per Capita Income (2005)	Median HH Income (2004)
Washington County	\$25,408	\$38,787
Scott County	\$24,571	\$37,193
Perry County	\$26,885	\$39,472
Harrison County	\$27,744	\$46,893
Crawford County	\$23,481	\$35,581
Orange County	\$23,583	\$33,684
State of Indiana	\$31,173	\$43,217

Source: U.S. Bureau of Economic Analysis; US Census Bureau; Indiana Family Social Services Administration; Indiana Department of Education

Industry and Labor Force

The ‘Private’ sector employed the most people with 46,360 employees. ‘Agriculture’ sector employed the second highest number of people, and ‘Manufacturing’ was the third largest employer. Reportedly, 8,317 workers were employed by government offices. In addition, 6,871 people were employed in retail trade. Exhibit II.7 is an illustration of the employment by industry. Some of these totals do not include select county data as it was not available due to U.S. Bureau of Economic Analysis non-disclosure requirements.

Exhibit II.7: Regional Employment by Industry



Source: US Bureau of Economic Analysis

The ‘Private’ sector had the highest reported total wages in the region during 2005. Employees of ‘Private’ sector earned \$1,333,530.

‘Manufacturing’ and ‘Government’ industries reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.8). ‘Information’ and ‘Arts and Recreation’ industries earned the lowest annual incomes. The table in Exhibit II.8 outlines the total wages earned by industry. Some of these totals do not include select county data as it was not available due to U.S. Bureau of Economic Analysis non-disclosure requirements.

Exhibit II.8: Total Regional Wages by Industry, 2005

Employment	Annual Earnings
Other Private	\$ 179,898
Private	\$ 1,333,530
Manufacturing	\$ 504,865
Government	\$ 346,011
Retail Trade	\$ 121,680
Construction *	\$ 110,843
Health Care and Social Service *	\$ 18,559
Wholesale Trade *	\$ 32,555
Transportation and Warehouse *	\$ 47,714
Agriculture	\$ 26,028
Professional and Technical *	\$ 12,121
Accommodation and Food Service	\$ 11,912
Information	\$ 10,897
Arts and Recreation *	\$ 827

*These totals do not include county data that is not available due to Bureau of Economic Analysis non-disclosure requirements.
Source: U.S. Bureau of Economic Analysis, 2005

Journey to Work

Sixty-nine percentage of persons that have a commute to work of less than 30 minutes. Six percent of persons travel more than one hour to work. Exhibit II.9 illustrates the average commute time for each county in the region, according to 2000 U.S. Census Bureau statistics.

Exhibit II.9 Average Commute Time to Work

County	Travel Time
Washington County	23 minutes
Scott County	23 minutes
Perry County	21 minutes
Harrison County	26 minutes
Crawford County	31 minutes
Orange County	21 minutes

The average commute time to work for the region is 23 minutes. It is noted that approximately 98 percent of the labor force in the region commute to work.

COUNTY PROFILES

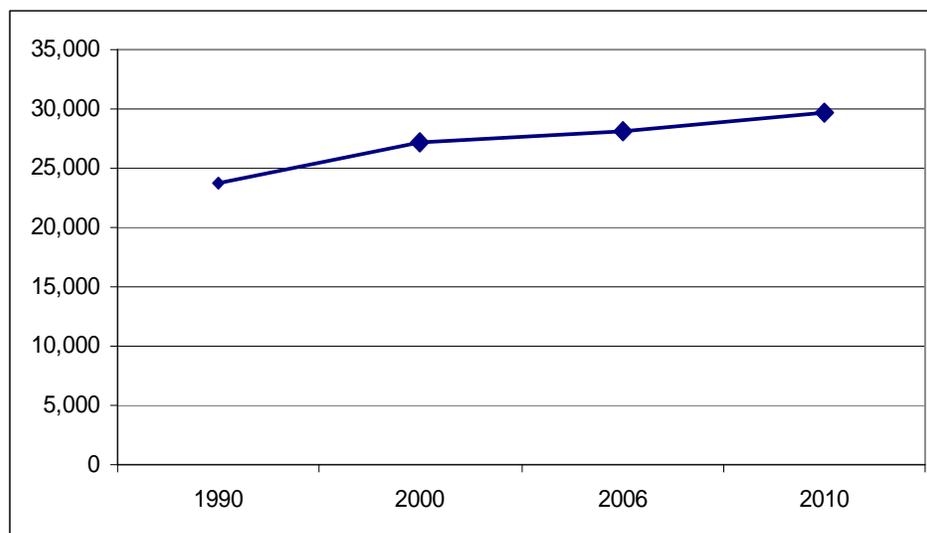
The following sections explain the demographic and economic characteristics of each county within the region. County demographic categories are similar to the regional categories, but are intended to provide a more detailed description of existing conditions in each individual county.

Washington County

Population Growth

According to information from the state of Indiana, the total population of Washington County in 2006 was 28,062. This is an increase from the 2000 Census population of 27,717, or a three percent growth between 2000 and 2006. There was a 14.9 percent change in population between 1990 and 2000. The Indiana Business Research Center is projecting an increase in population for Washington County. The projected population for 2010 is 29,613, an increase of approximately five percent from 2006. Exhibit II.10 illustrates the historical and projected population trends for Washington County through the year 2010.

Exhibit II.10: Population Trends



Source: 1990 & 2000 Census Bureau & STATS Indiana

County Profiles

Age

Exhibit II.11 illustrates the density of persons aged 65 and older by Census block group. No block groups were identified with a high density of residents aged 65 and older (27.12-100 percent of block group) in Washington County. Areas of moderately high and moderate density of older adults are found in and around the city of Salem and the town of New Pekin, along the northeast county border, and west and southwest county borderlines. The remainder of the region has low to very low older adult population density.

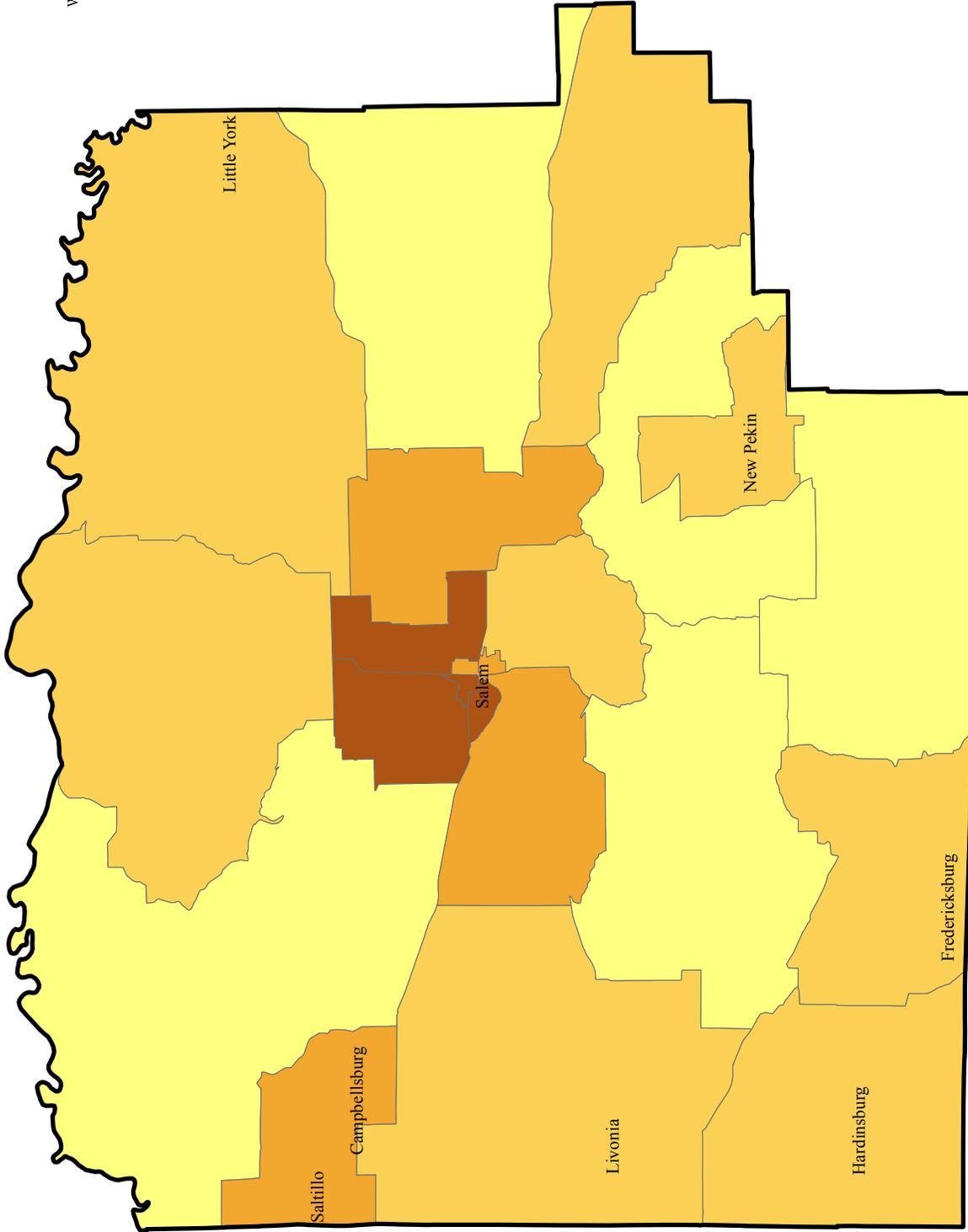
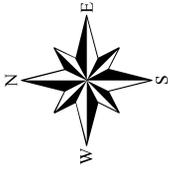
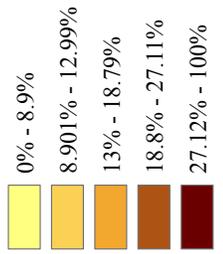


Exhibit II.11: Population 65 and Over
As a percent of total population

Washington County

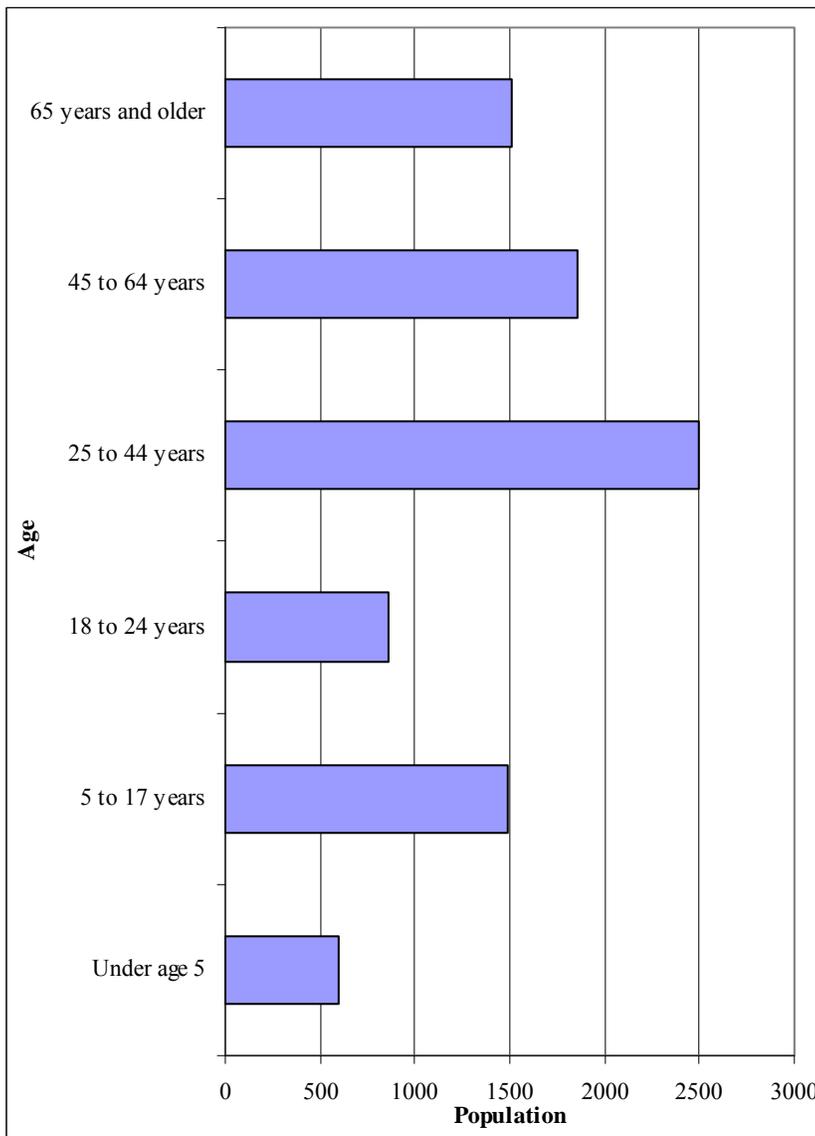


Region 1 Blockgroups



According to the 2006 statistics from the U.S. Census, the largest age cohort for Washington County in 2000 was between age 25 and 44, constituting 28.3 percent of the county's population (see Exhibit II.12). The second largest age group was 45 to 64 year olds (21 percent). Approximately 23.7 percent of the population in Washington County was under age 18, while 17.2 percent was age 65 or older. The distribution indicates that the majority of the county's population was in the working age groups and moving toward the age for retirement.

Exhibit II.12: Population by Age



Source: US Census Data, 2006

**Economic Profile
Employment and Income**

The U.S. Census Bureau reported in 2000 that there were 10,264 total households in Washington County. Exhibit II.13 illustrates the density of households below the poverty level per square mile. Areas having a moderately high density (15.58 – 27.75 percent) of households below the poverty level were found in the northwest section of the county, in and around the town of New Pekin and Fredericksburg, and a small amount in the city of Salem. The remainder of the region had moderate to moderately low densities of households below the poverty level except for the southeast corner of the county which has the lowest density of households below the poverty level.

County Profiles

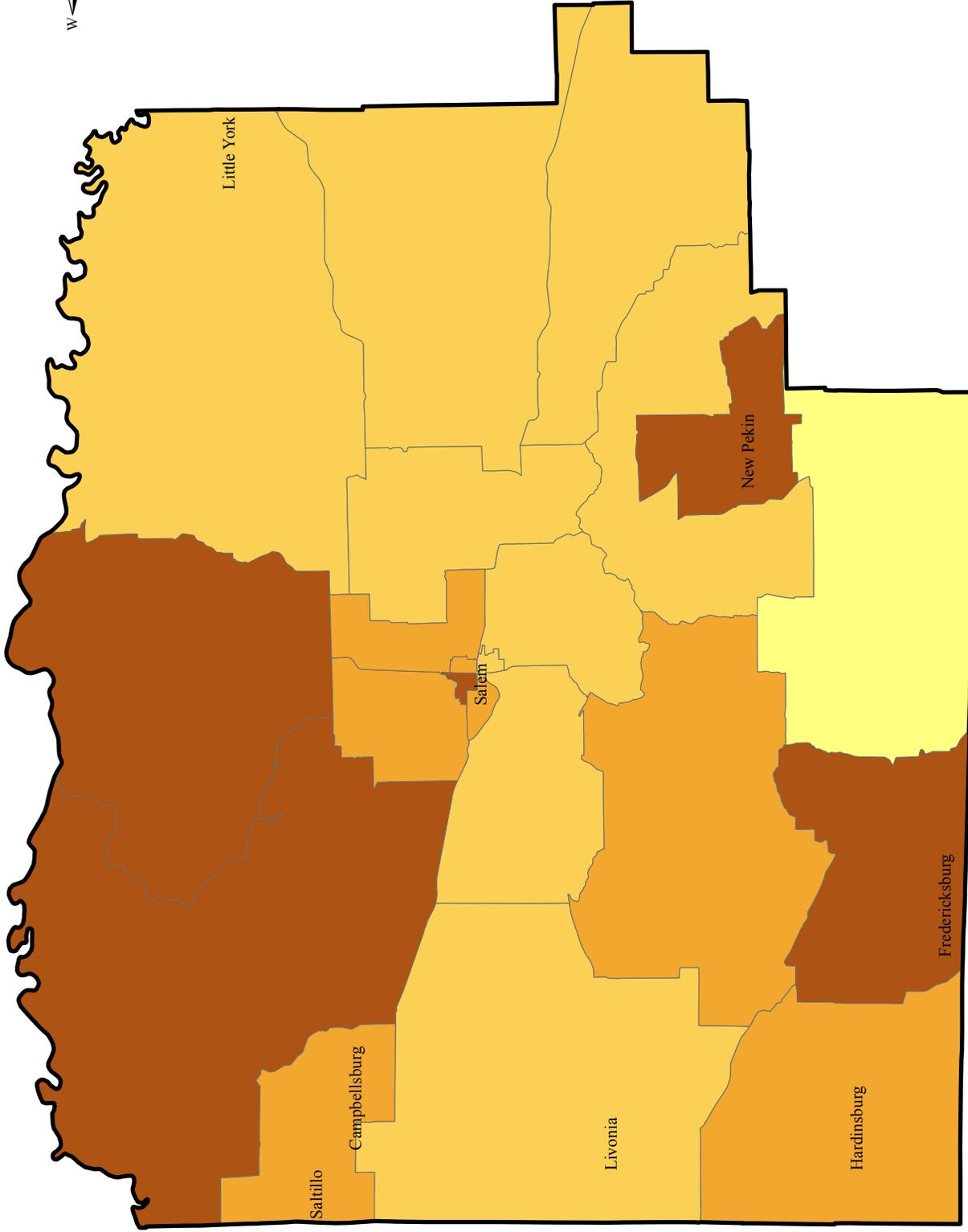
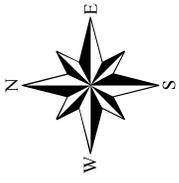
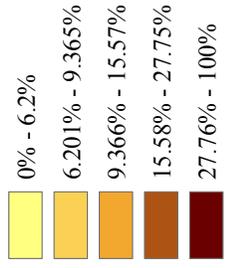


Exhibit II.13: Households Below Poverty
As a percent of total households

Washington County



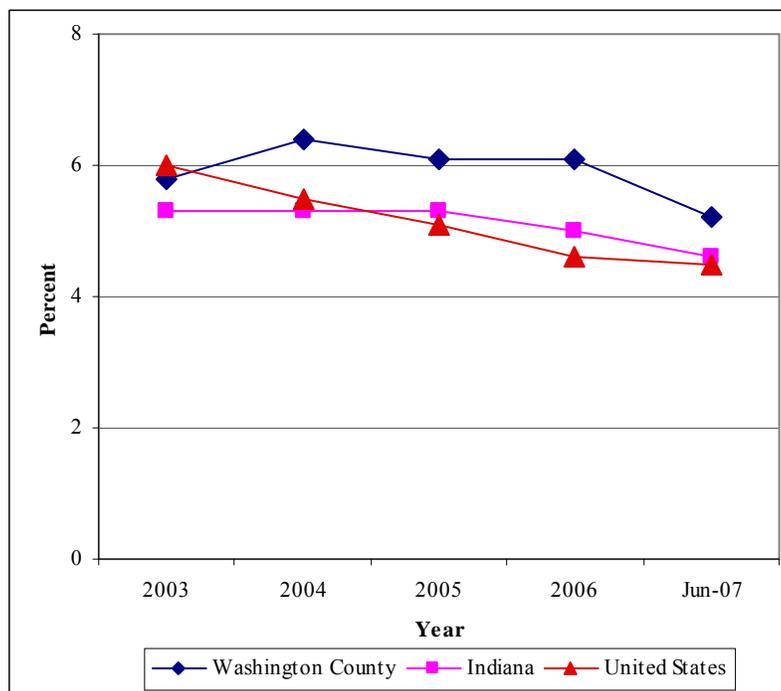
Region 1 Blockgroups



Industry and Labor Force

The 2006 Washington County labor force consisted of 14,548 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. The county's unemployment rate reached a high in 2004 of 6.4, and remained higher than the national and state unemployment rate. From 2004 to 2006, the unemployment rate for Washington County has varied but remained higher than the state and national levels. Exhibit II.14 illustrates a comparison of the unemployment rates in the county, state of Indiana, and the nation.

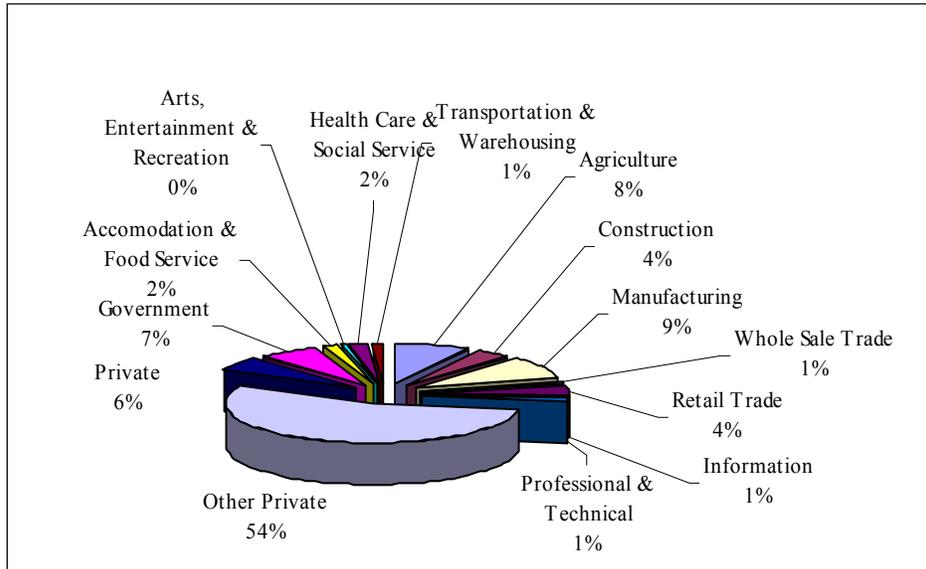
Exhibit II.14: Comparison of Unemployment Rates



Source: Bureau of Labor Statistics

The 'Other Private' sector was also the largest industry for this county with 13,107 employees in 2005; The 'Manufacturing' industry was the second largest employer (2,139 employees); and 'Agriculture' followed in third place. Reportedly, 2,007 workers were employed by the 'Agriculture' industry. In addition, 1,595 people were "Government" employees. Exhibit II.15 is an illustration of the employment by industry.

Exhibit II.15: Employment by Industry



Source: U.S. Bureau of Economic Analysis, 2005

The 'Other Private' sector had the highest reported total wages of 2005 earning \$335,985. 'Private' and 'Manufacturing' employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.16). 'Arts and Recreation' reported the lowest wages of 2005 earning \$423. The table in Exhibit II.16 outlines the total wages earned by industry.

Exhibit II.16: Employment by Industry

Employment	Annual Earnings
Agriculture	\$ 18,071
Construction	\$ 19,250
Manufacturing	\$ 95,876
Whole Sale Trade	\$ 6,339
Retail Trade	\$ 19,574
Transportation and Warehouse	\$ 6,374
Information	\$ 3,619
Professional and Technical	\$ 6,188
Health Care and Social Service	\$ 14,288
Arts and Recreation.	\$ 423
Accommodation and Food Service	\$ 5,137
Other Private	\$ 335,985
Private	\$ 209,579
Government	\$ 67,629

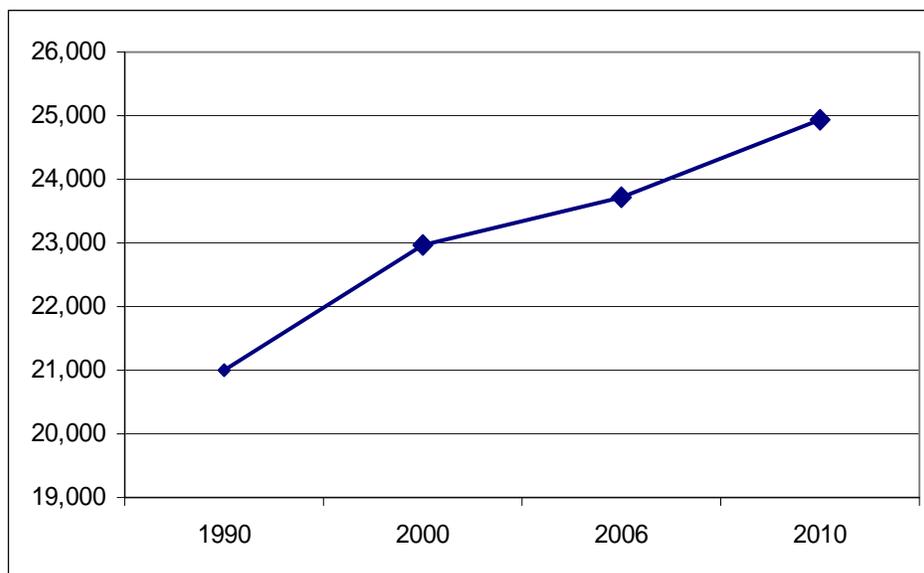
Source: US Bureau of Economic Analysis

Scott County

Population Growth

According to information from the state of Indiana, the total population of Scott County in 2006 was 23,704 persons. This is an increase from the 2000 Census population of 22,960. This means the region has grown three percent between 2000 and 2006. The Indiana Business Research Center is projecting an increase in population for Scott County. The projected population for 2010 is 24,947, an increase of five percent from 2006. Exhibit II.17 illustrates the historical and projected population trends for Scott County through the year 2010.

Exhibit II.17: Population Trends



Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.18 illustrates the density of persons aged 65 and older by Census block group. There no block groups with the highest density of residents aged 65 and older (27.12 – 100 percent) in Scott County. Areas of moderately high and moderate density of older adults are found to the northwest of Scottsburg, the southeast of Austin, and the east section of the county along the county line of Jefferson. The remainder of the region has low to very low older adult population density.

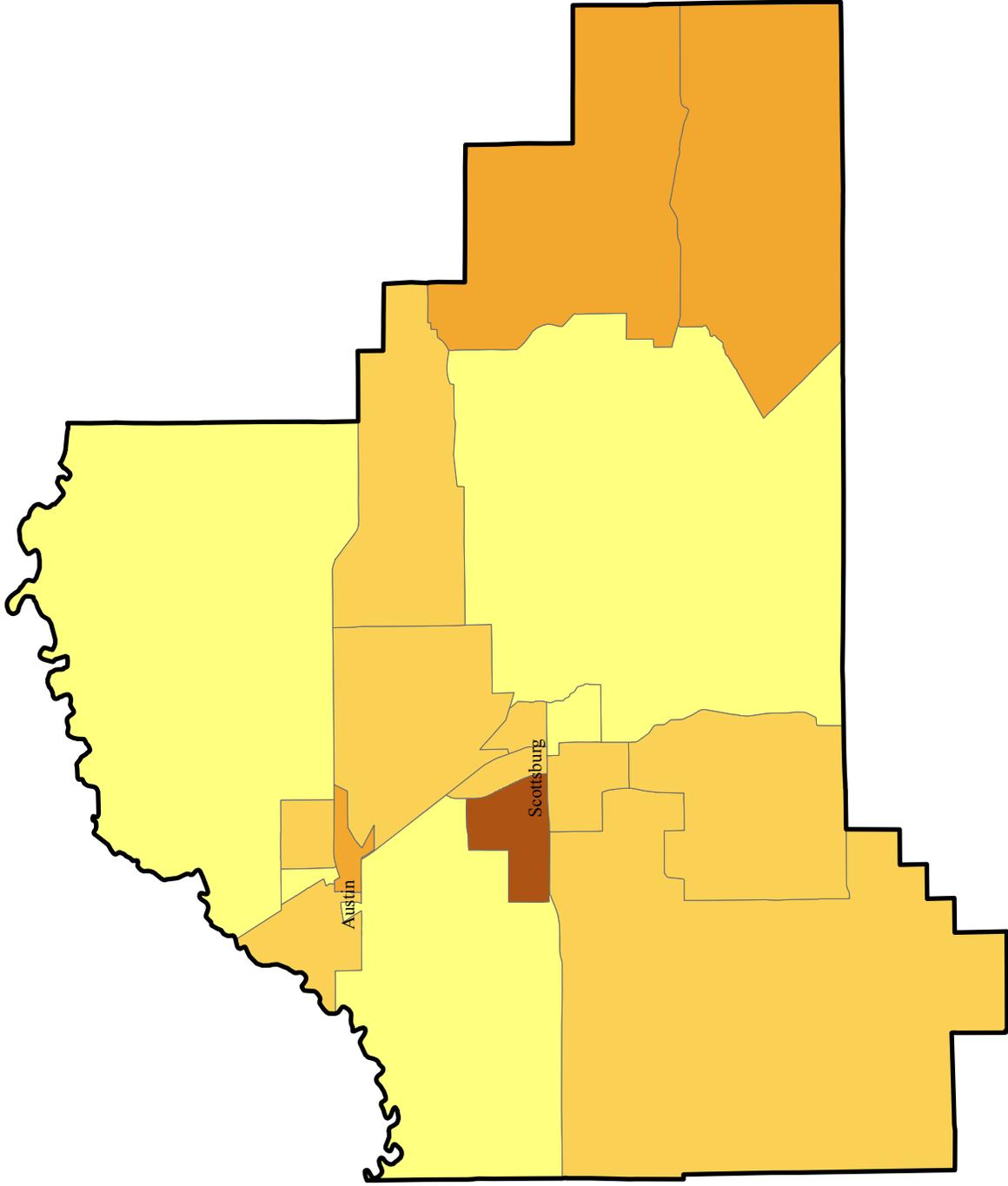
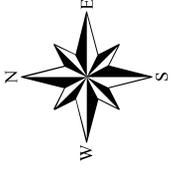
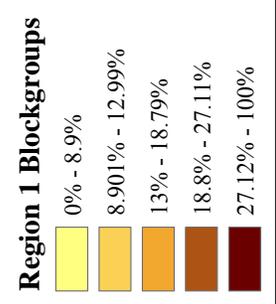


Exhibit II.18: Population 65 and Over
As a percent of total population

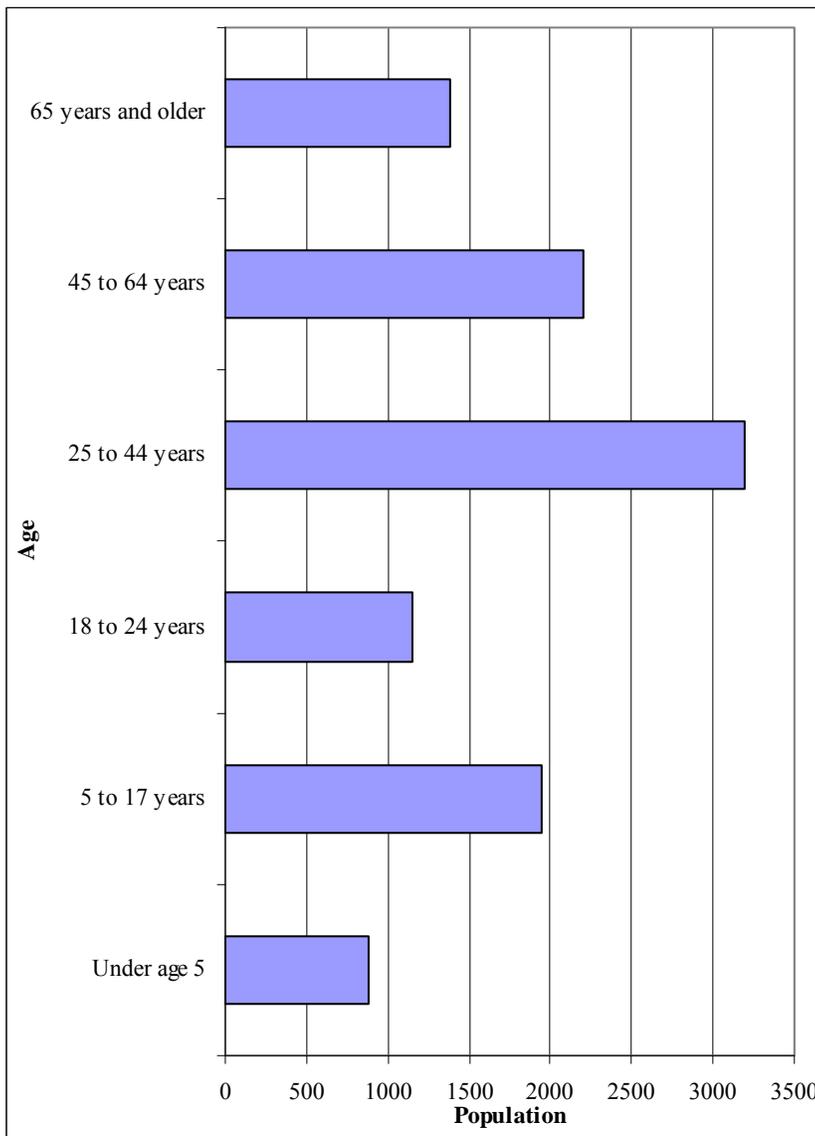
Scott County



County Profiles

According to the 2006 statistics from the U.S. Census Bureau, the largest age cohort for Scott County in 2000 was between age 25 and 44, constituting 29.7 percent of the county’s population (see Exhibit II.19). The second largest age group was 45 to 64 year olds (20.4 percent). Approximately 26.3 percent of the population in Scott County was under age 18, while 12.8 percent was age 65 or older. The distribution indicates that the majority of the county’s population was in the working age groups and moving toward the age for retirement.

Exhibit II.19: Population by Age

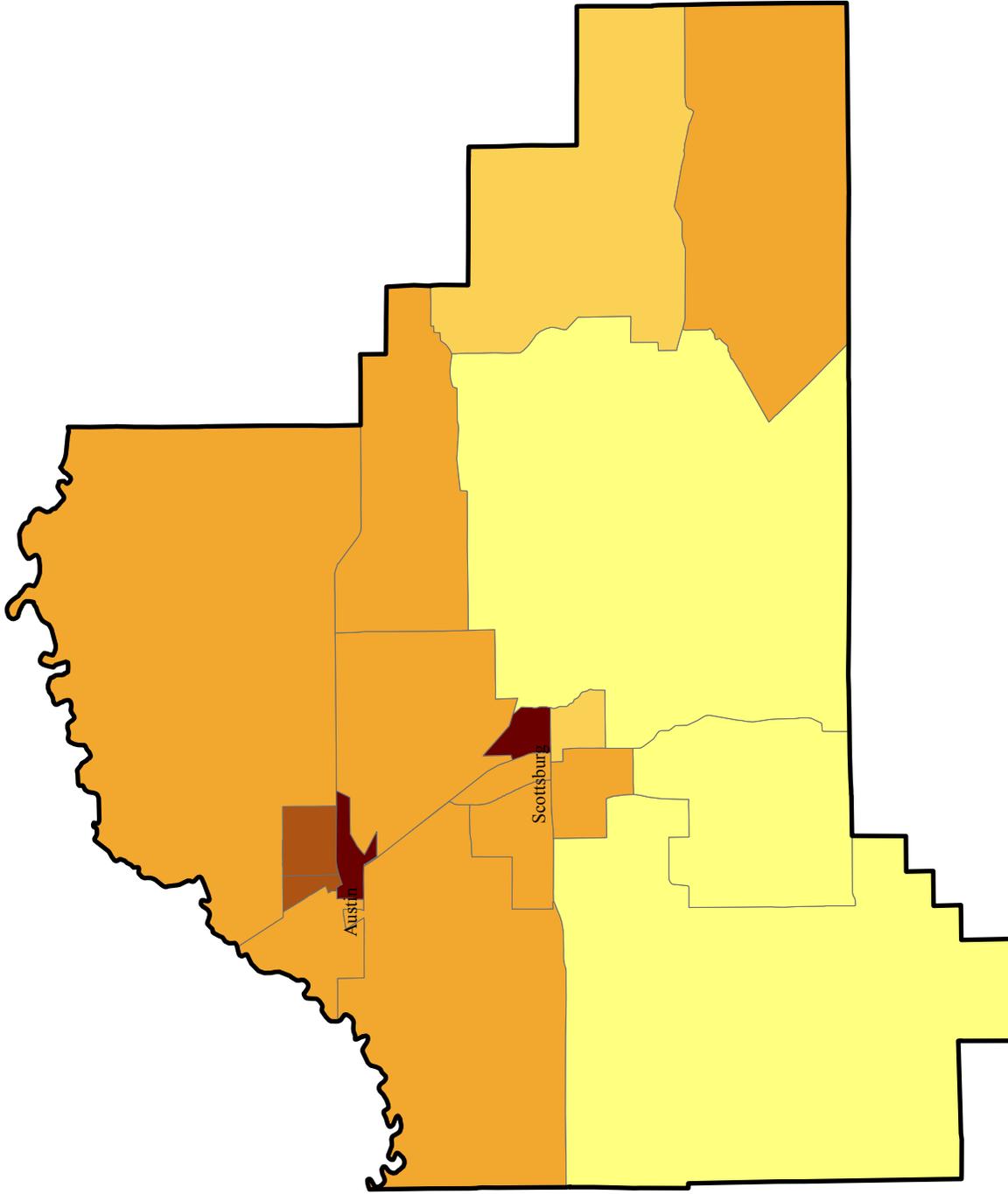
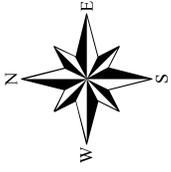


Source: US Census Bureau, 2006

**Economic Profile
Employment and Income**

The U.S. Census Bureau reported in 2000 that there were 8,832 total households in Scott County. Exhibit II.20 illustrates the density of households below the poverty level per square mile. Areas having a high (27.76 – 100 percent) and moderately high density (15.58 – 27.75 percent) of households below the poverty level were found northwest of Scottsburg and east of the town of Austin. The remainder of the region had moderate to moderately low densities of households below the poverty level except for the southwest section of the county which has the lowest density of households below the poverty level.

County Profiles



Region 1 Blockgroups

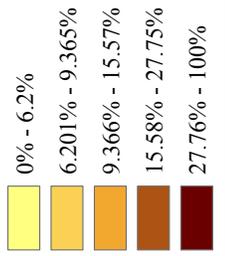


Exhibit II.20: Households Below Poverty
As a percent of total households

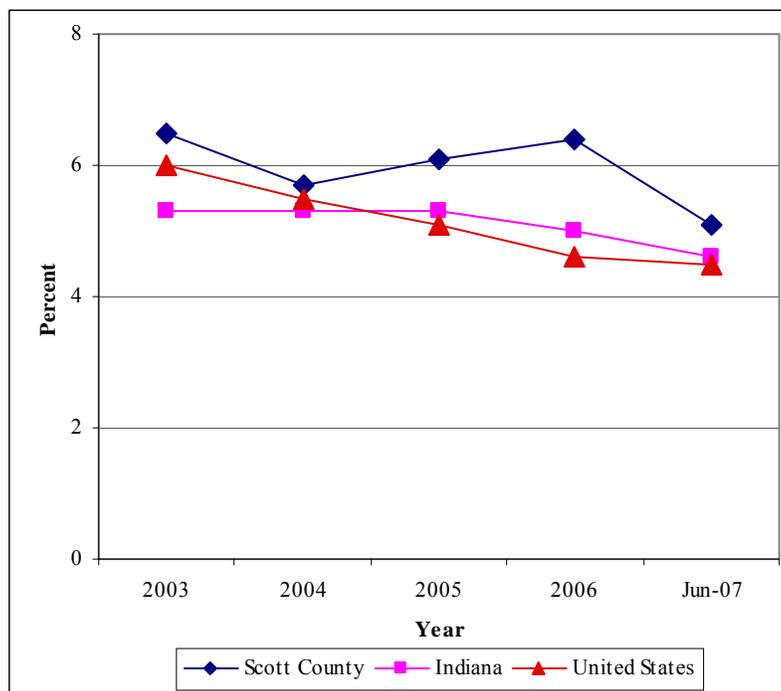
Scott County



Industry and Labor Force

The 2006 Scott County labor force consisted of 11,566 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. The county's unemployment rate reached a high in 2003 of 6.5, higher than the national and state unemployment rate. From 2003 to 2006, the unemployment rate for Scott County has varied but remained higher than the state and national levels. Exhibit II.21 illustrates a comparison of the unemployment rates in the county, state of Indiana, and the nation.

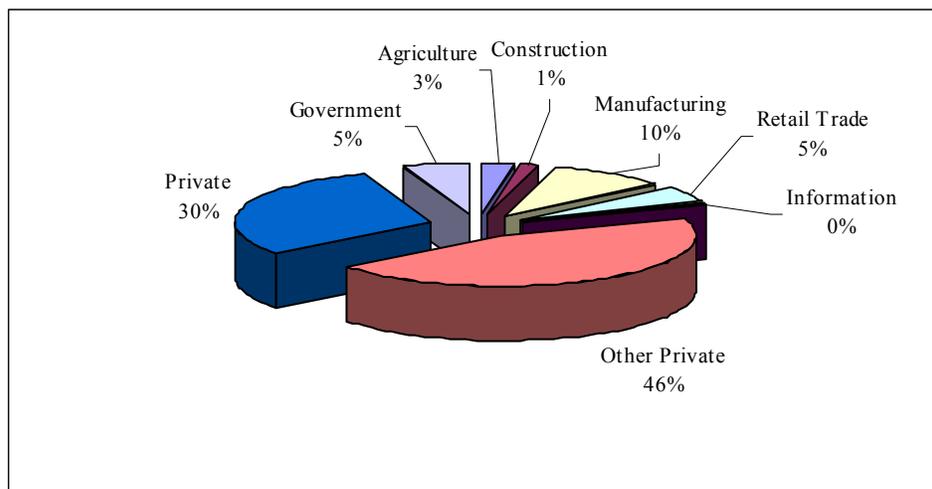
Exhibit II.21: Comparison of Unemployment Rates



Source: Bureau of Labor Statistics

The 'Other Private' sector was the largest industry in the county with 11,742 employees in 2005. 'Private' sector had the second largest employer (7,790 employees) and 'Manufacturing' was the third largest. Reportedly, 2,630 workers were employed by the 'Manufacturing' industry. In addition, 1,429 people were employed in the 'Government' sector. Exhibit II.22 is an illustration of the employment by industry.

Exhibit II.22: Employment by Industry



Source: U.S. Bureau of Economic Analysis, 2005

The ‘Other Private’ sector had the highest reported total wages of 2005 earning \$335,690. ‘Private’ and ‘Manufacturing’ employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.23). ‘Whole Sale Trade,’ ‘Professional and Technical,’ ‘Health Care and Social Service,’ ‘Arts and Recreation,’ and ‘Accommodation and Food Service’ did not have data available due to Bureau of Economic Analysis non-disclosure requirements. The table in Exhibit II.23 outlines the total wages earned by industry.

Exhibit II.23: Employment by Industry

Employment	Annual Earnings
Agriculture	\$ 3,137
Construction	\$ 7,276
Manufacturing	\$ 122,235
Whole Sale Trade	\$ *
Retail Trade	\$ 25,576
Transportation and Warehouse	\$ 6,871
Information	\$ 1,258
Professional and Technical	\$ *
Health Care and Social Service	\$ *
Arts and Recreation.	\$ *
Accommodation and Food Service	\$ *
Other Private	\$ 335,690
Private	\$ 235,585
Government	\$ 58,376

*Data not available due to Bureau of Economic Analysis non-disclosure requirements

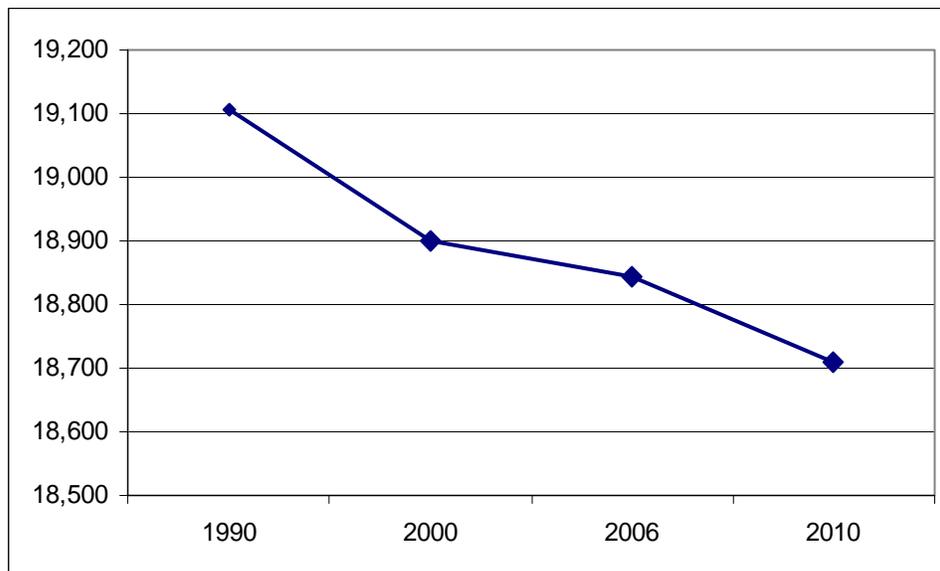
Source: US Bureau of Economic Analysis

Perry County

Population Growth

According to information from the state of Indiana, the total population of Perry County in 2006 was 18,843. This is a one percent decrease between 2000 and 2006. The Indiana Business Research Center is projecting a further decrease in population for Perry County. The projected population for 2010 is 18,709, a decrease of one percent from 2006. Exhibit II.24 illustrates the historical and projected population trends for Perry County through the year 2010.

Exhibit II.24: Population Trends



Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.25 illustrates the density of persons aged 65 and older by Census block group. Block groups with the highest (27.12 – 100 percent) to moderately high (18.8 – 27.11 percent) densities of residents aged 65 and older were found in and around Tell City. Areas of moderate density (13 – 18.79 percent) of older adults are found in the northwest section of the county and south and east of the city of Tell City. The remainder of the region has low to very low older adult population density.

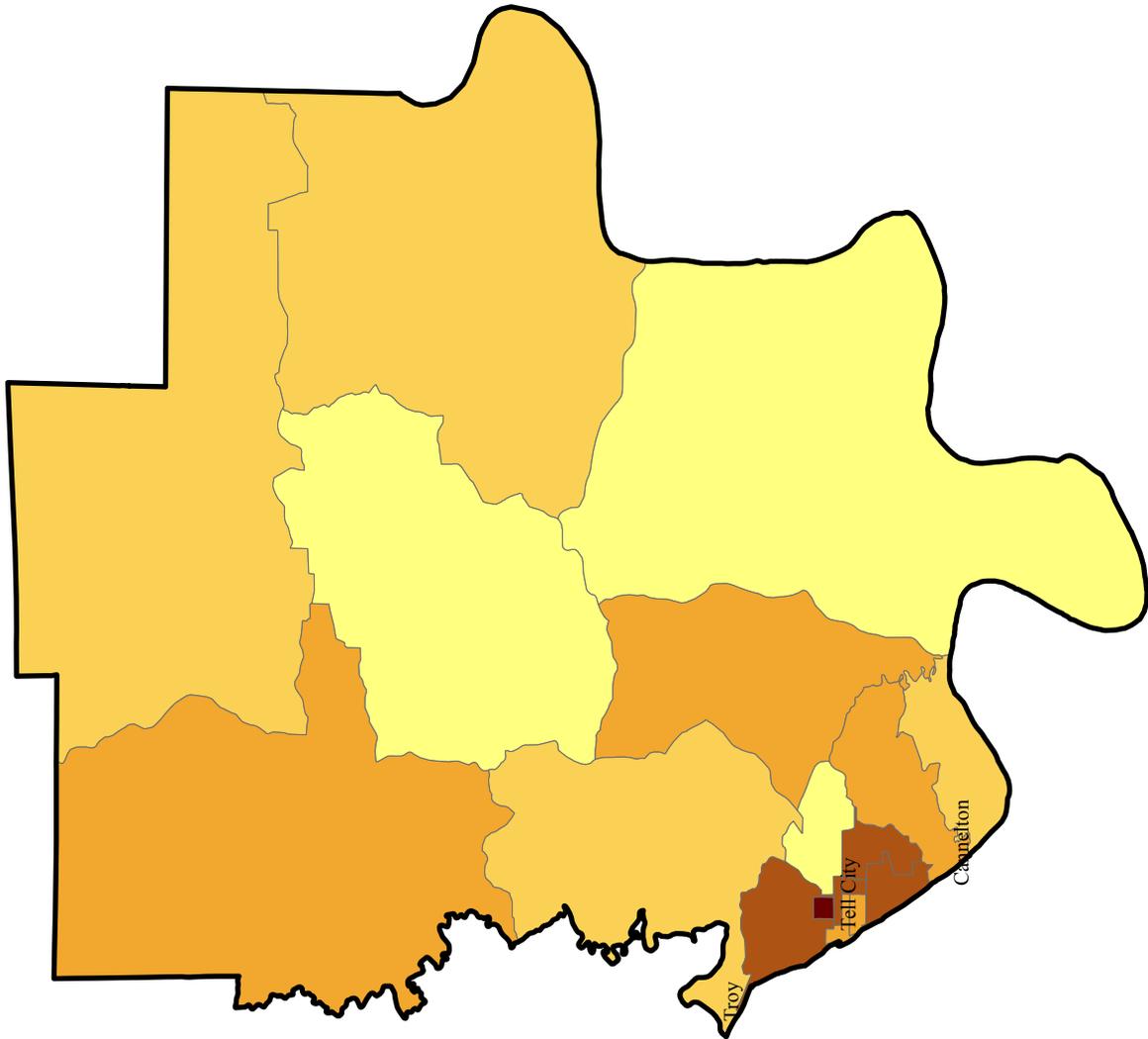
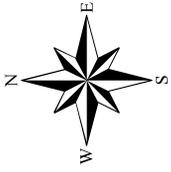
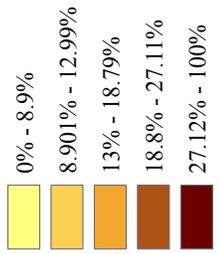


Exhibit II.25: Population 65 and Over
As a percent of total population

Perry County



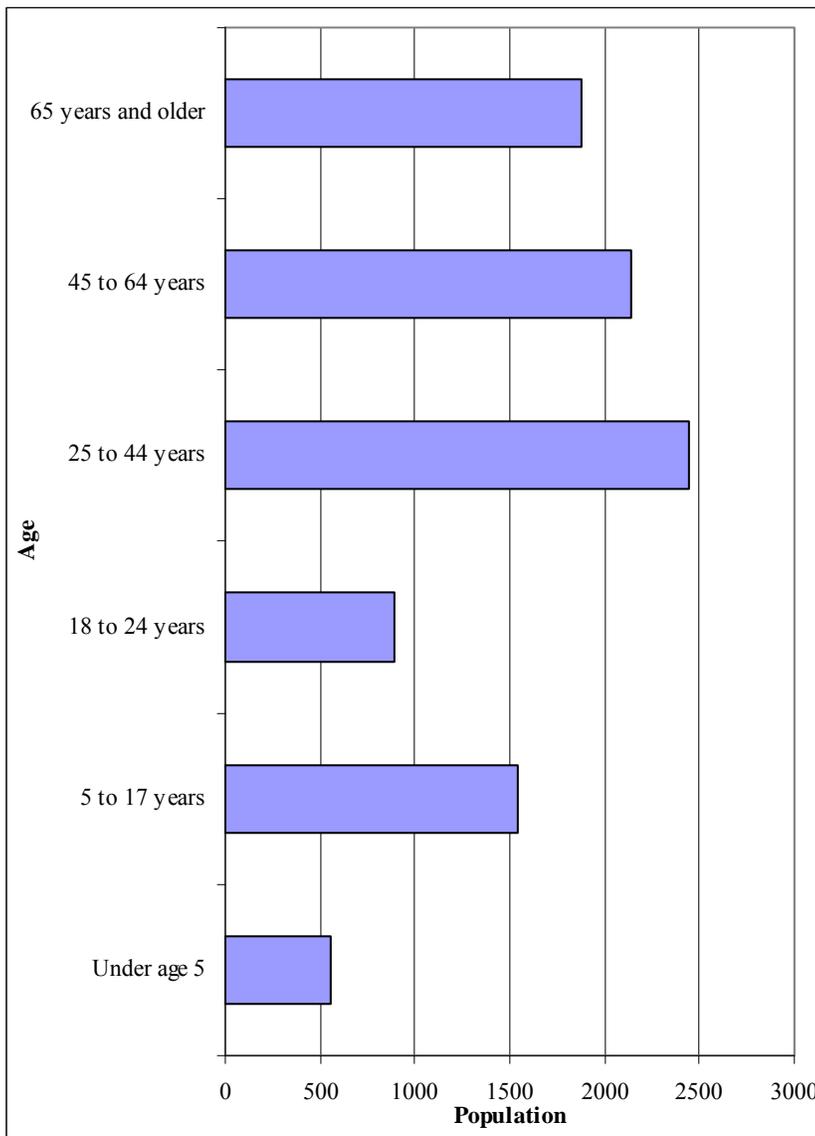
Region 1 Blockgroups



County Profiles

According to the 2006 statistics from the U.S. Census, the largest age cohort for Perry County was between age 25 and 44, constituting 25.9 percent of the county's population (see Exhibit II.26). The second largest age group was 45 to 64 year olds (22.7 percent). Approximately 22.1 percent of the population in Perry County was under age 18, while 19.8 percent was age 65 or older. The distribution indicates that the majority of the county's population was in the working age groups and moving toward the age for retirement.

Exhibit II.26: Population by Age



Source: US Census Bureau

Economic Profile

The U.S. Census Bureau reported in 2000 that there were 7,270 total households in Perry County. Exhibit II.27 illustrates the density of households below the poverty level per square mile. An area having a moderately high density (15.58 – 27.75 percent) of households below the poverty level was found in Tell City. The county was largely low to very low densities of households below the poverty level.

County Profiles

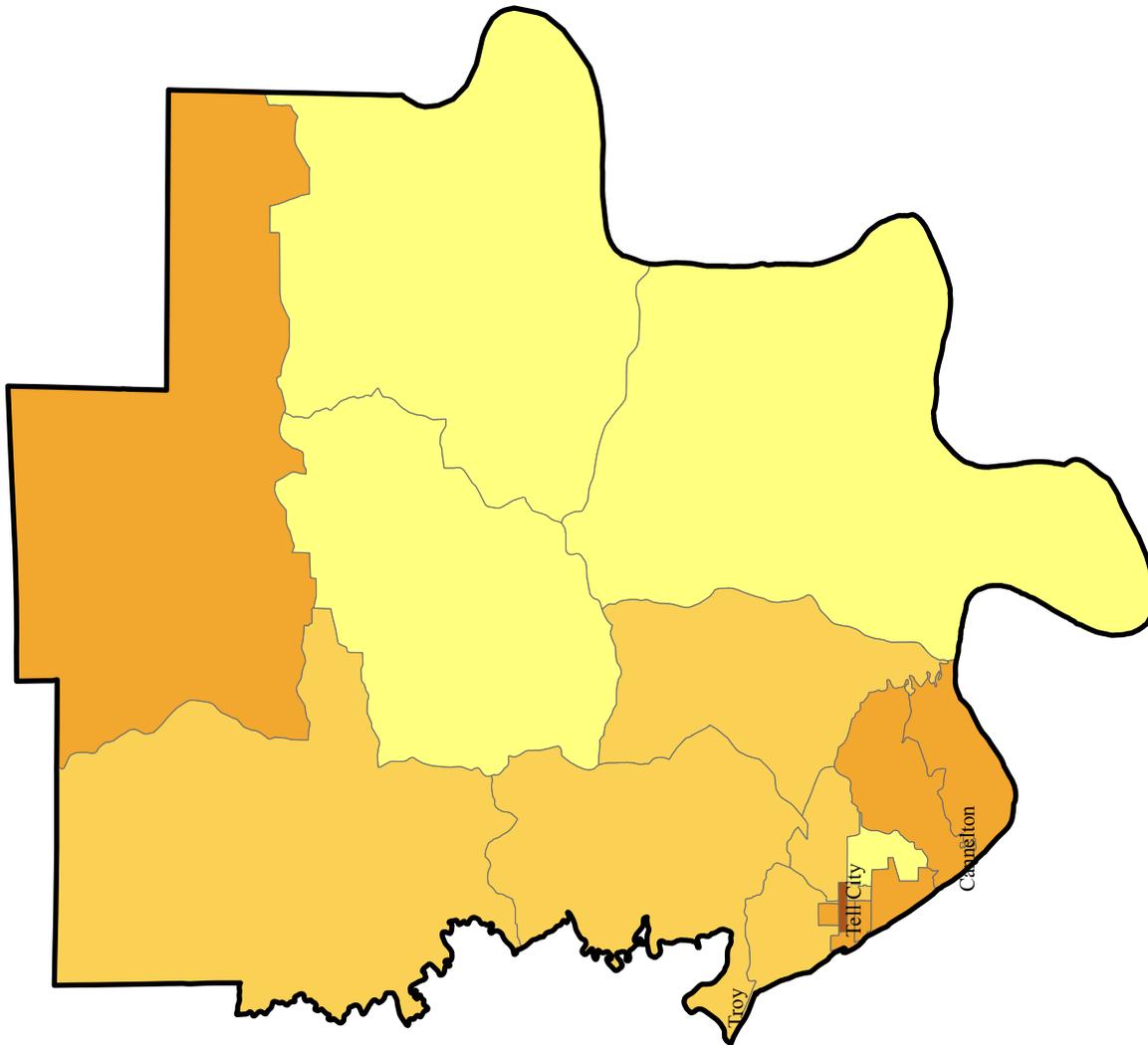
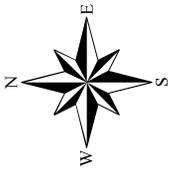
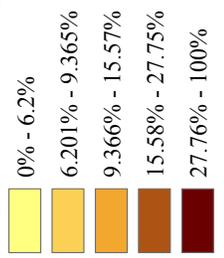


Exhibit II.27: Households Below Poverty
As a percent of total households

Perry County



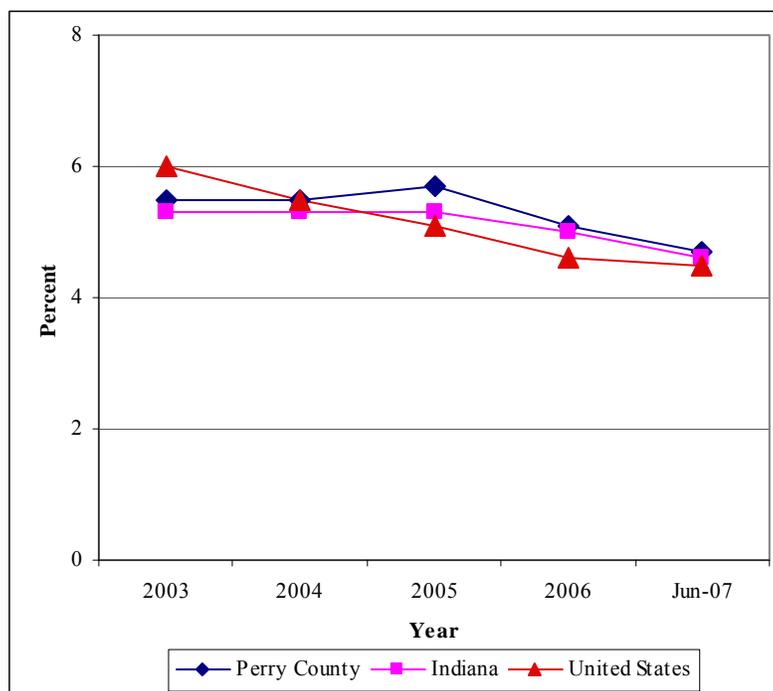
Region 1 Blockgroups



Industry and Labor Force

The 2006 Perry County labor force consisted of 9,873 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. The county’s unemployment rate reached a high in 2005 of 5.7. The rate is higher than the national and state unemployment rate. From 2005 to June 2007, the unemployment rate for Perry County has varied but remained higher than the state and national rates. Exhibit II.27 illustrates a comparison of the unemployment rates in the county, state of Indiana, and the nation.

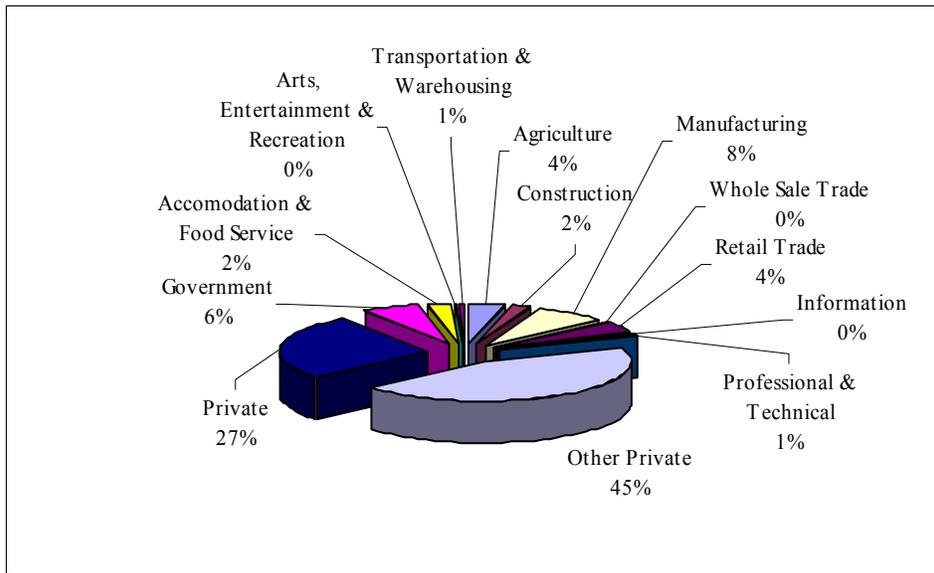
Exhibit II.27: Comparison of Unemployment Rates



Source: Bureau of Labor Statistics

The ‘Other Private’ sector was the largest industry in the county with 11,229 employees in 2005. The ‘Private’ sector had the second largest employer (6,748 employees) and ‘Manufacturing’ was the third largest, with 1,957 workers. In addition, 1,616 people were employed by the ‘Government’. Exhibit II.28 is an illustration of the employment by industry.

Exhibit II.28: Employment by Industry



Source: U.S. Bureau of Economic Analysis, 2005

The 'Other Private' sector had the highest reported total wages of 2005 earning \$352,456. 'Private' and 'Manufacturing' employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.29). "Arts and Recreation' reported the lowest wages of 2005 earning \$404. The table in Exhibit II.29 outlines the total wages earned by industry.

Exhibit II.29: Employment by Industry

Employment	Annual Earnings
Agriculture	\$ 7,138
Construction	\$ 16,816
Manufacturing	\$ 121,045
Whole Sale Trade	\$ 2,217
Retail Trade	\$ 17,099
Transportation and Warehouse	\$ 3,427
Information	\$ 1,355
Professional and Technical	\$ 5,022
Health Care and Social Service	\$ *
Arts and Recreation.	\$ 404
Accommodation and Food Service	\$ 6,775
Other Private	\$ 352,456
Private	\$ 227,016
Government	\$ 72,397

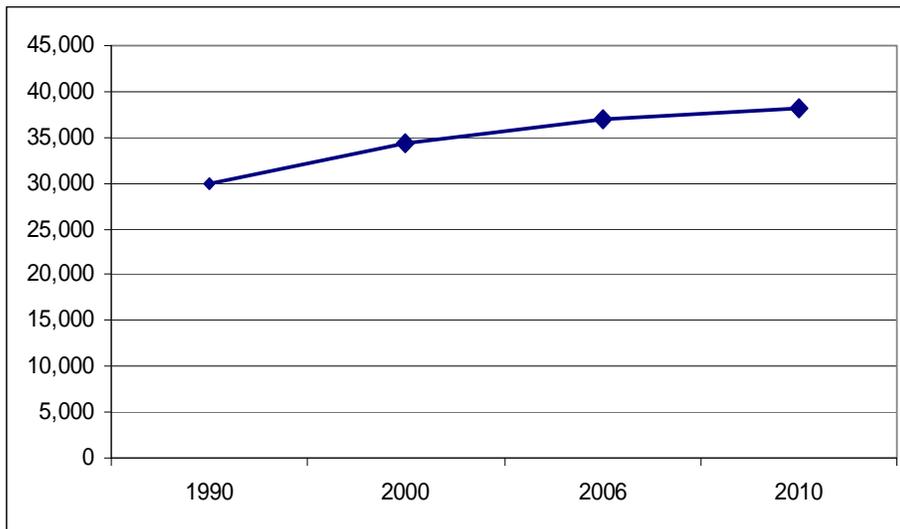
* Data not available due to Bureau of Economic Analysis non-disclosure requirements
Source: US Bureau of Economic Analysis

Harrison County

Population Growth

According to information from the state of Indiana, the total population of Harrison County in 2006 was 36,992 persons, an increase from the 2000 Census population of 34,325. This means the region has grown seven percent between 2000 and 2006. The Indiana Business Research Center is also projecting an increase in population for Harrison County by the year 2010. The projected population for 2010 is 38,203, an increase of three percent from 2006. Exhibit II.30 illustrates the historical and projected population trends for Harrison County through the year 2010.

Exhibit II.30: Population Trends



Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.31 illustrates the density of persons aged 65 and older by Census block group. There are two block groups with the highest density of residents aged 65 and older (27.12 – 100 percent) in Harrison County. Areas of moderately high and moderate densities of older adults are found north of the town of Corydon, and in the towns of Lanesville, Laconia, and Frenchtown and surrounding areas. The remainder of the region has low to very low older adult population density.

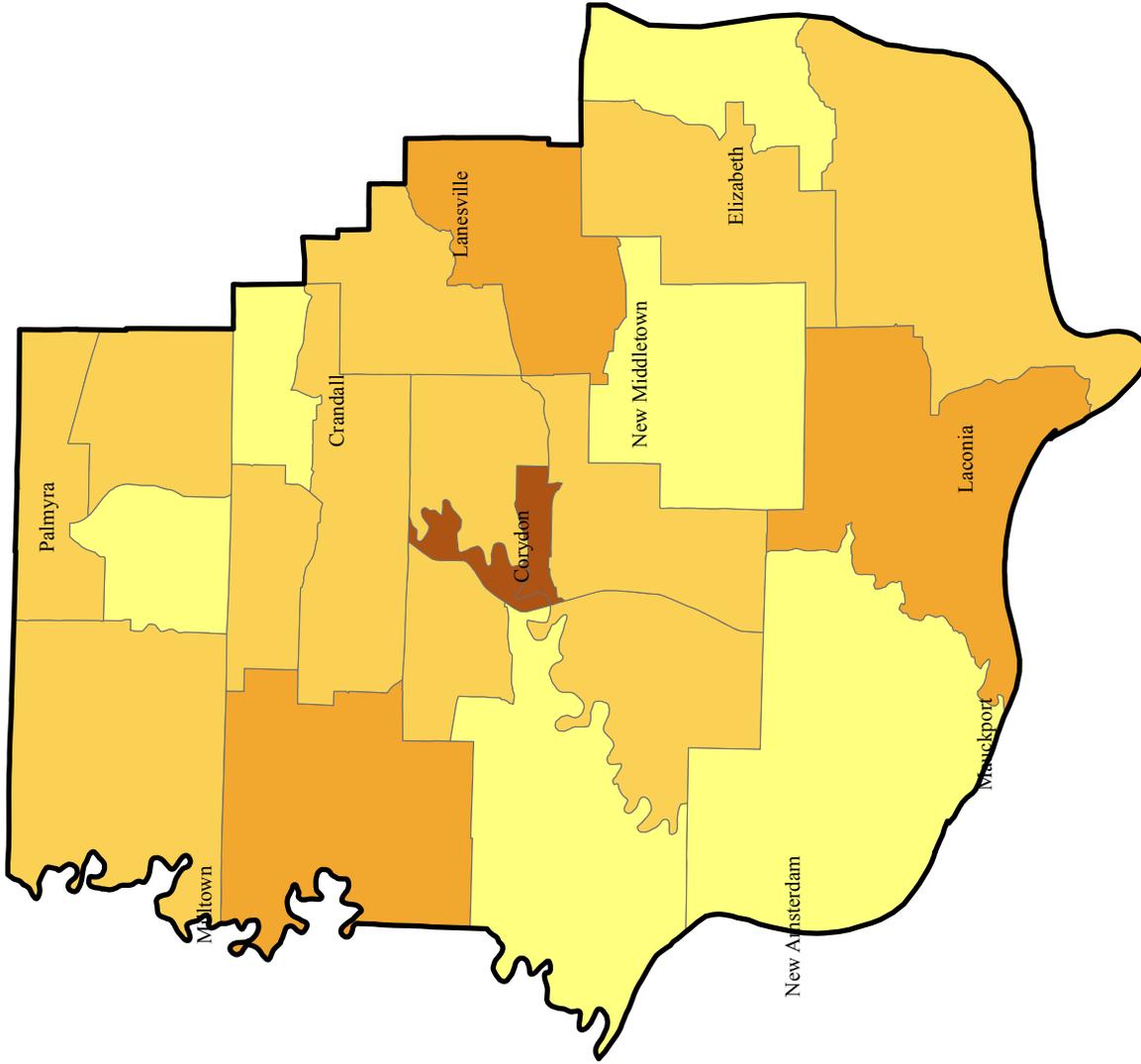
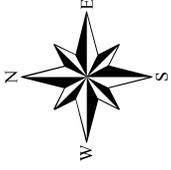
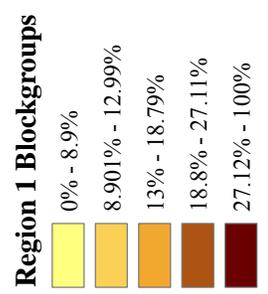


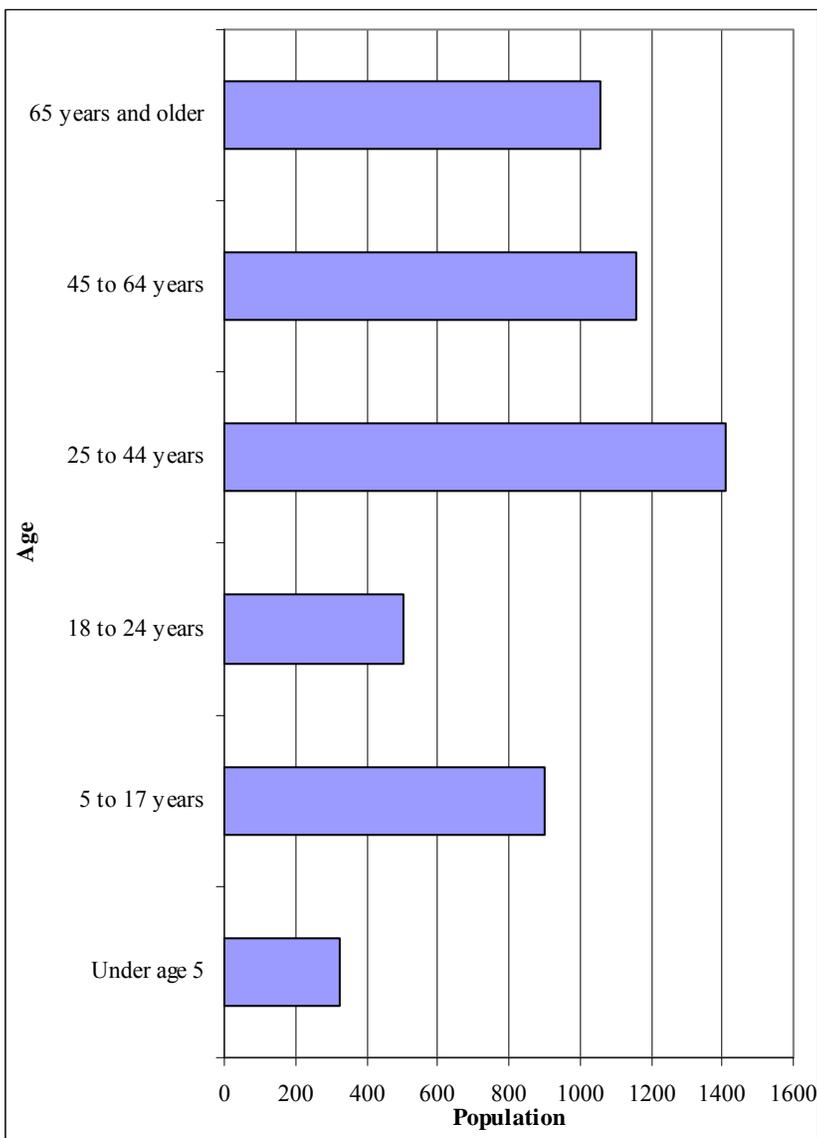
Exhibit II.31: Population 65 and Over
As a percent of total population

Harrison County



According to the 2006 statistics from the U.S. Census, the largest age cohort for Harrison County was between age 25 and 44, constituting 26.4 percent of the county's population (see Exhibit II.32). The second largest age group was 45 to 64 year olds (21.6 percent). Approximately 22.8 percent of the population in Harrison County was under age 18, while 19.7 percent was age 65 or older. According to these figures, the majority of the county's population was in the working age groups and moving toward the age for retirement.

Exhibit II.32: Population by Age

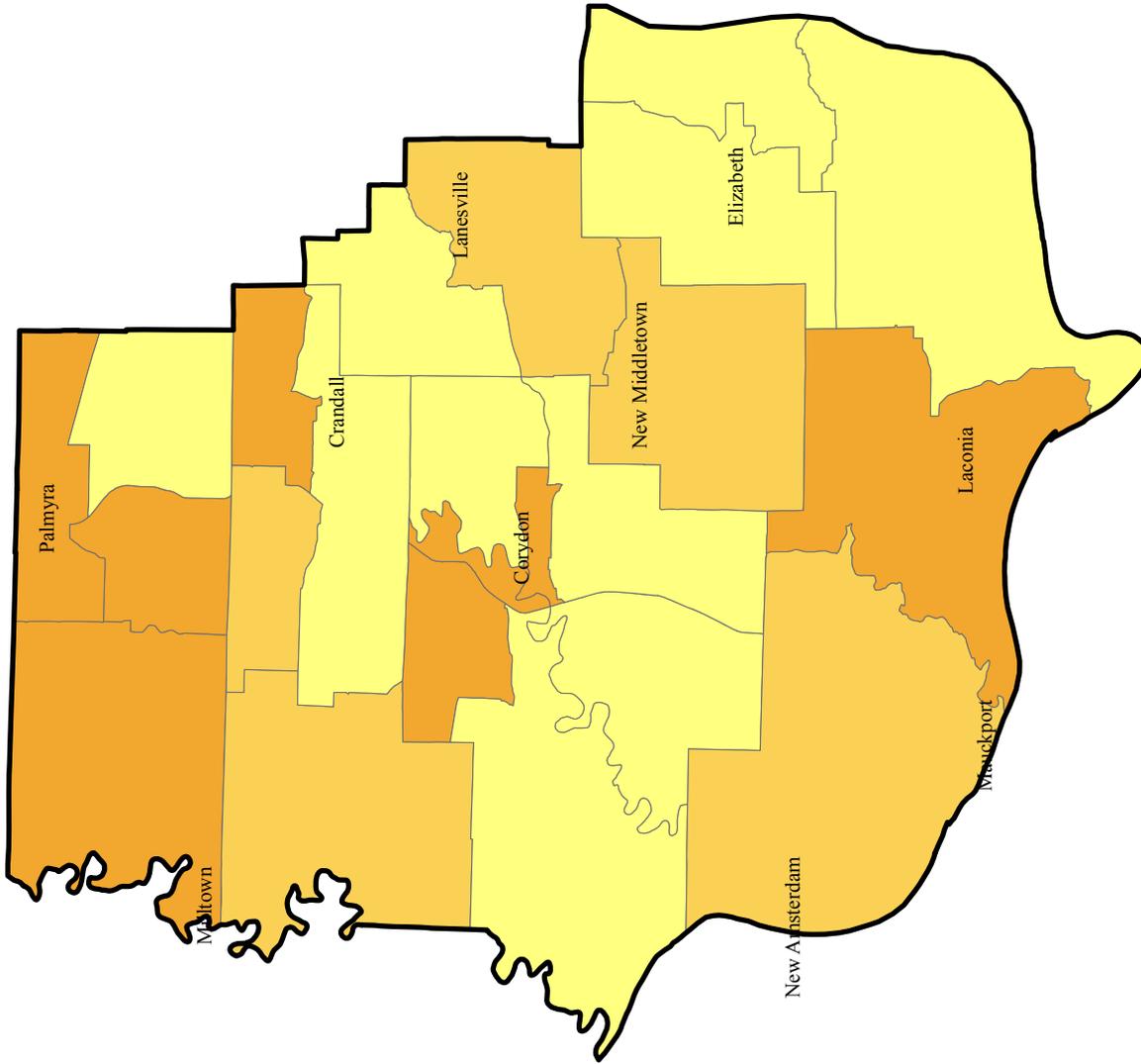
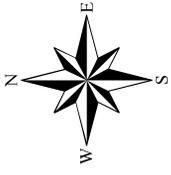


Source: US Census Bureau

**Economic Profile
Employment and Income**

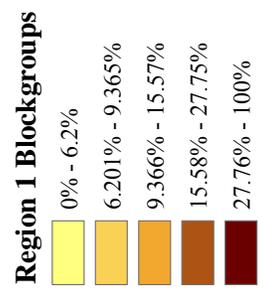
The U.S. Census Bureau reported in 2000 that there were 12,917 total households in Harrison County. Exhibit II.33 illustrates the density of households below the poverty level per square mile. In Harrison County there are no areas of high or moderately high densities of households below poverty level. The county reported largely low to very low densities of households below poverty level.

County Profiles



**Exhibit II.33: Households Below Poverty
As a percent of total households**

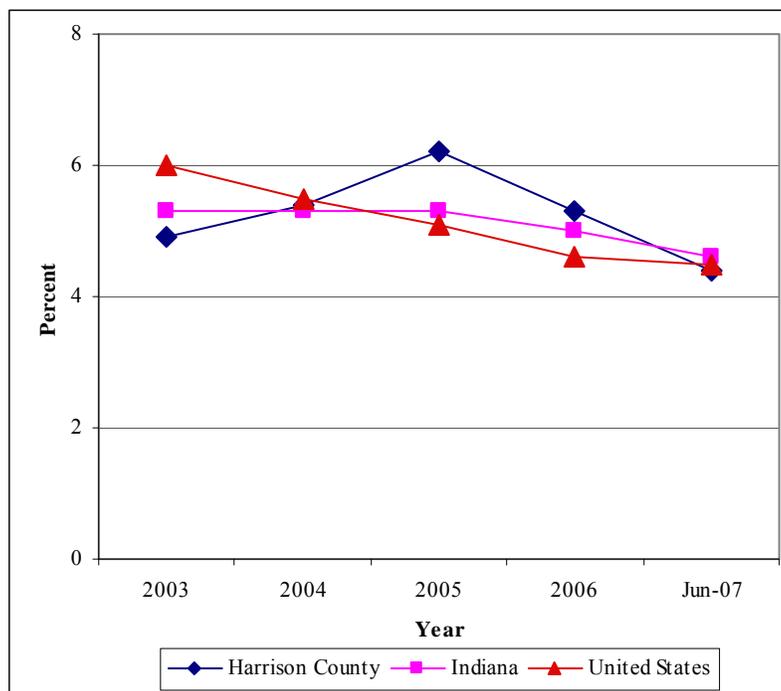
Harrison County



Industry and Labor Force

The 2006 Harrison County labor force consisted of 20,174 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. The county’s unemployment rate reached a high in 2005 of 6.2 percent, higher than the national and state unemployment rate. In both 2005 and 2006, the unemployment rate for Harrison County varied but remained higher than the state and national levels. Exhibit II.34 illustrates a comparison of the unemployment rates in the county, state of Indiana, and the nation.

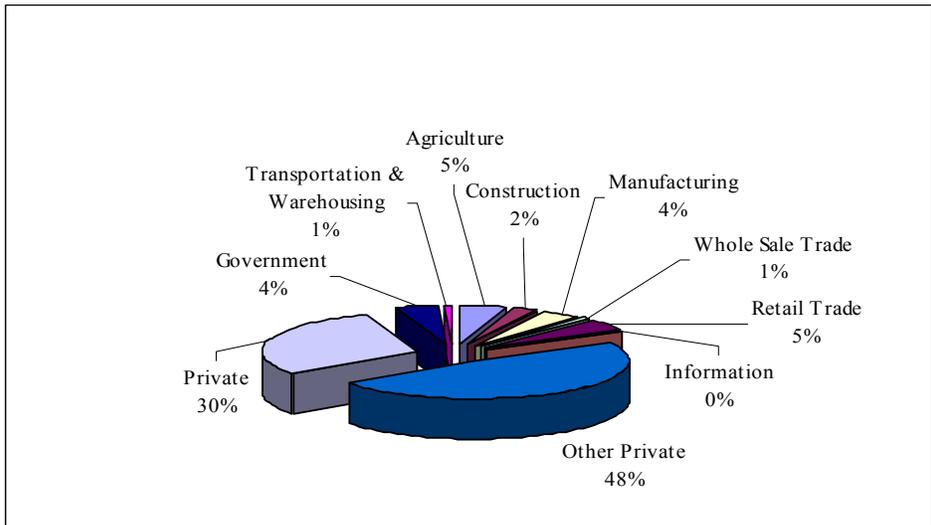
Exhibit II.34: Comparison of Unemployment Rates



Source: Bureau of Labor Statistics

The ‘Other Private’ sector was the largest industry in the county with 22,298 employees in 2005. The ‘Private’ industry had the second largest employer (13,865 employees) and ‘Agriculture’ was the third largest, with 2,390 workers. In addition, 2,154 people were employed by the ‘Retail Trade’ industry. Exhibit II.35 is an illustration of the employment by industry.

Exhibit II.35: Employment by Industry



Source: U.S. Bureau of Economic Analysis, 2005

The ‘Other Private’ sector had the highest reported total wages of 2005 earning \$554,636. ‘Private’ and ‘Government’ employment accounted for the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.36). ‘Professional and Technical,’ ‘Health Care and Social Service,’ ‘Arts and Recreation,’ and ‘Accommodation and Food Service’ did not have data available due to Bureau of Economic Analysis non-disclosure requirements. The table in Exhibit II.36 outlines the total wages earned by industry.

Exhibit II.36: Employment by Industry

Employment	Annual Earnings
Agriculture	\$ 6,643
Construction	\$ 26,700
Manufacturing	\$ 84,124
Whole Sale Trade	\$ 14,128
Retail Trade	\$ 38,861
Transportation and Warehouse	\$ 9,083
Information	\$ 2,882
Professional and Technical	\$ *
Health Care and Social Service	\$ *
Arts and Recreation.	\$ *
Accommodation and Food Service	\$ *
Other Private	\$ 554,636
Private	\$ 374,116
Government	\$ 85,667

* Data not available due to Bureau of Economic Analysis non-disclosure requirements

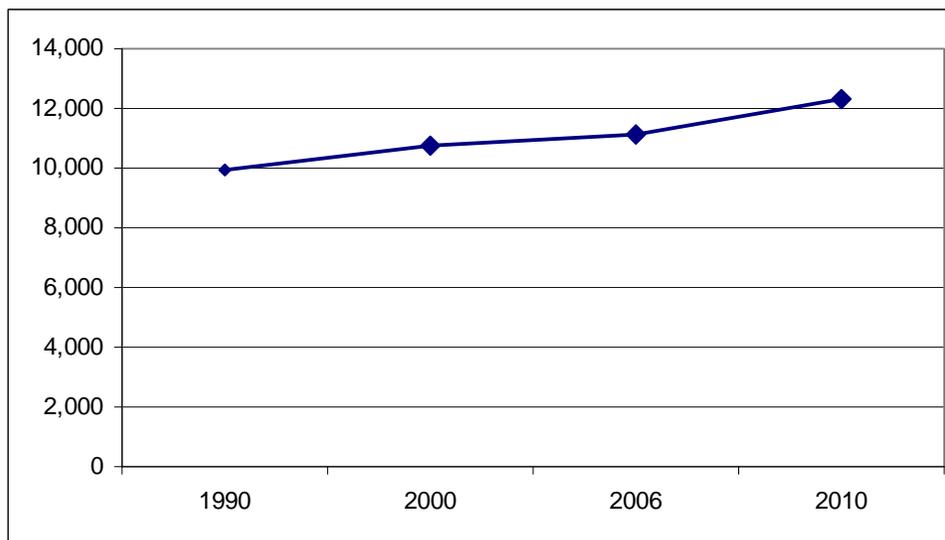
Source: US Bureau of Economic Analysis

Crawford County

Population Growth

According to information from the state of Indiana, the total population of Crawford County in 2006 was 11,137. This is an increase from the 2000 Census population of 10,743, or a 3.5 percent growth between 2000 and 2006. The Indiana Business Research Center is projecting an increase in population for Crawford County of 10 percent between 2006 and 2010. The projected population for 2010 is 12,284. Exhibit II.37 illustrates the historical and projected population trends for Crawford County through the year 2010.

Exhibit II.37: Population Trends



Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.38 illustrates the density of persons aged 65 and older by Census block group. No block groups were identified with a high density (27.12 – 100 percent) of residents aged 65 and older in Crawford County. Areas of moderately high (18.8 – 27.11 percent) and moderate (13.0 – 18.79 percent) densities of older adults are found in the southern section of the county and in the towns of English and Marengo and the surrounding areas. The remainder of the region has low to very low older adult population density.

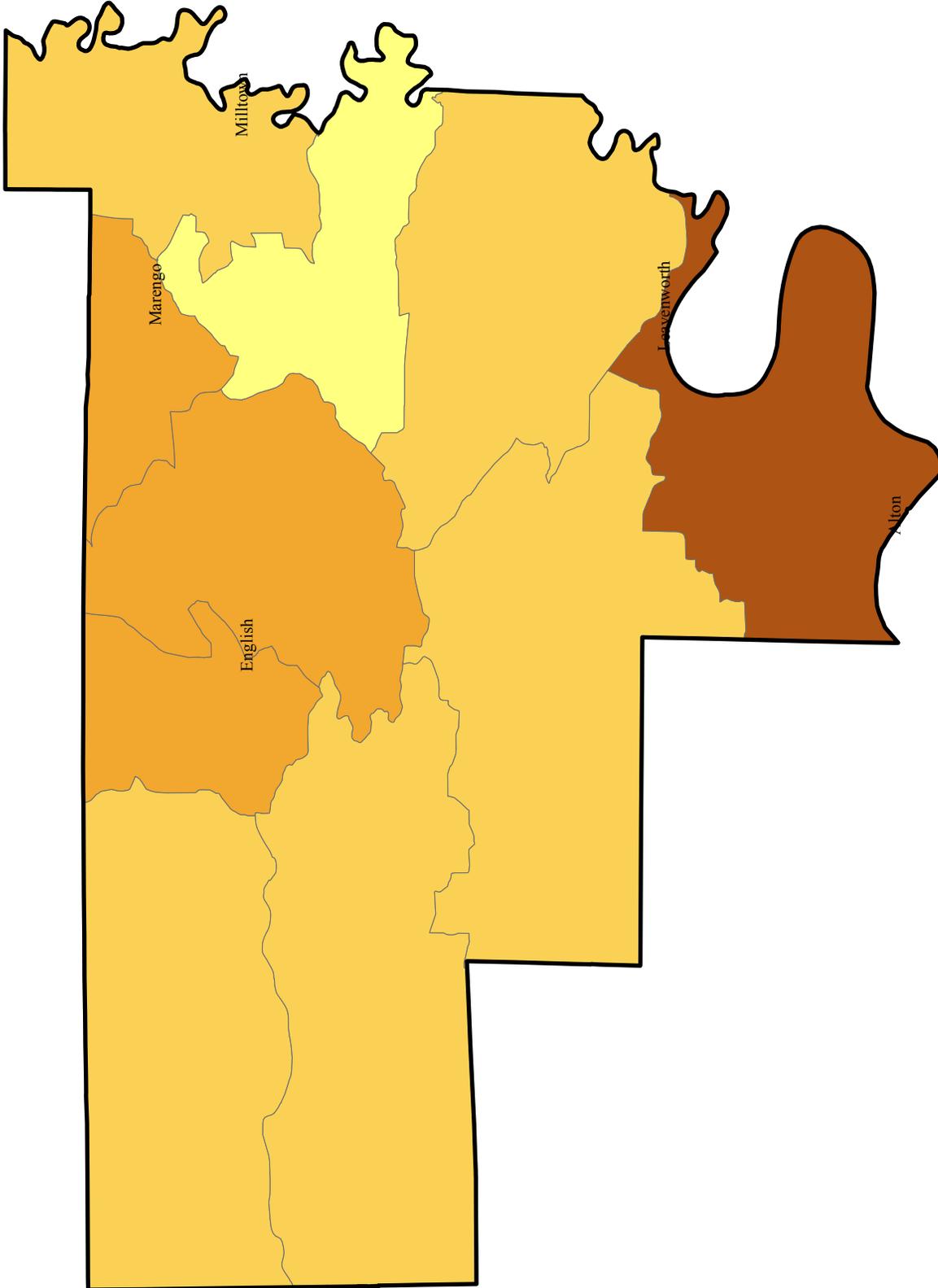
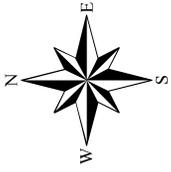
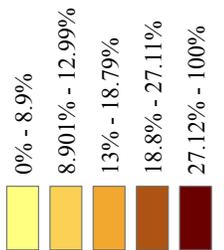


Exhibit II.38: Population 65 and Over
As a percent of total population

Crawford County

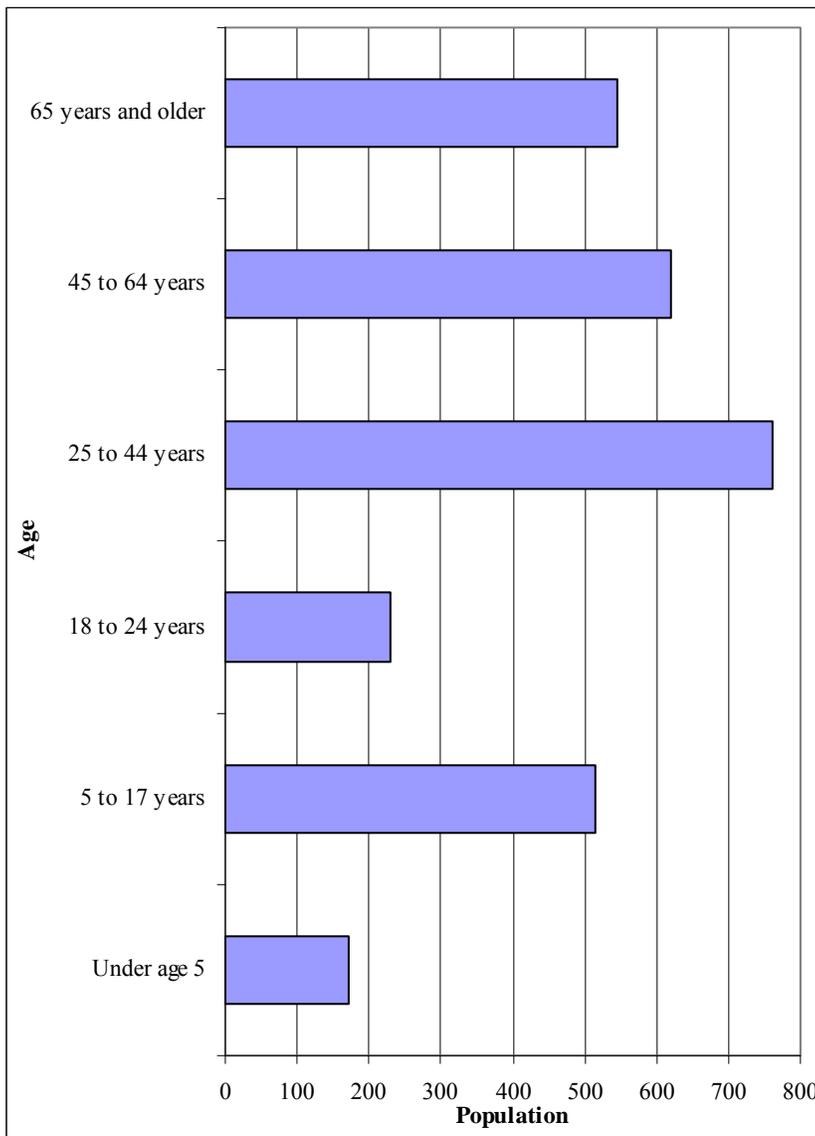


Region 1 Blockgroups



According to the 2006 statistics from the U.S. Census, the largest age cohort for Crawford County in 2000 was between age 25 and 44, constituting 26.8 percent of the county's population (see Exhibit II.39). The second largest age group was 45 to 64 year olds (21.8 percent). Approximately 24.2 percent of the population in Crawford County was under age 18, while 19.2 percent was age 65 or older. The distribution indicates that the majority of the county's population was in the working age groups and moving toward the age for retirement.

Exhibit II.39: Population by Age



Source: US Census Bureau

**Economic Profile
Employment and Income**

The U.S. Census Bureau reported in 2000 that there were 4,181 total households in Crawford County. Exhibit II.40 illustrates the density of households below the poverty level per square mile. Areas having a high density (27.76 - 100 percent) of households below the poverty level were found in and north of the town of English. The remainder of the county reported moderately high (15.58 – 27.75 percent) to moderate (9.366 – 15.57 percent) densities of households below the poverty level. There are no areas in Crawford County with very low levels (0 – 6.2 percent) of households below the poverty level.

County Profiles

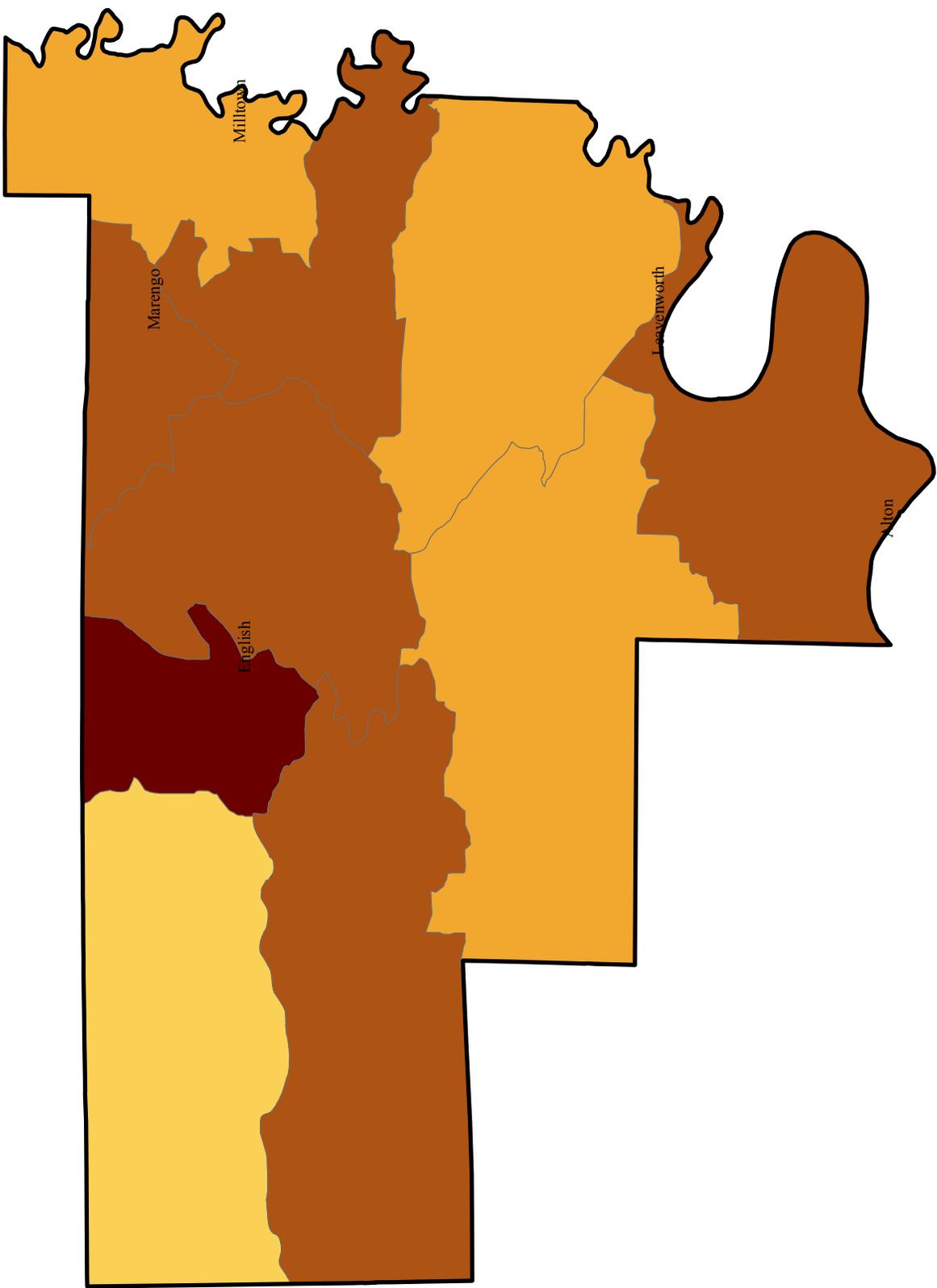
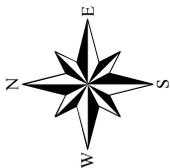
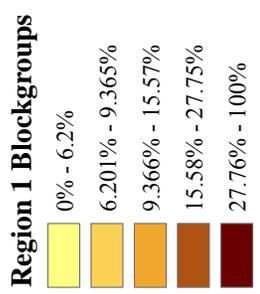


Exhibit II.40: Households Below Poverty
As a percent of total households

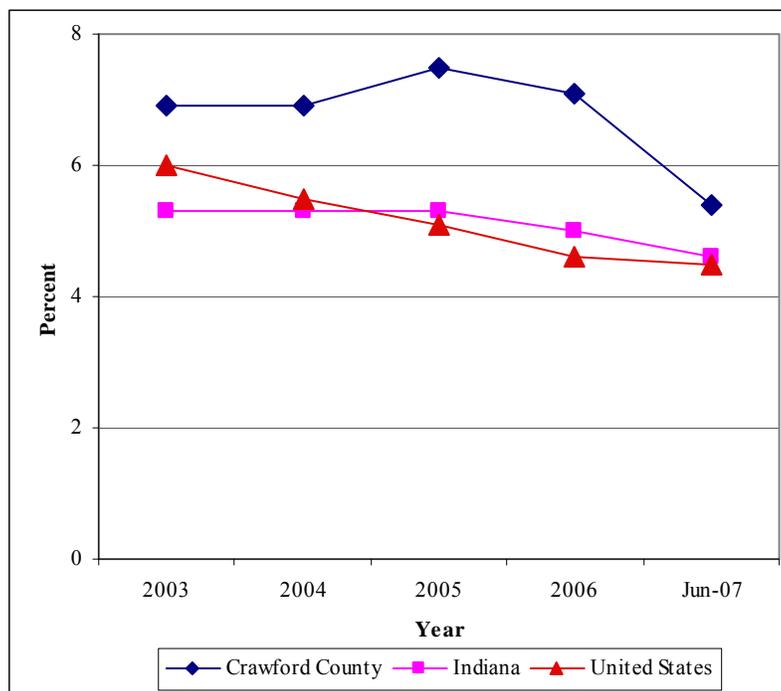
Crawford County



Industry and Labor Force

The 2006 Crawford County labor force consisted of 5,375 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. The county's unemployment rate reached a high in 2005 of 7.5 percent, and remained higher than the national and state unemployment rate. Between 2003 and 2006, the unemployment rate for Crawford County has varied but remained higher than the state and national levels. Exhibit II.41 illustrates a comparison of the unemployment rates in the county, state of Indiana, and the nation.

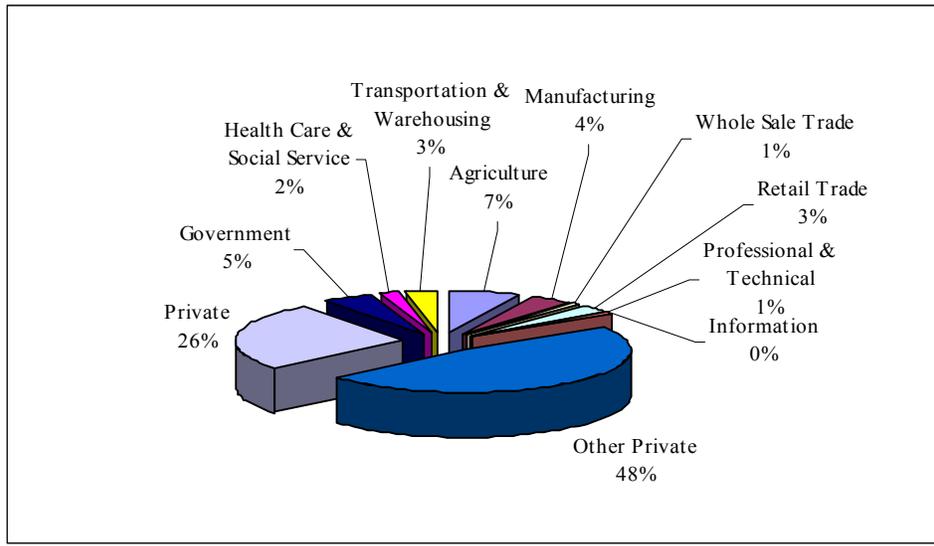
Exhibit II.41: Comparison of Unemployment Rates



Source: Bureau of Labor Statistics

The 'Other Private' sector was the largest industry in the county with 5,976 employees in 2005. The 'Private' industry had the second largest employer (3,281 employees), and 'Agriculture' was the third largest with 852 workers. In addition, 607 people were employed in 'Government' sector. Exhibit II.42 is an illustration of the employment by industry.

Exhibit II.42: Employment by Industry



Source: U.S. Bureau of Economic Analysis, 2005

The 'Other private' sector, at \$131,532, had the highest reported total wages of 2005. 'Private' and 'Government' employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.43). 'Construction,' 'Arts and Recreation,' and 'Accommodation and Food Service' did not have data available due to Bureau of Economic Analysis non-disclosure requirements. The table in Exhibit II.43 outlines the total wages earned by industry.

Exhibit II.43: Employment by Industry

Employment	Annual Earnings
Agriculture	\$ 3,259
Construction	\$ *
Manufacturing	\$ 20,008
Whole Sale Trade	\$ 9,871
Retail Trade	\$ 3,651
Transportation and Warehouse	\$ 12,286
Information	\$ 102
Professional and Technical	\$ 911
Health Care and Social Service	\$ 4,271
Arts and Recreation.	\$ *
Accommodation and Food Service	\$ *
Other Private	\$ 131,532
Private	\$ 80,647
Government	\$ 20,933

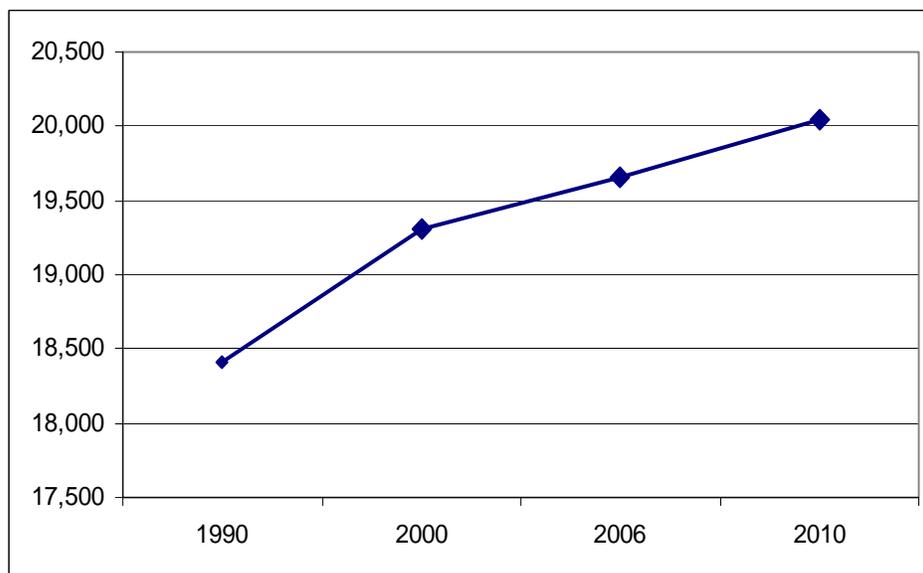
* Data not available due to Bureau of Economic Analysis non-disclosure requirements
Source: US Bureau of Economic Analysis

Orange County

Population Growth

According to information from the state of Indiana, the total population of Orange County in 2006 was 19,659. This is an increase of nearly two percent from the 2000 Census population of 19,306, a nearly two percent increase. The Indiana Business Research Center is projecting an increase in population for Orange County. The projected population for 2010 is 20,047, another increase of two percent from 2006. Exhibit II.44 illustrates the historical and projected population trends for Orange County through the year 2010.

Exhibit II.44: Population Trends



Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.45 illustrates the density of persons aged 65 and older by Census block group. Block groups with the high (27.12 – 100 percent) and moderately high (18.8 – 27.11 percent) densities of residents aged 65 and older in Orange County are located northeast of Paoli and east of the town of French Lick. Areas with a moderate density of older adults are found on the west county line border, the southeast section of the county, and in and north and northeast of the town of Paoli. The remainder of the region has low to very low older adult population density.

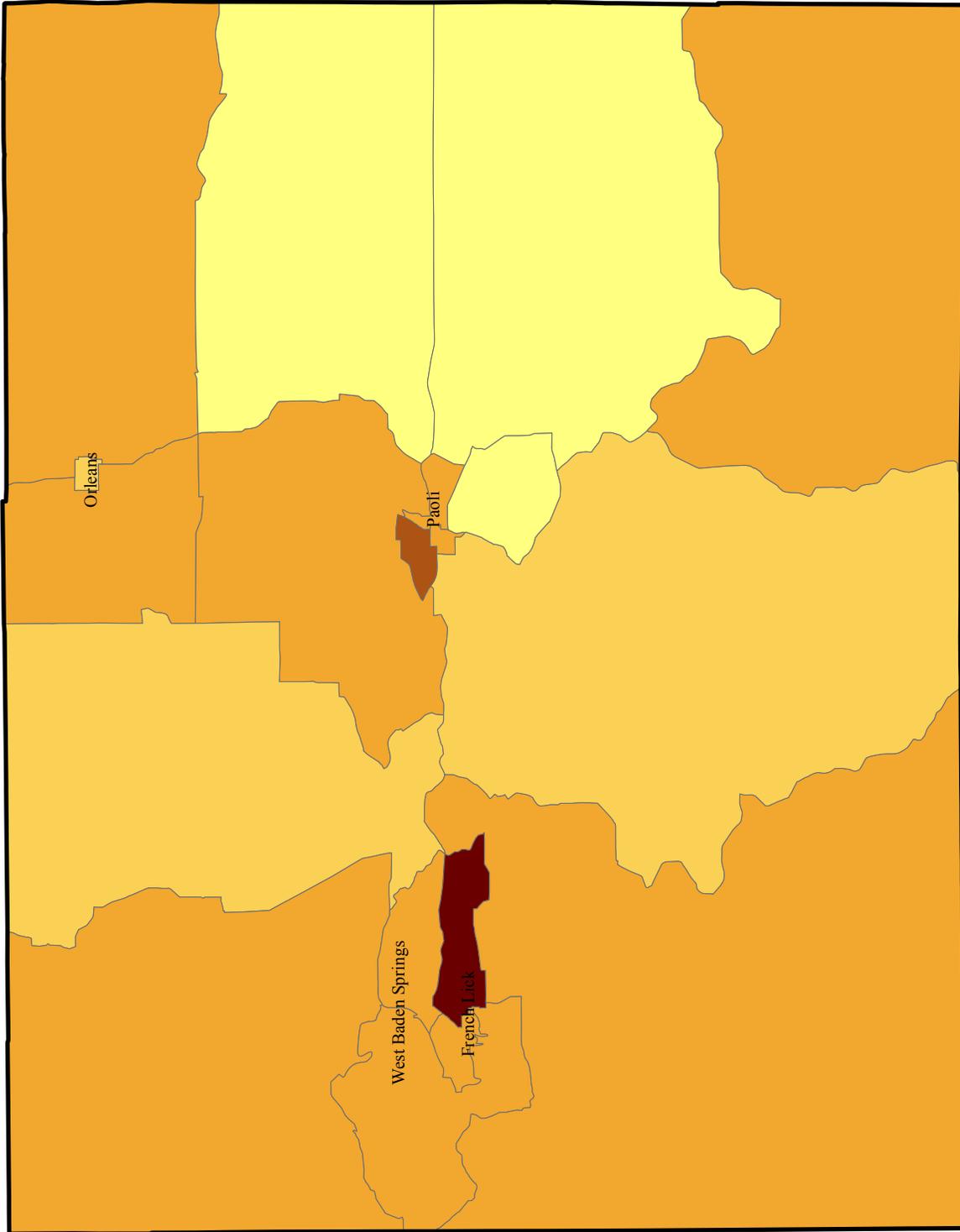
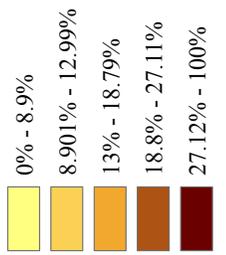


Exhibit II.45: Population 65 and Over
As a percent of total population

Orange County

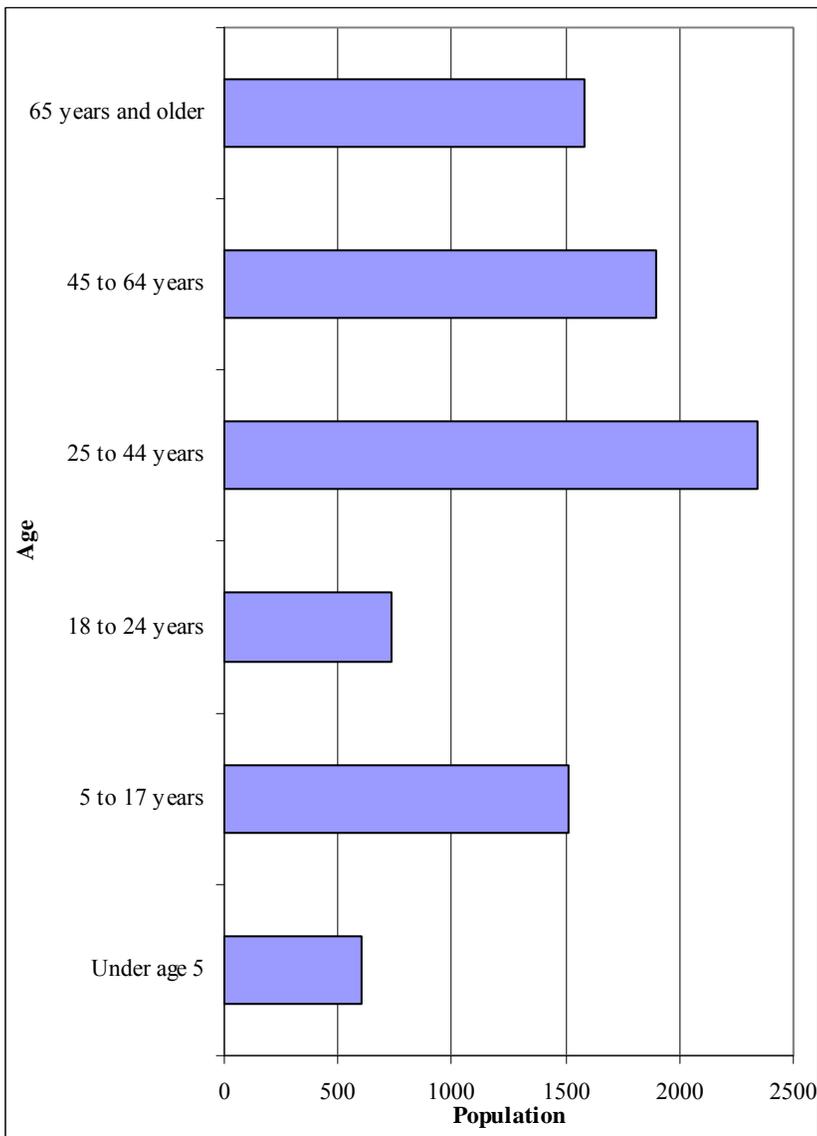


Region 1 Blockgroups



According to 2006 U.S. Census statistics, the largest age cohort for Orange County was between age 25 and 44, constituting 27 percent of the county's population (see Exhibit II.46). The second largest age group was 45 to 64 year olds (21.9 percent). Approximately 24.4 percent of the population in Orange County was under age 18, while 18.3 percent was age 65 or older. The distribution indicates that the majority of the county's population was in the working age groups and moving toward the age for retirement.

Exhibit II.46: Population by Age



Source: US Census Bureau

**Economic Profile
Employment and Income**

The U.S. Census Bureau reported in 2000 that there were 7,621 total households in Orange County. Exhibit II.47 illustrates the density of households below the poverty level per square mile. Areas having a moderately high density (15.58 – 27.75 percent) of households below the poverty level were found in the northwest section of the county, in the town of Orleans and in the town of Paoli and surrounding areas. The remainder of the county had moderate to moderately low densities of households below the poverty level except for the southeast corner and north central section of the county, which has the lowest density of households below the poverty level.

County Profiles

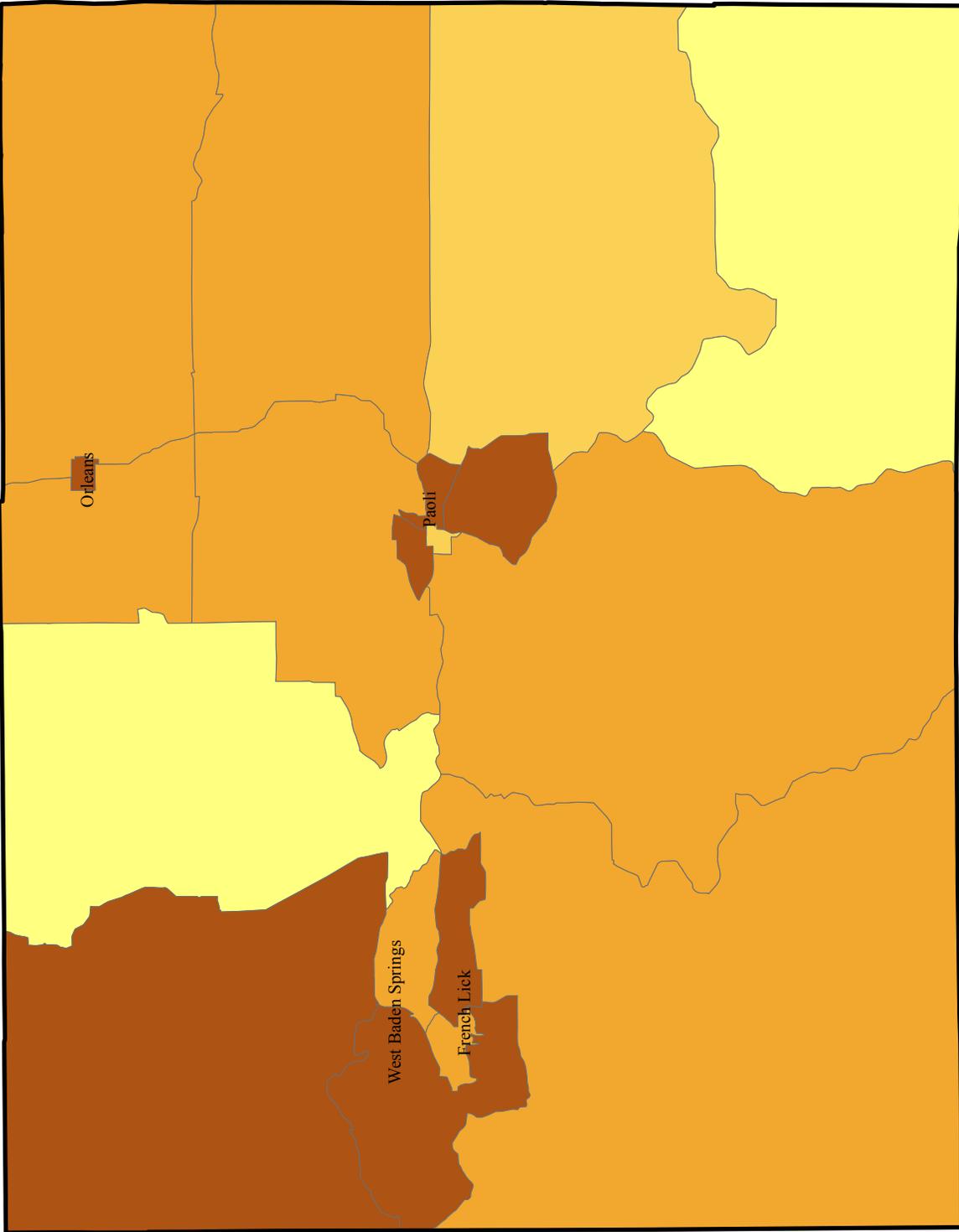
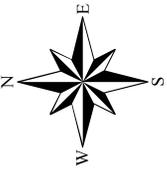
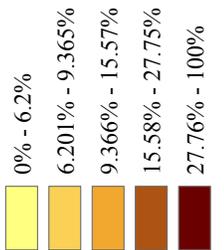


Exhibit II.47: Households Below Poverty
As a percent of total households

Orange County



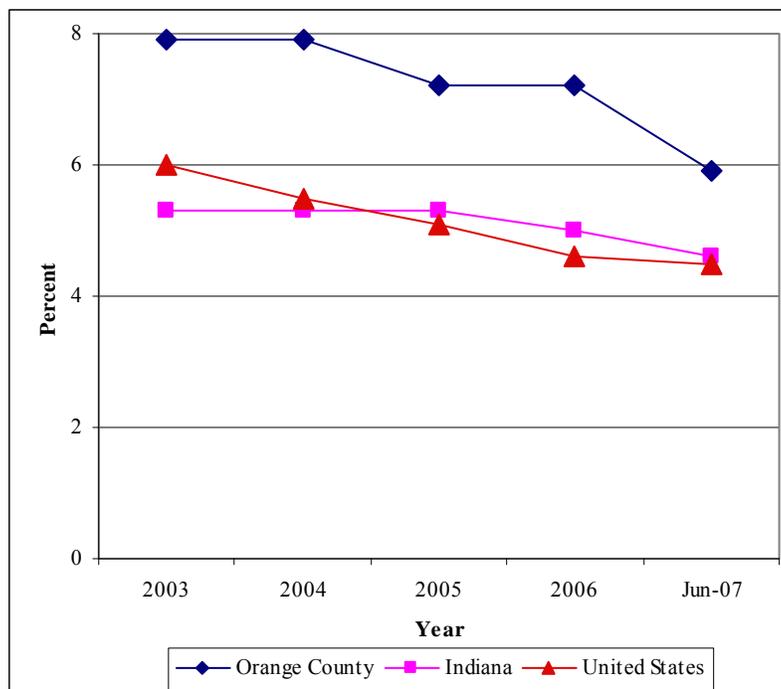
Region 1 Blockgroups



Industry and Labor Force

The 2006 Orange County labor force consisted of 9,657 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. The county's unemployment rate reached a high in 2003 and 2004 with a rate of 7.9 percent, and remained higher than the national and state unemployment rate. Although From 2003 to 2006 the unemployment rate for Orange County has varied, it has remained higher than the state and national levels. Exhibit II.48 illustrates a comparison of the unemployment rates in the county, state of Indiana, and the nation.

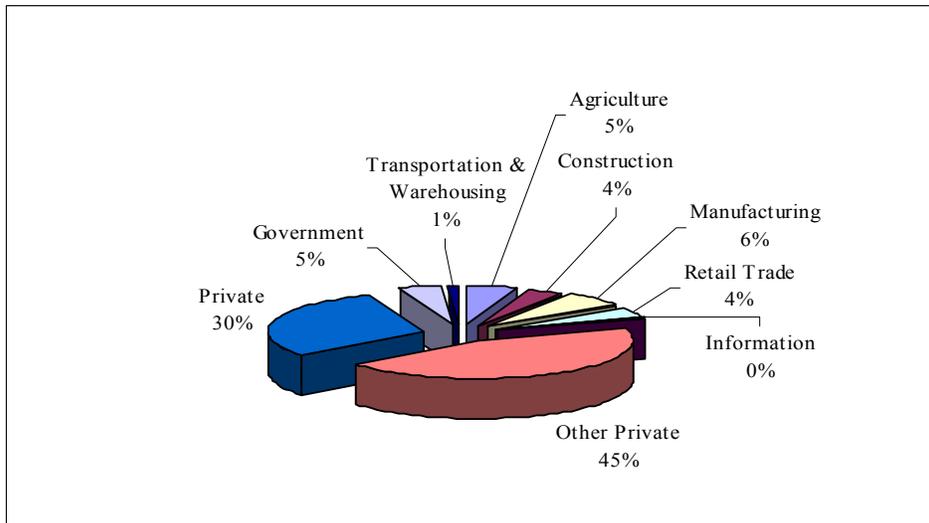
Exhibit II.48: Comparison of Unemployment Rates



Source: Bureau of Labor Statistics

The 'Other Private' sector was the largest industry in the county with 10,153 employees in 2005. 'Private' sector had the second largest employer (6,908 employees) and 'Manufacturing' was the third largest, with 1,475 workers. In addition, 1,184 people were employed in the 'Agriculture' industry. Exhibit II.49 is an illustration of the employment by industry.

Exhibit II.49: Employment by Industry



Source: U.S. Bureau of Economic Analysis, 2005

The ‘Other Private’ sector had the highest reported total wages of 2005, \$291,594. ‘Private’ and ‘Manufacturing’ employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.50). ‘Whole sale Trade,’ ‘Professional and technical,’ ‘Health Care and Social Services,’ ‘Arts and Recreation,’ and ‘Accommodation and Food Service’ did not have data available due to Bureau of Economic Analysis non-disclosure requirements. The table in Exhibit II.50 outlines the total wages earned by industry.

Exhibit II.50: Employment by Industry

Employment	Annual Earnings
Agriculture	\$ 5,802
Construction	\$ 40,801
Manufacturing	\$ 61,577
Whole Sale Trade	\$ *
Retail Trade	\$ 16,919
Transportation and Warehouse	\$ 9,673
Information	\$ 1,681
Professional and Technical	\$ *
Health Care and Social Service	\$ *
Arts and Recreation.	\$ *
Accommodation and Food Service	\$ *
Other Private	\$ 291,594
Private	\$ 206,587
Government	\$ 41,009

* Data not available due to Bureau of Economic Analysis non-disclosure requirements

Source: US Bureau of Economic Analysis

Summary**SUMMARY**

Southern Indiana Transit region has grown from 2000 to 2006. This trend is expected to continue, as the state has projected additional growth by the year 2010.

Some 10,241 persons, or 7 percent of the region's total population, in the six county region reported some type of disability in 2000. Disabilities include sensory, mental, physical, and self-care limitations. About one third of this population normally relies on public transportation services.

Other segments of the population that also usually rely on public transportation services are households below poverty level and households without an automobile. The area with the largest amount of high-density block groups of households below the poverty level was found Scott County. The remaining counties in the region had moderately high and lower levels of households below poverty. Approximately 69 percent of the regional work force commutes less than 30 -minutes to work

The labor force in the region consisted of 71,193 individuals in 2005 according to the Indiana Department of Workforce Development. The average unemployment rate in August 2007 was 5.0 percent, a rate similar to the state's June 2007 unemployment rate.

The 'Private' sector was the largest industry in the region with 46,360 employees in 2005. 'Manufacturing' trade was the second largest employer (10,714 employees) and 'Other Private' was the third largest. The 'Private' sector also had the highest reported total wages of 2005 for any one sector of employment.

**III. INVENTORY OF EXISTING
TRANSPORTATION
SERVICES**

III. INVENTORY OF EXISTING TRANSPORTATION SERVICES

The region is located in southern Indiana. A comprehensive survey instrument designed after the *Framework for Action*, was sent to 40 stakeholders, including, agencies, and transportation providers to gain information on existing transportation programs and services. An additional 61 surveys were sent to members of local councils and commissions. The survey was available online at http://www.sndayton.com/INDOT_coordination_survey, as well as via fax or U.S. mail upon request. A copy of the request for participation that was distributed state-wide is provided in Appendix A. Transportation providers were also notified of the requirement for participation in the survey at annual transportation planning meetings with INDOT, and through the quarterly Indiana RTAP newsletter (see Appendix A-3).

Four agencies/entities responded to the survey and they are listed below. All of those responding to the survey are providers of human service transportation. Survey respondents include:

- LifeSpan Resources, Inc.
- Older Americans Services Corporation
- Orange County Transit
- Perry County Council on Aging
- Southern Indiana Resource Solutions, Inc. (SIRS, Inc.)

GENERAL DESCRIPTION OF AREA TRANSPORTATION PROVIDERS

Those agencies that responded to the survey that directly provide transportation services or contract these services to other providers of human service transportation and/or provide transportation services in the six-county region are described below.

Eligibility to apply to INDOT for grant funding under Section 5316 and 5317 is limited to:

- Public entities providing public transit services; and,
- Private, nonprofit entities designated by county commissioners to provide public transit services.

Eligible applicants for Section 5310 funding include private, nonprofit organizations and public bodies that coordinate specialized transportation services.

General Description of Area Transportation Providers

Any of the following organizations that do not qualify as eligible applicants for grant funding could partner with an eligible applicant to achieve the coordinated transportation goals.

Organization Summaries

LifeSpan Resources is the designated Area Agency On Aging for Clark, Floyd, Harrison, and Scott counties. Responsibilities include the development and coordination of programs and services, which enable older adults, and individuals with disabilities of any age, to remain independent, in their own homes. As an umbrella organization, LifeSpan provides some services directly and others are contracted out to vendors, e.g., home health care agencies, private sector businesses and non-profit entities. LifeSpan's transportation program serves older adults, individuals with disabilities, and those that are Medicaid eligible for medical trips. Transportation services are provided Monday through Friday from 5:00 AM to 5:00 PM. Service is typically provided curb-to-curb but door-to-door service is available if needed by the rider. Service is provided in the deviated fixed route and demand response mode with a four-day advance reservation requirement. Note that same day requests will be honored if space is available. LifeSpan operates 14 vehicles, 10 of which are lift-equipped. The transportation system serves area agency clients on a contractual basis, such as Rauch, Inc., a sheltered workshop. LifeSpan also transports low-income individuals to homeless shelters, veterans, hospital discharges, and mental health clients for counseling services. There are no fees for LifeSpan transportation service, but donations are encouraged and accepted. In 2006 the agency incurred \$527,000 in transportation operating expenses.

Perry County Council on Aging is a private non-profit agency that assists the older adult population with light housekeeping, shopping, banking, prescription pick-up, and transportation to medical appointments. The agency has three vans, of which one is lift-equipped and another has a ramp. Transportation services are provided Monday through Friday from 8:00 AM to 4:00 PM. In addition to providing transportation for older adults, the agency also serves individuals with disabilities and veterans.

Older Americans Services Corp. (OASC) is a private non-profit agency that provides noon meals at senior centers, home delivered meals, transportation, homemaker services, attendant care, periodic travel and sightseeing for older adults. Transportation is provided to older adults age 60 and over for medical trips, shopping, and personal business trips. They also provide Medicaid transportation for anyone with authorization in Crawford, Lawrence, Orange, and Washington Counties. Older American Services Corp. and the First Chance Center (Orange County Transit) receive joint grants from the Indiana Department of Transportation and

**General Description of
Area Transportation
Providers**

**General Description of
Area Transportation
Providers**

currently share six vans (3 lift-equipped) to provide transportation. In addition to these six shared vans, OASC operates 44 vehicles of which 7 are lift-equipped and four are minivans with ramps. The agency provided vehicle utilization information for 25 of those vehicles. Service is provided Monday through Friday from 7:00 AM to 4:00PM, with Saturday service provided when needed.

Orange County Transit Service (OCTS) provides subscription and demand response transportation service in Orange County. The service operates from 4:00 AM until 6:30 PM, Monday through Friday. Riders should call at least 24-hours in advance to request a ride. OCTS provided nearly 24,800 trips in 2006 at a total cost of about \$363,000. The system operates 16 vehicles, 6 of which are lift-equipped or modified for wheelchair accessibility. Fares are \$5 for round trips/\$4 one-way in Paoli, French Lick, or Orleans; \$6 roundtrip/\$5 one-way Orleans to Paoli; \$7 roundtrip French Lick to Paoli /\$6 one-way; and \$12 French Lick to Orleans roundtrip/\$10 one-way.

Southern Indiana Resource Solutions, Inc. (SIRS, Inc.), operating as Link-n-Go, is a private non-profit organization that provides employment opportunities for adults and children with disabilities in Crawford, Dubois, Perry, Spencer, Vanderburgh, Warrick Counties. The agency's service area encompasses two regional study areas, with Crawford and Perry Counties included in this particular region. Eligibility requirements indicate that the person must be Medicaid eligible, elderly, or have a disability. SIRS transportation system initiated service in the spring of 2007. The agency provides transportation for its consumers with a fleet of vehicles, by staff use of personal vehicles, and mileage reimbursement for consumer family and friends. While most of the agency's transportation service is provided within a county, idle vans are used for services across county lines if the need arises and the service is deemed feasible. The agency's fleet is composed of two sedans, one standard van, and four converted 15-passenger vans (three lift-equipped). SIRS, Inc. operates one sedan and one lift-equipped van in Perry County. Curb-to-curb service is provided with door-to-door available if needed. Clients are required to make 24-hour advance reservations for the transportation services that are provided Monday through Friday from 6:00 AM to 6:00 PM. Services may be provided beyond these hours if required by the passenger. Same-day service requests will be accommodated if possible. Those individuals that have verified Medicaid eligibility or persons with disabilities and the elderly are eligible to ride. The agency receives capital assistance through the Section 5310 program.

OTHER TRANSPORTATION PROVIDERS

Those agencies that are known to provide transportation in the project study area but did not respond to the survey are described as much as possible below. Information on these agencies was gathered from a variety of sources including the INDOT 2006 Annual Report.

Southern Indiana Transit System (SITS) is one of the programs that operates under Blue River Services, Inc. The system provides demand response and deviated fixed route service in Crawford, Harrison, Scott and Washington Counties. SITS provides curb-to-curb service with two routes provided in Crawford County, four in Harrison, two in Scott, and three in Washington. Medical transportation is also offered in these counties to individuals for doctor's appointments and hospital visits. In addition, SITS provides deviated route transportation for adults who receive services or those who are employed at Blue River Services Sheltered Workshops; and transportation for children with special needs who attend Rainbow's End Preschool Centers. The system also coordinates with several other agencies, such as Rauch, Inc., New Hope Services, Hoosier Pact, and the Community Learning Center of Washington County. SITS provides special events shuttle service and makes arrangements for employers to transport their employees to and from the workplace. Transportation services are provided Monday through Friday from 6:00 AM to 6:00PM. Fares are one-way based on the distance of the trip, with trips less than 10 miles having a cost of \$2 per person, 11 to 19 miles \$3, and 20 miles or over \$4. In 2006 the system incurred over \$666,000 in operating expenses while providing over 47,300 trips. SITS operates 35 vehicles with 17 of them lift-equipped. SITS receives vehicles through the Section 5310 program.

New Hope Services is a private non-profit community service agency that serves the needs of individuals with disabilities. The agency operates in Clark and Scott Counties. They operate 11 vehicles of which 10 are wheelchair accessible. On a typical day the agency's transportation system transports 85-105 individuals, primarily to and from their homes and the two workshops. Service is provided Monday through Friday from 6:00 AM to 6:30 PM. New Hope Services utilizes the Transit Authority of River City (TARC - Louisville) when possible for their Clark County transportation needs but TARC does not operate in Scott County.

COORDINATION

There is minimal coordination of trips throughout the region. The two providers serving Orange County, First Chance Center (Orange County Transit) and Older American Services, have six vehicles that they share. Each agency gets approximately fifty percent of the use of the vehicles.

Other Transportation Providers

Coordination

Orange County Transit also works cooperatively with the Southern Indiana Transit System to coordinate rides to a dialysis treatment center in Bedford. The SITS vehicle brings an individual from Crawford County up to Orange County where there is another individual(s) that needs transportation to Bedford. Orange County Transit then transports all of the individuals to Bedford.

SITS provides transportation for a number of human service agencies in the region. Also, New Hope Services utilizes the Transit Authority of River City to transport its clients when practical.

CONTRACTS

LifeSpan provides transportation for the clients of Rauch, Inc. on a contractual basis. Note that while SITS provides service for a number of human service agencies in the area, this service is not provided under a contractual agreement with each agency.

FARE STRUCTURES

There are a variety of fare structures utilized by the transit providers in the region.

Southern Indiana Transit System

Less than 10 miles - \$2 round trip

11 to 19 mile - \$3

20 miles or over - \$4

LifeSpan Resources

No fare – donations accepted

Orange County Transit Service

Within Paoli, French Lick, or Orleans - \$4 round trip/\$3 one-way

Orleans to Paoli - \$5 round trip/\$4 one-way

French Lick to Paoli - \$6 round trip/\$5 one-way

French Lick to Orleans - \$10 round trip/\$8 one-way

OPERATING STATISTICS

The operating statistics found below in Exhibits III-1 and III-2 include the transit providers in the region that are addressed in the 2006 INDOT Annual Report. As illustrated in Table 1, the total boardings for these three systems in 2006 were 72,078 with the Southern Indiana Transit System providing nearly twice as many trips as Orange County. The

Coordination

Contracts

Fare Structures

Operating Statistics

Operating Statistics

Southern Indiana Transit System also incurred much more operating expenses. The Southern Indiana Transit System had high passengers per revenue hour figures as compared to the Orange County Transit Service. Each of the systems serve the general public. Southern Indiana Transit System has a multi-county service area.

Exhibit III-1

System Name	Service Area	Total Boardings	Total Rev. Veh. Miles	Total Rev. Veh. Hours	Total Gallons Fuel
Orange Co. Transit Service	Orange Co.	24,763	362,916	27,141	22,459
So. Indiana Transit System	Crawford, Harrison, Scott, Washington	47,315	570,583	12,002	48,504

Exhibit III-2

System Name	Passengers/Rev. Veh. Hr	Total FY 06 Oper. Exp	Cost/Rev. Hr	Cost/Rev. Mile
Orange Co. Transit	0.91	326,767	12.03	0.90
So. Indiana Transit System	3.94	666,240	55.51	1.16

VEHICLE INVENTORY AND UTILIZATION

Vehicle Inventory

Each transportation provider was interviewed and/or completed a survey that included questions about the number of wheelchair accessible and non-wheelchair-accessible vehicles in the fleet. Exhibit III-3 provides an inventory of vehicles as reported by the transportation providers in the region. Participating organizations reported a total of 129 vehicles operating for human service agency and public transportation service in the region and its surrounding counties. Most of the participating

**Vehicle Inventory and
Utilization**

**Vehicle Inventory and
Utilization**

transportation providers operate demand response type service for the general public and agency consumers. Some also operate route deviation and subscription service.

Exhibit III-3: Vehicle Inventory

Agency Name	Wheelchair Accessible Vehicles	Not Wheelchair Accessible Vehicles	Total Vehicles
LifeSpan Resources	10	4	14
Perry County Council on Aging	2	1	3
Older Americans Services Corp. (OASC)	14	36	50
Orange County Transit Service (OCTS)	6	10	16
So. Indiana Transit System (SITS)	17	18	35
New Hope Services	10	1	11
Total Vehicles:	59	70	129

Older Americans Service Corporation has the largest fleet of 50 vehicles to serve their multi-county region. Southern Indiana Transit System operates the largest fleet of vehicles, with 35 total.

Vehicle Utilization

Vehicle utilization information was requested from each transportation provider that participated in the planning process through completion of a survey and/or participation in the local stakeholder meetings.

According to the information provided in stakeholder surveys, the hours and days of the week of available transportation services in each county are listed in the table below (Exhibit III-4). Agency and public transportation providers generally operate Monday through Friday between 6:00 AM and 6:00 PM. In Perry County, service for older adults and persons with disabilities ends at 4:00 PM. OACS provides Saturday service upon request in Orange, Crawford, Washington, and Scott Counties.

Exhibit III-4

Counties	System	Population Served	Hours of Operation	Days of Operation
Orange	OCTS OACS	Gen. Pub Older Adults	4AM- 6:30PM 7AM-4PM	M-F M-F (Sat on req.)
Crawford	SITS OACS	Gen Pub Older Adults	6AM-6PM 7AM-6PM	M-F M-F (Sat on req.)
Perry	Co. on Aging	Older Adults Pers. w/ Disab.	8AM-4PM	M-F
Washington	SITS OACS	Gen Pub Older Adults	6AM-6PM 7AM-6PM	M-F M-F (Sat on req.)
Harrison	SITS LifeSpan	Gen Pub. Older Adults/Pers. w/ Disab./ low-income	6AM-6PM 5AM-5PM	M-F M-F
Scott	SITS OACS	Gen Pub Older Adults	6AM-6PM 7AM-6PM	M-F M-F (Sat on req.)

Perry County is the area with the least number of vehicles providing service. Of the agencies and transportation providers participating in this plan, only Perry County Council on Aging serves the County (3 vehicles).

STAFFING

Orange County Transit, and Southern Indiana Transit System, employed a total of 32 full-time and 12 part-time staff in 2006. Of this total, SITS employed 81 percent of the full-time employees but only one part-time employee. Orange County Transit is very dependent on part-time staff, utilizing eleven part-time and only six full-time employees.

Some agencies also indicated that they have employees dedicated to providing transportation. However, the number of transportation employees was not consistently provided for analysis.

**Vehicle Inventory and
Utilization**

Staffing

CONCLUSIONS

Invitations to complete the survey were provided to approximately 101 organizations including human service agencies, local transportation providers, schools, and local officials. There were four responses to the survey. Additional information was gathered through review of the 2006 INDOT Annual Report, incorporation of information from the Bloomington Metropolitan Planning Organization, and follow-up telephone interviews or emails.

OACS transportation operates within three counties of the region and serves older adults. There is at least one provider in each county serving older adults. Of those agencies, only SITS indicated that it coordinates for regional transportation between Crawford and Orange Counties. Four organizations provide transportation for people with disabilities. In Washington and Crawford counties, SITS is the only provider of transportation for people with disabilities.

Current coordination efforts in the region are primarily focused in Orange and Crawford Counties where SITS works with Orange County Transit to transport individuals between the two counties, primarily for service to Bedford.

There is no service after 6:30 PM Monday through Friday and no Sunday service throughout the region. Saturday service is available in Orange, Crawford, and Washington Counties upon request.

SITS is the largest provider in the region, with total boardings of over 47,000, and 570,583 total revenue vehicle miles in 2006. Combined, local public transportation providers produced 86,247 trips. Agency transportation providers were unable to provide their annual number of trips.

All of the public transportation systems provide either route deviation or subscription service. All public and agency transportation providers provide various levels of demand response transportation.

Conclusions

IV. NEEDS ASSESSMENT

IV. NEEDS ASSESSMENT

NEEDS ASSESSMENT FOR CRAWFORD, HARRISON, ORANGE, PERRY, SCOTT AND WASHINGTON COUNTIES

Determining the transportation needs for the region is an integral part of the coordination study. In an effort to document the transportation needs of older adults, individuals with disabilities, and low income individuals in Crawford, Harrison, Orange, Perry, Scott and Washington Counties, the consultant utilized information obtained from the stakeholder meeting held on June 21, 2007 in Corydon. Staff of RLS & Associates moderated the meeting. There were fourteen attendees at the meeting, representing the following ten agencies, organizations, transportation providers or governmental entities:

- Vocational Rehabilitation – Clarksville
- First Chance Center/Orange County Transit
- Indian Creek Health and Rehabilitation
- Blue River Services
- Southern Indiana Transit System
- Harrison Health and Rehabilitation
- Life Spring, Inc.
- LifeSpan Resources, Inc.
- Southern Indiana Resource Solutions, Inc.
- Indiana Department of Transportation

Additionally, a comprehensive survey instrument was sent to local government entities, human service agencies, and transportation providers in the region. A follow-up email or phone call was made to many of the respondents for additional information or clarification. The following transportation needs were documented from these outreach efforts:

- Need more affordable service for agency clients and the general public;
- Lack of general public transportation serving employment sites;
- Need sufficient medical transportation for the elderly and persons with disabilities;
- Need dependable, safety conscious drivers in the region;
- Need more local support for public transportation;
- No general public service in Perry County;
- Need adequate state and local funds to support transit service;
- Scheduled shuttle service from rural portions of county into Paoli;
- Need additional service for the elderly and persons with disabilities;

- Need to decrease call-ahead time for demand response service throughout region;
- Decrease vehicle insurance costs for transportation operators;
- Additional daycare transportation to facilitate employment for low-income individuals;
- Need night and weekend service particularly to meet needs of low-income individuals; and
- Coordinate regional vehicle maintenance and training

CHALLENGES TO COORDINATION

There are always numerous challenges to the coordination of human service transportation. Results of the stakeholder meeting and returned surveys indicated the following challenges to coordination in this region.

- Limited number of transportation providers in region;
- Lack of support from local elected officials;
- Adequate funding;
- Lack of participation by private operators in coordination efforts;
- Vehicles often needed during same hours by agencies;
- Restrictions on use of vehicles;
- Unique service hours of transportation providers;
- Restricted boundaries for vehicle operation;
- Turf’ issues among agencies;
- Cost allocation among transit programs;
- Billing, accounting and reporting; and
- Insurance liability for shared vehicles;

While there are challenges to implementing coordination among varied transportation providers, services, and funding sources, it is important to note that transportation coordination is being successfully implemented throughout the country, including in Indiana. Therefore, issues such as conflicting or restrictive State and Federal guidelines for the use of funding and vehicles, insurance and liability, and unique needs presented by the different populations served, to name a few, should challenge, but not stop, a coordination effort. There are many resources available to assist communities as they work together to coordinate transportation. FTA’s Framework for Action is one example. FTA’s Framework for Action is available at www.unitedweride.gov. Another potential opportunity is to contact other transportation providers in Indiana that have successfully implemented coordination. Contact INDOT, Public Transit for more information.

Needs Assessment for Crawford, Harrison, Orange, Perry, Scott and Washington Counties

Challenges to Coordination

GOALS FOR COORDINATION

One of the major goals of coordination is to fill service gaps. Service gaps typically fall into the category of spatial gaps or temporal gaps. Spatial gaps involve limitations with the service area while temporal gaps are concerned with limitations in days of week or hours service is provided. Both spatial and temporal limitations were observed in all six counties in the region. Input received from the stakeholder meeting and survey responses identified the following gaps in service for this region.

Spatial Gaps

- No general public service in Perry County;
- Lack of evening and weekend demand response service for the elderly and persons with disabilities; and
- No regional service across all six counties

Temporal Gaps

- Lack of employment transportation during 2nd and 3rd shifts to support employment transportation for low-income individuals;
- No Saturday, Sunday or evening service in the entire region; and
- Limited hours of service for the elderly and persons with disabilities

A comprehensive effort was made to obtain input for the needs assessment from agencies, organizations, transportation providers and municipalities through a stakeholder meeting, detailed survey and follow-up contact as needed. This effort was made more difficult due to the lack of participation in the survey. The transportation needs and challenges evolve around the need for more funding to meet the needs of the transportation disadvantaged and the need to expand service hours and days of operation, particularly to serve the needs of the elderly and persons with disabilities along with extended shift low-income workers. Vehicle availability and unique individual service needs are also viewed as challenges to successful coordination of transportation services. The noted service gaps were consistent with those found in other nearby regions. The following chapter provides strategies for addressing the unmet needs, challenges and service gaps identified in this chapter.

**Goals for
Coordination**

**V. IMPLEMENTATION
STRATEGIES/
ALTERNATIVES FOR
CRAWFORD, HARRISON,
ORANGE, PERRY, SCOTT,
AND WASHINGTON
COUNTIES**

V. IMPLEMENTATION STRATEGIES/ALTERNATIVES FOR CRAWFORD, HARRISON, ORANGE, PERRY, SCOTT, AND WASHINGTON COUNTIES.

This chapter presents the implementation strategies/alternatives for the region comprised of Crawford, Harrison, Orange, Perry, Scott, and Washington Counties. Information will be provided to accomplish the objectives, the timeframe for implementation of each strategy/alternative, the parties responsible for implementation, projected staffing and capital requirements for implementation of each strategy/alternative, ridership projections and performance measures which the region's coordination project members can use in the future to evaluate the progress/success of plan implementation.

The goals, objectives and implementation strategies/alternatives contained in this plan reflect the existing and projected demographics of this region and the unmet needs expressed by human service agencies, local government representatives and regional transportation providers' staff.

The planning horizon for this plan is five (5) years. The implementation timeframes listed below are near term (present – 2009); mid-term (2-3 years or 2010-2012); and long term (4-5 years or 2012-2013). Actions that should occur throughout the planning horizon are listed as "continuous."

GOAL #1: EXTENDED SCHEDULED SERVICES AND SERVICE HOURS IN THE SIX-COUNTY AREA, THEREBY INCREASING THE AVAILABILITY OF SERVICES FOR OLDER ADULTS, INDIVIDUALS WITH DISABILITIES, PEOPLE WITH LOW INCOMES, AND THE GENERAL PUBLIC.

Objective 1.1: The Southern Indiana Transit System (SITS) and Orange County Transit Service (OCTS) should provide Saturday and Sunday services in the three-county area.

Implementation Strategies/Alternatives:

1.1.1: The Southern Indiana Transit System (SITS) and Orange County Transit Service should evaluate the feasibility of extending its services to Saturday and Sunday. It is recommended that the service be operated initially in a demand responsive manner. It may be more practical to begin with Saturday service and phase Sunday service in at a later date.

Priority/Implementation Timeframe: Near-Term.

Goal #1: Extended Scheduled services and service hours in the six-county area, thereby increasing the availability of services for older adults, individuals with disabilities, people with low incomes, and the general public.

**IMPLEMENTATION
STRATEGIES /
ALTERNATIVES FOR
CRAWFORD,
HARRISON, ORANGE,
PERRY, SCOTT, AND
WASHINGTON
COUNTIES**

Parties Responsible:	SITS and OCTS.
Implementation Budget:	To be determined.
Staffing Implications:	None.
Capital Requirements:	None.
Ridership Implications:	Some ridership increase with new service.
Performance Measures:	Number of weekend trips.

Objective 1.2: Ensure that older adults, individuals with disabilities, people with low incomes, the general public, and employers are aware of weekend service availability.

Implementation Strategies/Alternatives:

1.2.1: Market weekend service to older adults, individuals with disabilities, people with low incomes, the general public, and employers utilize a variety of marketing options such as the media, web sites, brochures and public speaking engagements with local civic organizations.

Priority/Implementation Timeframe: Near-Term.

Parties Responsible:	SITS and OCTS.
Implementation Budget:	Staff time involved and cost of marketing materials.
Staffing Implications:	None.
Capital Requirements:	None.
Ridership Implications:	Potential ridership increase.
Performance Measures:	Number of weekend trips.

Goal #1: Extended Scheduled services and service hours in the six-county area, thereby increasing the availability of services for older adults, individuals with disabilities, people with low incomes, and the general public.

Objective 1.3: Southern Indiana Transit System (SITS) and Orange County Transit Service (OCTS) should provide extended hours of service to better meet the employment transportation needs of the area.

Implementation Strategies/Alternatives:

1.3.1: Following further assessment of the need for 2nd/3rd shift service, SITS and OCTS, along with providers in Perry County, should make every effort through the use of available resources to expand its scheduled services and structure service hours to support employment opportunities for 2nd/3rd shift workers, initially at least late enough to support return trips for the 2nd shift.

Priority/Implementation Timeframe: Mid-Term.

Parties Responsible: SITS, OCTS and Perry County officials.

Implementation Budget: To be determined.

Staffing Implications: To be determined.

Capital Requirements: To be determined.

Ridership Implications: Likely ridership increase.

Performance Measures: Number of evening trips.

1.3.2: The Job Access and Reverse Commute program and New Freedom program should be considered as possible funding sources for the provision of both evening and weekend public transportation services, and a JARC application should be submitted by the responsible entity, if applicable.

Priority/Implementation Timeframe: Mid-Term.

Parties Responsible: SITS, OCTS and Perry County officials.

Implementation Budget: To be determined.

Staffing Implications: To be determined.

Capital Requirements: To be determined.

Goal #1: Extended Scheduled services and service hours in the six-county area, thereby increasing the availability of services for older adults, individuals with disabilities, people with low incomes, and the general public.

Ridership Implications: Likely ridership increase.

Performance Measures: JARC application evaluated and submitted.

Objective 1.4: The region’s public transportation providers, in cooperation with area employers, should evaluate transportation management alternatives to facilitate the provision of employment related trips in the area, particularly those into the Louisville metropolitan area.

Implementation Strategies/Alternatives:

1.4.1: Explore the possibility of initiating a regional carpooling program to provide additional mobility options for those members of the general public that are not eligible for agency supported transportation services. Being the largest public transportation provider in the region, SITS could potentially serve as the clearinghouse for the carpool matching program.

Priority/Implementation Timeframe: Mid-Term.

Parties Responsible: SITS.

Implementation Budget: To be determined.

Staffing Implications: To be determined.

Capital Requirements: Computer hardware and software as needed.

Ridership Implications: Increased employment trips.

Performance Measures: Carpooling program explored; and Program initiated if warranted.

1.4.2: Consider development of a Rural Vanpool Program to meet the employment needs of persons with low incomes. The program should target trips into the Louisville area and, if successful, expand into other portions of the region. Discussions should be held with human service agencies, government officials and the private sector to determine the feasibility of a Rural Vanpool Program.

Priority/Implementation Timeframe: Mid-Term.

Goal #1: Extended Scheduled services and service hours in the six-county area, thereby increasing the availability of services for older adults, individuals with disabilities, people with low incomes, and the general public.

IMPLEMENTATION STRATEGIES / ALTERNATIVES FOR CRAWFORD, HARRISON, ORANGE, PERRY, SCOTT, AND WASHINGTON COUNTIES

Parties Responsible: SITS.
 Implementation Budget: Staff time involved.
 Staffing Implications: None.
 Capital Requirements: None.
 Ridership Implications: None.
 Performance Measures: Discussions held; and Decision made whether to pursue program.

1.4.3 Depending on the outcome of strategies 1.4.1 and 1.4.2, prepare application for Section 5316 - Job Access and Reverse Commute funds to support a Regional Carpooling Program and/or a Rural Vanpool Program. JARC funds could support up to 50% of the costs to administer a carpool matching program and/or up to 50% of the costs to operate a Rural Vanpool Program with riders and employers providing the remaining 50%.

Priority/Implementation Timeframe: Mid-Term.

Parties Responsible: SITS.
 Implementation Budget: To be determined.
 Staffing Implications: To be determined.
 Capital Requirements: Utilize existing available vehicles.
 Ridership Implications: Increased ridership.
 Performance Measures: Carpool matching program and/or rural vanpool program initiated; Ridership; Volume of employer support; and Net operating costs.

1.4.4 Promote the use of employer/employee tax benefits as an incentive for employees to ride transit to work and for employer contribution of employee transportation costs. The Federal government offers income tax incentives for employers

Goal #1: Extended Scheduled services and service hours in the six-county area, thereby increasing the availability of services for older adults, individuals with disabilities, people with low incomes, and the general public.

who subsidize public transportation for employees and for employees who use public transportation to travel to work.

Implementation Timeframe:	Long-Term.
Parties Responsible:	SITS.
Implementation Budget:	Staff time and the cost of marketing materials.
Staffing Implications:	None.
Capital Requirements:	None.
Ridership Implications:	Potentially an increase in employment trips.
Performance Measures:	Number of participating employers.

Objective 1.5: Provide additional transportation services for older adults, individuals with disabilities and people with low incomes through the preparation and submittal of coordinated applications for Section 5310 capital assistance to INDOT for vans to be used jointly by area transportation providers. Service agreements for the operation of the vans must also be developed. It is further recommended that the transportation providers coordinate the acquisition of route and scheduling software to ensure software compatibility among providers.

Implementation Strategies/Alternatives:

1.5.1: Complete and submit the Section 5310 applications to INDOT by the announced deadline. The First Chance Center/Orange County Transit will apply for one mini van and one Type B modified van (without lift) to replace vehicles that have met their useful life.

Priority/Implementation Timeframe:	Near-Term.
Parties Responsible:	First Chance Center/Orange County Transit and transportation providers serving individuals with disabilities.
Implementation Budget:	To be determined.
Staffing Implications:	None.
Capital Requirements:	None.

Goal #1: Extended Scheduled services and service hours in the six-county area, thereby increasing the availability of services for older adults, individuals with disabilities, people with low incomes, and the general public.

Ridership Implications: Possible ridership increase due to popularity of new vehicles.

Performance Measures: Section 5310 applications submitted to INDOT.

1.5.2: Complete service agreements for the sharing and coordinated use of vehicles obtained under the Section 5310 program.

Implementation Timeframe: Near-Term.

Parties Responsible: First Chance Center/Orange County Transit and transportation providers serving individuals with disabilities.

Implementation Budget: To be determined.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: Possible ridership increase due to enhanced use of vehicles.

Performance Measures: Service agreements completed.

GOAL #2: COORDINATE/POOL RESOURCES WHENEVER POSSIBLE AND ELIMINATE DUPLICATION OF SERVICES AND FUNCTIONS.

Objective 2.1: Develop a regional Interagency Transportation Coordination Committee (ITCC) to facilitate the continued discussion of transit services in the six-county area, becoming a forum for local transit issues, education, networking and support. It will also establish minimum standards required in this region for successful coordination of transportation service and service functions.

Implementation Strategies/Alternatives:

2.1.1: The ITCC should be developed by those agencies involved in the preparation of the Indiana Coordinated Public Transit-Human Services Transportation Plan for this region with equal membership from each of the six counties including primary providers and funding agencies, private operators and consumers. Meetings should be held at least quarterly.

Goal #1: Extended Scheduled services and service hours in the six-county area, thereby increasing the availability of services for older adults, individuals with disabilities, people with low incomes, and the general public.

Goal #2: Coordinate/Pool Resources Whenever Possible and Eliminate Duplication of Services and functions.

**IMPLEMENTATION
STRATEGIES /
ALTERNATIVES FOR
CRAWFORD,
HARRISON, ORANGE,
PERRY, SCOTT, AND
WASHINGTON
COUNTIES**

**Goal #2:
Coordinate/Pool
Resources Whenever
Possible and Eliminate
Duplication of Services
and functions.**

Implementation Timeframe:	Near-Term for formation of ITCC; continuous for ITC meetings.
Parties Responsible:	Regional transportation providers and users.
Implementation Budget:	Staff time involved. Possibly small copying budget for agendas and correspondence.
Staffing Implications:	Staff time involved in preparing agendas and meeting notices and attending meetings.
Capital Requirements:	None.
Ridership Implications:	Potentially an increase in ridership as ITCC members become aware of services available and “spread the word” in the region.
Performance Measures:	ITCC formed; ITCC meetings held at least quarterly

**2.1.2: Prepare bylaws for newly formed Interagency Transportation
Coordination Committee. Sample bylaws are available to use
from Indiana RTAP as a model.**

Implementation Timeframe:	Near-Term.
Parties Responsible:	Regional transportation providers and users.
Implementation Budget:	Staff time involved.
Staffing Implications:	Staff time involved in preparing bylaws.
Capital Requirements:	None.
Ridership Implications:	None.
Performance Measures:	ITCC bylaws prepared and utilized.

Objective 2.2: Create an information and referral system for use by human service agency clients and the general public in the six-county area.

Implementation Strategies/Alternatives:

2.2.1: Designate a lead agency within the six counties with the responsibility to house the information and referral system. The Southern Indiana Transit System is a likely candidate.

Implementation Timeframe:	Near-Term.
Parties Responsible:	ITCC and area providers.
Implementation Budget:	To be determined.
Possible Funding Source:	Job Access and Reverse Commute (5316), New Freedom (5317) A 50% local match is required for both programs.
Staffing Implications:	SITS's staff job duties may need to be adjusted.
Capital Requirements:	None.
Ridership Implications:	Possible increase in ridership resulting from one agency managing the transportation needs and coordinating resources of all other human service agencies.
Performance Measures:	Decrease in the number of trip denials; Increase in the number of trips per hour; and Increase in the out-of-county trips provided.

2.2.2: Develop a central call number (toll-free) for information and referral purposes for anyone in the six-county area who needs transportation.

Priority/Implementation Timeframe:	Near-Term.
Parties Responsible:	ITCC and area providers.

**Goal #2:
Coordinate/Pool
Resources Whenever
Possible and Eliminate
Duplication of Services
and functions.**

**IMPLEMENTATION
STRATEGIES /
ALTERNATIVES FOR
CRAWFORD,
HARRISON, ORANGE,
PERRY, SCOTT, AND
WASHINGTON
COUNTIES**

**Goal #2:
Coordinate/Pool
Resources Whenever
Possible and Eliminate
Duplication of Services
and functions.**

Implementation Budget:	Cost of toll-free number.
Staffing Implications:	Potential for reducing the number of dispatching/scheduling staff needed.
Capital Requirements:	Possible phone line installation.
Ridership Implications:	Potentially an increase in ridership due to improved access and “one stop” shopping for transportation services.
Performance Measures:	Toll-free number installed and implemented; and Number of callers shopping for transportation services.

Objective 2.3: Utilize tools to better educate and inform agency consumers and the general public of the availability of public transportation services.

Implementation Strategies/Alternatives:

2.3.1: Develop brochures/rider guides for individual transportation providers and indicate that they are available in alternative formats. Procedures to be used to access Medicaid transportation should be a priority.

Implementation Timeframe:	Near-Term.
Parties Responsible:	Regional Transit Providers.
Implementation Budget:	Cost of developing and printing brochures/rider guides. Staff time involved.
Staffing Implications:	None.
Capital Requirements:	None.
Ridership Implications:	Potential increase in ridership for older adults, individuals with disabilities, people with low incomes, and the general public.

Performance Measures: Brochures/rider guides developed; and volume of ridership increases.

2.3.2: Develop a website that is Bobby compliant (Bobby software is used to scan websites to determine if formatting is acceptable for “reader” software so that the computer can “read” the website to persons with visual impairments). The web site could be utilized by transit users to find out information regarding available transit services and schedules. It could also have a password protected section available only to the providers, where they could share schedules and possibly transport each other’s clients for regional and out-of-county medical trips.

Priority/Implementation Timeframe: Mid-Term.

Parties Responsible: Regional Transit Providers.

Implementation Budget: Cost of website development, hosting, and maintenance. Staff time involved.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: Potential increase in ridership for older adults, individuals with disabilities, people with low incomes, and the general public.

Performance Measures: Compliant website developed; Number of visitors to website; and Increase in ridership.

Objective 2.4: Through interactive discussions among the Southern Indiana Transit System, Orange County Transit Service, and other area transportation providers, fundamental coordination practices should be further evaluated and implemented for the purpose of increasing coordination among the agencies.

Implementation Strategies/Alternatives:

**Goal #2:
Coordinate/Pool
Resources Whenever
Possible and Eliminate
Duplication of Services
and functions.**

2.4.1: Develop Memorandums of Understanding/Contracts with all transportation service providers within the region. The MOU/Contracts should be specific as to the coordination that will occur, such as services to be provided, vehicles to be shared, maintenance provided or any other shared service functions. It should be recognized that for some agencies, it is necessary to retain a vehicle(s) for special client needs that can best be provided by the agency instead of the local community transportation system.

Priority/Implementation Timeframe: Near-Term.

Parties Responsible: Regional transportation providers.

Implementation Budget: Staff time involved in preparing and negotiation of MOUs and contracts.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: Increased ridership through coordination effort.

Performance Measures: Number of MOUs/Contracts developed.

2.4.2: Explore opportunities for joint purchasing of common goods, services, and consumables such as preventative maintenance, fuel, insurance, training, etc.

Priority/Implementation Timeframe: Near-Term.

Parties Responsible: Regional transportation providers.

Implementation Budget: Staff time involved.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: None.

Performance Measures: Reduced costs from joint purchasing. Applications to be submitted.

**Goal #2:
Coordinate/Pool
Resources Whenever
Possible and Eliminate
Duplication of Services
and functions.**

2.4.3: To address the need for trained drivers, transportation service providers in the region should develop standardized driver training and driver qualifications for use across the region.

Priority/Implementation Timeframe: Near-Term.

Parties Responsible: Regional transportation providers.

Implementation Budget: Staff time involved.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: None.

Performance Measures: Standardized driver training and driver qualifications developed.

2.4.4: The Southern Indiana Transit System, once its maintenance garage is constructed, should provide the opportunity for area public transportation providers to have their vehicles maintained at the SITS facility on a contractual basis.

Priority/Implementation Timeframe: Long-Term.

Parties Responsible: SITS and other area providers.

Implementation Budget: Staff time involved.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: None.

Performance Measures: Maintenance agreements in place.
Reduced costs from maintenance agreements.

**Goal #2:
Coordinate/Pool
Resources Whenever
Possible and Eliminate
Duplication of Services
and functions.**

2.4.5: In an effort to gain more local support for public transportation, the ITCC should consider an initiative to educate local officials regarding the benefits of public transportation from both a human service and economic perspective. This could be accomplished through working sessions with local officials and utilizing tools such as brochures, the media and civic group meetings to further educate the public who in turn can possibly influence local officials.

Priority/Implementation Timeframe: Mid-Term.

Parties Responsible: SITS and other area providers.

Implementation Budget: Staff time involved.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: None.

Performance Measures: Education efforts initiated.
Local support enhanced.

2.4.6: To facilitate the use of vehicles and increase transportation services, Federal Motor Carrier Safety Administration (FMCSA) regulations should be reviewed regarding the use of vehicles to cross state lines. Vehicles can cross state boundaries if properly registered with FMCSA.

Priority/Implementation Timeframe: Near-Term.

Parties Responsible: SITS and other area providers.

Implementation Budget: Staff time involved.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: None.

Performance Measures: Review of regulations conducted.

**Goal #2:
Coordinate/Pool
Resources Whenever
Possible and Eliminate
Duplication of Services
and functions.**

Objective 2.5: The region’s transportation providers, in cooperation with the Interagency Transportation Coordination Committee and the Indiana Department of Transportation, should make every effort to initiate a statewide insurance pool for the purpose of addressing the problem of escalating and unavailable vehicle insurance, which is a major obstacle to the provision of coordinated public transportation service.

Implementation Strategies/Alternatives:

2.5.1: The ITCC should work with the other regions across the state and the Indiana Transportation Association toward the development of a statewide insurance pool that can be used by the state’s public transportation providers to procure affordable vehicle insurance.

Priority/Implementation Timeframe: Mid-Term.

Parties Responsible: ITCC.

Implementation Budget: None.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: Should lead to more service with additional riders.

Performance Measures: Efforts made toward goal of insurance pool.

2.5.2: The ITCC, in conjunction with the Indiana Transportation Association, should examine case studies of other states that have initiated insurance pools and the success of such insurance pools.

Priority/Implementation Timeframe: Mid-Term.

Parties Responsible: ITCC.

Implementation Budget: None.

Staffing Implications: None.

**Goal #2:
Coordinate/Pool
Resources Whenever
Possible and Eliminate
Duplication of Services
and functions.**

Capital Requirements: None.

Ridership Implications: Should lead to more service with additional riders.

Performance Measures: Case studies evaluated; and insurance pool realized.

2.5.3: In the interim, the ITCC should contact insurance providers to determine the feasibility of pooling their vehicle insurance under a common insurance provider. This should lead to decreased insurance costs and also placing all regional providers under the same insurance policy guidelines.

Priority/Implementation Timeframe: Near-Term.

Parties Responsible: ITCC.

Implementation Budget: None.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: Should lead to more service with additional riders.

Performance Measures: Insurance providers contacted; and insurance pool realized.

Objective 2.6: Coordinate out-of-county medical trips in the region to such destinations as Louisville or Indianapolis in an effort to reduce the cost of these expensive trips.

Implementation Strategies/Alternatives:

2.6.1: The ITCC should work with the regional transportation providers to facilitate an expansion of the existing level of coordination of out-of-county medical trips.

Priority/Implementation Timeframe: Near-Term.

Parties Responsible: ITCC.

Implementation Budget: None.

Staffing Implications: None.

**Goal #2:
Coordinate/Pool
Resources Whenever
Possible and Eliminate
Duplication of Services
and functions.**

**IMPLEMENTATION
STRATEGIES /
ALTERNATIVES FOR
CRAWFORD,
HARRISON, ORANGE,
PERRY, SCOTT, AND
WASHINGTON
COUNTIES**

Capital Requirements: None.

Ridership Implications: Should lead to more service with additional riders.

Performance Measures: Insurance providers contacted; and insurance pool realized.

Objective 2.7: Provide regional transportation service across all six counties in study area and possibly beyond.

Implementation Strategies/Alternatives:

2.7.1: The ITCC, in conjunction with SITS and OCTS, should work toward the development of regional transportation services that cross county lines within the region and possibly beyond. This should include an analysis of current routes that can be shared such as the arrangement where SITS works with OCTS to transport passengers between Crawford and Orange Counties, primarily for service to Bedford.

Priority/Implementation Timeframe: Near-Term.

Parties Responsible: ITCC, SITS and OCTS.

Implementation Budget: None.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: Should lead to more service with additional riders.

Performance Measures: Number of shared routes; Ridership.

**Goal #2:
Coordinate/Pool
Resources Whenever
Possible and Eliminate
Duplication of Services
and functions.**

GOAL #3: AS THE ONLY COUNTY IN THE SIX-COUNTY REGION WITHOUT GENERAL PUBLIC TRANSPORTATION SERVICE, COORDINATED HUMAN SERVICE TRANSPORTATION AND GENERAL PUBLIC TRANSPORTATION SERVICE SHOULD BE INITIATED IN PERRY COUNTY ALONG WITH OTHER SERVICE IMPROVEMENTS PENDING OPERATION OF THE COORDINATED SERVICE.

Objective 3.1: Perry County representatives have indicated an interest in contracting with Ride Solution to provide coordinated human service and general public transportation services in Perry County. As one of the two regional transportation systems in this area of the state, Ride Solution should extend its services into Perry County.

Implementation Strategies/Alternatives:

3.1.1: Ride Solution and its board should carefully evaluate the feasibility of extending its public transportation services into Perry County.

Priority/Implementation Timeframe: Long-Term.

Parties Responsible: Ride Solution.

Implementation Budget: To be determined.

Staffing Implications: To be determined.

Capital Requirements: To be determined.

Ridership Implications: Substantial ridership increase.

Performance Measures: Service evaluated; and Service initiated.

3.1.2: Meetings should be held with Perry County officials to discuss the feasibility of Ride Solution serving these counties and the cost/funding allocation required for the service.

Implementation Timeframe: Long-Term.

Parties Responsible: Ride Solution and Perry County officials.

Implementation Budget: To be determined.

Goal #3: As the only county in the six-county region without general public transportation service, coordinated human service transportation and general public transportation service should be initiated in Perry County along with other service improvements pending operation of the coordinated service.

IMPLEMENTATION STRATEGIES / ALTERNATIVES FOR CRAWFORD, HARRISON, ORANGE, PERRY, SCOTT, AND WASHINGTON COUNTIES

Staffing Implications: To be determined.
 Capital Requirements: To be determined.
 Ridership Implications: Substantial ridership increase.
 Performance Measures: Meetings held; and Service initiated.

3.1.3: Depending on the outcome of Perry County obtaining service from Ride Solution, an alternative would be for Perry County to hold similar discussions with SITS.

Priority/Implementation Timeframe: Long-Term.
 Parties Responsible: SITS and Perry County officials.
 Implementation Budget: To be determined.
 Staffing Implications: To be determined.
 Capital Requirements: To be determined.
 Ridership Implications: Substantial ridership increase.
 Performance Measures: Meetings held; and Service initiated.

3.1.4: As another alternative, Perry County officials and providers should hold discussions with Spencer County officials and providers regarding the possible consolidation of existing transportation resources and initiation of a coordinated community transportation system serving both counties.

Priority/Implementation Timeframe: Long-Term.
 Parties Responsible: Spencer and Perry County officials/providers.
 Implementation Budget: To be determined.
 Staffing Implications: To be determined.
 Capital Requirements: To be determined.
 Ridership Implications: Substantial ridership increase.

Goal #3: As the only county in the six-county region without general public transportation service, coordinated human service transportation and general public transportation service should be initiated in Perry County along with other service improvements pending operation of the coordinated service.

IMPLEMENTATION STRATEGIES / ALTERNATIVES FOR CRAWFORD, HARRISON, ORANGE, PERRY, SCOTT, AND WASHINGTON COUNTIES

Performance Measures: Meetings held; and Service initiated.

Objective 3.2: Once the public transportation service is initiated in Perry County, tools should be utilized to better educate and inform human service agencies, clients, and the general public of the availability of public transportation services.

Implementation Strategies/Alternatives:

3.2.1: Initiate a variety of marketing activities such as brochures/rider guides, web site, media presentations and public speaking engagements.

Priority/Implementation Timeframe: Long-Term.

Parties Responsible: Service provider and Perry County.

Implementation Budget: Cost of marketing activities to be determined. Staff time involved.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: Potential increase in ridership for older adults, individuals with disabilities, people with low incomes, and the general public.

Performance Measures: Marketing activities initiated.

Objective 3.3: Find additional drivers to meet the transportation needs for existing services in Perry County.

Implementation Strategies/Alternatives:

3.3.1: The Perry County Council on Aging should initiate an aggressive marketing campaign to hire additional drivers for their client transportation services.

Priority/Implementation Timeframe: Near-Term.

Parties Responsible: Perry County Council on Aging.

Goal #3: As the only county in the six-county region without general public transportation service, coordinated human service transportation and general public transportation service should be initiated in Perry County along with other service improvements pending operation of the coordinated service.

Implementation Budget:	Cost of marketing activities to be determined. Staff time involved.
Staffing Implications:	None.
Capital Requirements:	None.
Ridership Implications:	Possible increase in ridership if efforts lead to additional service.
Performance Measures:	Marketing activities initiated.

IMPLEMENTATION STRATEGIES / ALTERNATIVES FOR CRAWFORD, HARRISON, ORANGE, PERRY, SCOTT, AND WASHINGTON COUNTIES

Goal #3: As the only county in the six-county region without general public transportation service, coordinated human service transportation and general public transportation service should be initiated in Perry County along with other service improvements pending operation of the coordinated service.

**VI. REFERENCE TABLE FOR
IMPLEMENTATION
STRATEGIES AND
POTENTIAL GRANT
APPLICATIONS**

VI. REFERENCE TABLE FOR IMPLEMENTATION STRATEGIES AND POTENTIAL GRANT APPLICATIONS

The following table outlines the strategies and objectives designated to achieve the locally identified transportation goals that are intended to meet local unmet transportation needs, reduce duplication, and improve coordination of human service agency and transportation provider resources. The table includes all strategies and designates those strategies that are currently designed for implementation with the assistance of a grant from the Transportation for Elderly Persons and Persons with Disabilities (Section 5310), Job Access and Reverse Commute (Section 5316), or New Freedom (Section 5317). Page numbers are provided in Exhibit VI.1 for quick reference to detailed information of each objective.

The implementation timeframe for each strategy ranges from the date of this report through 2011. It is noted that the coordinated transportation committee should update this plan on an annual basis and as new coordinated transportation strategies and objectives are developed. For example, replacement vehicles through the Section 5310 program (to replace previous or future granted vehicles) should be included in updates to this document, as appropriate.

Exhibit VI.1: SAFETEA-LU Implementation Strategies for Evaluation with Grant Applications

Page Number	Strategy Identification Number	Strategy Description	Priority/Implementation Timeframe	Specialized Vehicles (5310)	Job Access & Reverse Commute (5316)	New Freedom Initiative (5317)	Intercity Bus
V-1,2	1.1.1	The Southern Indiana Transit System (SITS) and Orange County Transit Service should evaluate the feasibility of extending its services to Saturday and Sunday. It is recommended that the service be operated initially in a demand responsive manner. It may be more practical to begin with Saturday service and phase Sunday service in at a later date.	Near-Term				
V-2	1.2.1	Market weekend service to older adults, individuals with disabilities, people with low incomes, the general public, and employers utilize a variety of marketing options such as the media, web sites, brochures and public speaking engagements with local civic organizations.	Near-Term				
V-3	1.3.1	Following further assessment of the need for 2nd/3 rd shift service, SITS and OCTS, along with providers in Peirry County, should make every effort through the use of available resources to expand its scheduled services and structure service hours to support employment opportunities for 2nd/3 rd shift workers, initially at least late enough to support return trips for the 2nd shift.	Mid-Term		Yes		

Exhibit VI.1: SAFETEA-LU Implementation Strategies for Evaluation with Grant Applications

Page Number	Strategy Identification Number	Strategy Description	Priority/Implementation Timeframe	Specialized Vehicles (5310)	Job Access & Reverse Commute (5316)	New Freedom Initiative (5317)	Intercity Bus
V-3,4	1.3.2	The Job Access and Reverse Commute program and New Freedom program should be considered as possible funding sources for the provision of both evening and weekend public transportation services, and a JARC application should be submitted by the responsible entity, if applicable.	Mid-Term		Yes		
V-4	1.4.1	Explore the possibility of initiating a regional carpooling program to provide additional mobility options for those members of the general public that are not eligible for agency supported transportation services. Being the largest public transportation provider in the region, SITS could potentially serve as the clearinghouse for the carpool matching program.	Mid-Term		Yes		
V-4,5	1.4.2	Consider development of a Rural Vanpool Program to meet the employment needs of persons with low incomes. The program should target trips into the Louisville area and, if successful, expand into other portions of the region. Discussions should be held with human service agencies, government officials and the private sector to determine the feasibility of a Rural Vanpool Program.	Mid-Term		Yes		

Exhibit VI.1: SAFETEA-LU Implementation Strategies for Evaluation with Grant Applications

Page Number	Strategy Identification Number	Strategy Description	Priority/Implementation Timeframe	Specialized Vehicles (5310)	Job Access & Reverse Commute (5316)	New Freedom Initiative (5317)	Intercity Bus
V-5	1.4.3	Depending on the outcome of strategies 1.4.1 and 1.4.2, prepare application for Section 5316 - Job Access and Reverse Commute funds to support a Regional Carpooling Program and/or a Rural Vanpool Program. JARC funds could support up to 50% of the costs to administer a carpool matching program and/or up to 50% of the costs to operate a Rural Vanpool Program with riders and employers providing the remaining 50%.	Mid-Term				
V-6	1.4.4	Promote the use of employer/employee tax benefits as an incentive for employees to ride transit to work and for employer contribution of employee transportation costs. The Federal government offers income tax incentives for employers who subsidize public transportation for employees and for employees who use public transportation to travel to work.	Long-Term				
V-6,7	1.5.1	Complete and submit the Section 5310 applications to INDOT by the announced deadline. The First Chance Center/Orange County Transit will apply for one mini van and one Type B modified van (without lift) to replace vehicles that have met their useful life.	Near-Term	Yes			
V-7	1.5.2	Complete service agreements for the sharing and coordinated use of vehicles obtained under the Section 5310 program.	Near-Term				

Exhibit VI.1: SAFETEA-LU Implementation Strategies for Evaluation with Grant Applications

Page Number	Strategy Identification Number	Strategy Description	Priority/Implementation Timeframe	Specialized Vehicles (5310)	Job Access & Reverse Commute (5316)	New Freedom Initiative (5317)	Intercity Bus
V-8	2.1.1	The ITCC should be developed by those agencies involved in the preparation of the Indiana Coordinated Public Transit-Human Services Transportation Plan for this region with equal membership from each of the six counties including primary providers and funding agencies, private operators and consumers. Meetings should be held at least quarterly.	Near-Term & Continuous				
V-8,9	2.1.2	Prepare bylaws for newly formed Interagency Transportation Coordination Committee. Sample bylaws are available to use from Indiana RTAP as a model.	Near-Term				
V-9	2.2.1	Designate a lead agency within the six counties with the responsibility to house the information and referral system. The Southern Indiana Transit System is a likely candidate.	Near-Term		Yes	Yes	
V-10	2.2.2	Develop a central call number (toll-free) for information and referral purposes for anyone in the six-county area who needs transportation.	Near-Term				
V-10,11	2.3.1	Develop brochures/rider guides for individual transportation providers and indicate that they are available in alternative formats. Procedures to be used to access Medicaid transportation should be a priority.	Near-Term			Yes	

Exhibit VI.1: SAFETEA-LU Implementation Strategies for Evaluation with Grant Applications

Page Number	Strategy Identification Number	Strategy Description	Priority/Implementation Timeframe	Specialized Vehicles (5310)	Job Access & Reverse Commute (5316)	New Freedom Initiative (5317)	Intercity Bus
V-11	2.3.2	Develop a website that is Bobby compliant (Bobby software is used to scan websites to determine if formatting is acceptable for “reader” software so that the computer can “read” the website to persons with visual impairments). The website could be utilized by transit users to find out information regarding available transit services and schedules. It could also have a password protected section available only to the providers, where they could share schedules and possibly transport each other’s clients for regional and out-of-county medical trips.	Mid-Term			Yes	
V-12	2.4.1	Develop Memorandums of Understanding/Contracts with all transportation service providers within the region. The MOU/Contracts should be specific as to the coordination that will occur, such as services to be provided, vehicles to be shared, maintenance provided or any other shared service functions. It should be recognized that for some agencies, it is necessary to retain a vehicle(s) for special client needs that can best be provided by the agency instead of the local community transportation system.	Near-Term				
V-12,13	2.4.2	Explore opportunities for joint purchasing of common goods, services, and consumables such as preventative maintenance, fuel, insurance, training, etc	Near-Term				

Exhibit VI.1: SAFETEA-LU Implementation Strategies for Evaluation with Grant Applications

Page Number	Strategy Identification Number	Strategy Description	Priority/Implementation Timeframe	Specialized Vehicles (5310)	Job Access & Reverse Commute (5316)	New Freedom Initiative (5317)	Intercity Bus
V-13	2.4.3	To address the need for trained drivers, transportation service providers in the region should develop standardized driver training and driver qualifications for use across the region.	Near-Term				
V-13, 14	2.4.4	The Southern Indiana Transit System, once its maintenance garage is constructed, should provide the opportunity for area public transportation providers to have their vehicles maintained at the SITS facility on a contractual basis.	Long-Term				
V-14	2.4.5	In an effort to gain more local support for public transportation, the ITCC should consider an initiative to educate local officials regarding the benefits of public transportation from both a human service and economic perspective. This could be accomplished through working sessions with local officials and utilizing tools such as brochures, the media and civic group meetings to further educate the public who in turn can possibly influence local officials	Mid-Term				
V-14, 15	2.4.6	To facilitate the use of vehicles and increase transportation services, Federal Motor Carrier Safety Administration (FMCSA) regulations should be reviewed regarding the use of vehicles to cross state lines. Vehicles can cross state boundaries if properly registered with FMCSA.	Near-Term				

Exhibit VI.1: SAFETEA-LU Implementation Strategies for Evaluation with Grant Applications

Page Number	Strategy Identification Number	Strategy Description	Priority/Implementation Timeframe	Specialized Vehicles (5310)	Job Access & Reverse Commute (5316)	New Freedom Initiative (5317)	Intercity Bus
V-15	2.5.1	The ITCC should work with the other regions across the state and the Indiana Transportation Association toward the development of a statewide insurance pool that can be used by the state's public transportation providers to procure affordable vehicle insurance.	Mid-Term				
V-15,16	2.5.2	The ITCC, in conjunction with the Indiana Transportation Association, should examine case studies of other states that have initiated insurance pools and the success of such insurance pools.	Mid-Term				
V-16	2.5.3	In the interim, the ITCC should contact insurance providers to determine the feasibility of pooling their vehicle insurance under a common insurance provider. This should lead to decreased insurance costs and also placing all regional providers under the same insurance policy guidelines.	Near-Term				
V-17	2.6.1	The ITCC should work with the regional transportation providers to facilitate an expansion of the existing level of coordination of out-of-county medical trips.	Near-Term				

Exhibit VI.1: SAFETEA-LU Implementation Strategies for Evaluation with Grant Applications

Page Number	Strategy Identification Number	Strategy Description	Priority/Implementation Timeframe	Specialized Vehicles (5310)	Job Access & Reverse Commute (5316)	New Freedom Initiative (5317)	Intercity Bus
V-17,18	2.7.1	The ITCC, in conjunction with SITS and OCTS, should work toward the development of regional transportation services that cross county lines within the region and possibly beyond. This should include an analysis of current routes that can be shared such as the arrangement where SITS works with OCTS to transport passengers between Crawford and Orange Counties, primarily for service to Bedford.	Near-Term		Yes	Yes	
V-18,19	3.1.1	Ride Solution and its board should carefully evaluate the feasibility of extending its public transportation services into Perry County.	Long-Term				
V-19	3.1.2	Meetings should be held with Perry County officials to discuss the feasibility of Ride Solution serving these counties and the cost/funding allocation required for the service. Depending on the outcome of Perry County obtaining service from Ride Solution, an alternative would be for Perry County to hold similar discussions with SITS.	Long-Term				
V-19	3.1.3	As another alternative, Perry County officials and providers should hold discussions with Spencer County officials and providers regarding the possible consolidation of existing transportation resources and initiation of a coordinated community transportation system serving both counties.	Long-Term				
V-20	3.1.4		Long-Term				

Exhibit VI.1: SAFETEA-LU Implementation Strategies for Evaluation with Grant Applications

Page Number	Strategy Identification Number	Strategy Description	Priority/Implementation Timeframe	Specialized Vehicles (5310)	Job Access & Reverse Commute (5316)	New Freedom Initiative (5317)	Intercity Bus
V-20,21	3.2.1	Initiate a variety of marketing activities such as brochures/rider guides, web site, media presentations and public speaking engagements.	Long-Term				
V-21	3.3.1	The Perry County Council on Aging should initiate an aggressive marketing campaign to hire additional drivers for their client transportation services.	Near-Term				

**VII. ADOPTION AND
APPROVAL OF PLAN**

VII. ADOPTION AND APPROVAL OF PLAN

The public comment period for this plan was 30 days with two-weeks notice prior to a public hearing opportunity. The notice of public hearing was posted in a widely distributed newspaper and a copy of such notice is included at the end of this chapter.

The regional Coordinated Public Transit-Human Services Transportation Plan was adopted on _____ at a steering committee meeting of the project participants. Signatures of adoption are provided below. Committee Members who adopted the plan participated in the planning process.

Name Date

**ADOPTION AND
APPROVAL OF PLAN**

Name

Date

Local elected officials were invited to review and accept the Coordinated Public Transit-Human Services Transportation Plan. Signatures of approval are provided below.

Name

Date

Notice of Public Hearing was posted in the
_____ on
_____. A copy of the notice is provided
below.

Public Hearing Notice

APPENDIX A

TABLE OF CONTENTS

APPENDIX A

A-1: Outreach Documentation Summary..... 1
A-2: Stakeholder Checklist 4
A-3: Newspaper Notices, Indiana RTAP Newsletter, Issue 2, 2007..... 5
A-4: Stakeholder Meeting/Announcement/Agenda 7
A-5: Meeting Sign-in Sheets 9
A-6: Stakeholder Survey 14
A-7: Spreadsheet of Participation by County..... 29

Appendix A

Region 1.2

A-1: OUTREACH DOCUMENTATION SUMMARY

COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION

PLAN

FOR CRAWFORD, HARRISON, ORANGE, PERRY, SCOTT AND WASHINGTON COUNTIES, INDIANA

Outreach Documentation Summary

Focus Groups

Date(s) & Locations Held:

6/21/07 __Harrison County Community Foundation_____

2/07/08 __Harrison County Community Foundation_____

Date(s) Invitations Were Distributed:

✓ U.S. Mail ___6/5/07___ Web Posting _____

✓ E-mail ___1/22/08_____ Other (please specify)

✓ Newspaper Notice __Indiana Dispatch – Indiana RTAP Newsletter _____

Radio/TV PSAs _____

- ✓ Distributed in local community/senior centers, etc.
- ✓ Information was provided in alternative formats, upon request.
- ✓ Events were open to all individuals, including hearing impaired.
- ✓ Information was provided in alternative formats, upon request.

- ✓ Interpreters provided, upon request.

of Attendees (by location & date)

___10___ __6/21/07 @ Harrison County Community Foundation_

___10___ __1/22/08 @ Harrison County Community Foundation_

- ✓ Invitation letter and mailing list attached.
- ✓ Copies of flyers, brochures, etc.
Copy of Public Notice from each newspaper in which it appeared
- ✓ Copy of e-mail invitation and mailing list attached.
- ✓ Sign-in Sheets attached.
- Copy of web posting (if available).

- ✓ Focus Group Summary Included in Report

Appendix A

Region 1.2

Public Hearings

Date(s) & Locations Held:

Date(s) Notice(s) Were Published: _____

Events were open to all individuals, including hearing impaired

Copy of web posting (if available).

Copies of flyers, brochures, etc. attached along

Copy of Public Notice attached along with distribution locations.

a list of newspapers in which it appeared.

of Attendees _____

Sign-in Sheets Attached

Minutes Attached

Surveys

Date(s) Surveys Were Distributed:

U.S. Mail _6/5/07_____ Web Posting _6/1/07-10/1/07_____

E-mail __ Upon request 6/1/07 – 10/1/07 ____

Other (please specify): Fax available upon request.

Newspaper Notice _June/July 2007_

Radio/TV PSAs _____

Distributed in local community/senior centers, etc. Local Points of Contact were asked to post the meeting announcements in community centers and senior centers

Information was provided in alternative formats, upon request.

No. of Surveys Distributed: 101 invitations to complete the survey

No. of Surveys Returned: 4

Listing of Survey Recipients attached

Other Outreach Efforts

Flyers or Brochures in
X Senior Centers X Community Centers

Appendix A

Region 1.2

City/County Offices Other _____

✓ Teleconferences – Consultants called organizations to request follow-up information. Organizations that did not participate, but are major transportation providers or consumers, were contacted by telephone to verify that they received the invitation/meeting notice and understand the importance of participation in the project.

✓ Miscellaneous Meetings, Conferences, etc. (please specify)
INCOST Meeting – September 27/28, 2007

Meeting for Indiana MPOs – May 24, 2007

If other activities include meetings, conferences, etc., please indicate the following information for each event:

Date(s) & Locations Held:

Sept 27/28, 2007 Indianapolis

May 24, 2007 Indianapolis

Date(s) Invitations Were Distributed:

U.S. Mail _____ Web Posting RTAP

E-mail _____ Other (please specify)

✓ Newspaper Notice RTAP Newsletter _____

Radio/TV PSAs _____

Distributed in local community/senior centers, etc.

Information was provided in alternative formats, upon request.

Events were open to all individuals, including hearing impaired.

of Attendees (by location & date)

Sign-in Sheets Attached, if applicable

Summary Attached, if applicable

- ✓ Invitation letter/Meeting Notice and mailing list attached.
- ✓ Copy of Public Notice attached along with a list of newspapers in which it appeared.
- ✓ Copy of e-mail invitation/Meeting Notice and mailing list attached.
- ✓ Copy of web posting (if available).
- ✓ Copies of flyers, brochures, etc. attached along with distribution locations.

Appendix A

Region 1.2

A-2: STAKEHOLDER CHECKLIST

The following list is provided to assist you in identifying the agencies, organizations, and institutions in your community that you will contact regarding your plan. It is possible that not all of these organizations exist in your community, or that multiple agencies exist with the same description. Keep this in mind when you are convening your stakeholder groups. Be creative when brainstorming for stakeholders as the more input you receive, the more comprehensive and relative your plan will be.

- Area Agencies on Aging
- Advocacy organizations, e.g., AARP
- Assisted Living Communities
- Child Care Facilities
- City Councils
- Colleges, Universities, and Community Colleges
- Community Based Organizations; Community Action Programs
- County Aging Programs
- County Commissioners or Councils
- Local DHHR Offices
- Economic Development Authorities
- Fair Shake Network
- Family Resource Network
- Foundations
- Group Homes
- Homeless Shelters
- Hospitals/Other Health Care Providers
- Independent Living Councils
- Major Employers or Employer Orgs.
- Local Medicaid Brokers or Providers
- Mental Health Providers
- Metropolitan Planning Organizations
- Non-Profit Transportation Providers
- Nursing Homes
- Other Non-Profit Organizations
- Potential Riders in Targeted Areas (lower income, individuals with disabilities and older Americans)
- Private Bus Operators
- Public Transportation Systems
- Regional Planning & Dev. Councils
- Local Rehabilitation Service Offices
- Retired Senior Volunteer Programs
- Local School Districts
- Security and Emergency Mgmt. Agencies
- Senior Centers
- Sheltered Workshops
- Taxicab Operators
- Technical or Vocational Schools
- Transit Riders
- United Way
- Local Workforce Offices

Appendix A

Region 1.2

A-3: NEWSPAPER NOTICES – INDIANA RTAP NEWSLETTER, ISSUE 2, 2007

Notice of INDOT Statewide Coordination Plan

Regional meetings on the development of a coordinated public transit-human services transportation plan will be scheduled through out the state between June 20 and August 31, 2007. The meetings will include a discussion of the content of the locally developed coordination plan, a needs assessment, the level of coordination between transportation programs, and developing an action plan for developing strategies and steps for improving coordination efforts.

In August of 2005, Congress passed the Safe, Accountable, Flexible and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), reauthorizing the surface transportation act. As part of this reauthorization, grantees under the New Freedom Initiative (5317), Job Access and Reverse Commute (5316) and Elderly and Disabled Transportation Program (5310) must meet certain requirements in order to receive funding for fiscal 2007 (beginning 10/1/06) and beyond.

One of the SAFETEA-LU requirements is that projects from the programs listed above must be part of a "locally developed coordinated public transit-human services transportation plan." This plan is required to be developed through a process that includes representatives of public, private, and non-profit transportation services, human services providers and the general public.

Agencies planning on applying for funding under the Section 5310, 5316 or 5317 programs anytime within the next four years, must participate in plan development and meetings. Those agencies must also complete the INDOT on-line survey at www.sndayton.com/INDOT_coordination_survey. Participation from agencies that represent individuals, who use or need public transportation, whether or not that agency is a transportation provider, is also important to the validity of the plan. If you have not yet received notification of the meeting in your region, please contact Laura Brown (contact information provided below).

Interested parties who are unable to attend the meeting in their region, but would like to submit comments, may send their comments in advance to: Laura Brown, 3131 South Dixie Hwy. Suite 545 Dayton, Ohio 45439, Call (937) 299-5007, or email comments to lbrownrls@verizon.net no later than August 17, 2007.

Appendix A

Region 1.2



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N955
Indianapolis, Indiana 46204-2216 (317) 232-5292 FAX: (317) 232-1499

Mitchell E. Daniels, Jr., Governor
Karl B. Browning, Commissioner

MEMORANDUM

TO: TRANSPORTATION STAKEHOLDERS
FROM: LARRY BUCKEL, MANAGER, OFFICE OF TRANSIT
DATE: MAY 30, 2007
SUBJECT: STAKEHOLDERS MEETINGS

Larry Buckel

Dear Friend of Transportation:

In August of 2005, Congress passed the Safe, Accountable, Flexible and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), reauthorizing the surface transportation act. As part of this reauthorization, grantees under the Elderly and Disabled Transportation Program (5310), Job Access and Reverse Commute (JARC - 5316) and the New Freedom Initiative (NFI - 5317), must meet certain requirements in order to receive funding for fiscal year 2007 (beginning 10/1/06) and beyond.

One of the SAFETEA-LU requirements is that projects from the programs listed above must be part of a "locally developed coordinated public transit-human services transportation plan." This plan is required to be developed through a process that includes input from representatives of public, private, and non-profit transportation services, human services providers, and the general public. As part of this process and to ensure adequate input into the local plans by these different entities, a series of stakeholder meetings will be held across the state.

The Indiana Department of Transportation, Office of Transit is coordinating these meetings, as they are 1) currently responsible for reviewing federal and state program applications; 2) need to be aware and knowledgeable of transit programs and funding streams in each county or region; and 3) are an independent and objective entity. In regions where there are urbanized areas, these areas will be coordinated with, or be part of, the regional plan.

A stakeholders meeting is scheduled in your area. The meeting agenda, time, and location are provided in the enclosed announcement. The meeting will include a discussion of the contents of the locally developed Coordinated Plan, needs assessment, the level of coordination between transportation programs, and developing an action plan for developing strategies and steps for improving coordination efforts.

You have received this meeting invitation because you represent a local/county/state government agency or advocacy group which provides service to, or advocates for, individuals who have public or specialized (elderly, persons with disabilities and/or low income) transportation service needs. Additionally, if you plan to apply for funding under the Section 5310, 5316 or 5317 programs anytime within the next four years, you must participate in the plan development and meetings.

Please forward this letter to other appropriate transportation stakeholders that need to be part of the coordinated public transit-human services transportation plan in your region. A meeting flyer is attached for you to distribute and post, as appropriate, to announce the meeting.

Please RSVP your attendance to this meeting invitation by calling RLS & Associates, at (937) 299-5007 or email lbrownrls@verizon.net. We look forward to seeing you.

Attachments: Meeting flyer for distribution and posting
Meeting Agenda

www.in.gov/dot/
An Equal Opportunity Employer

Appendix A

Region 1.1

A-4: STAKEHOLDER MEETING/ANNOUNCEMENT

INDOT Regional Public Transit- Human Services Coordination Meeting



Please Plan to Attend...

A regional meeting will be held to start the process of developing a public transit-human services coordinated transportation plan. Everyone interested in coordinating transportation should attend. Everyone planning to apply for grant funding under Section 5310, 5316 and 5317 must attend. The meeting will be facilitated by Charles Glover, RLS & Associates, Inc. and INDOT, Office of Transit.

Prior to the meeting, please complete the INDOT on-line web survey at http://www.sndayton.com/INDOT_coordination_survey

Date: 06/21/07

Time: 9:00 AM - Noon

Address: 1523 Foundation Way Corydon, IN

Harrison County Community Foundation

For information about the meeting, please contact Charles Glover at (937) 299-5007 or by e-mail cglover2@nc.rr.com

Appendix A

Region 1.1

A-4: MEETING AGENDA

COORDINATED PUBLIC TRANSIT-HUMAN SERVICE TRANSPORTATION PLAN

FOR Crawford, Harrison, Orange, Perry, Scott, and Washington Counties

June 21, 2007 from 9:00 AM till Noon

At Harrison County Community Foundation- 1523 Foundation Way Corydon, IN

- Registration
- Introductions and Welcome
- Purpose and Overview
 - United We Ride
 - Framework for Action
 - FTA Coordinated Public Transit-Human Service Plans
 - WV Transportation Coordination Toolkit
- Goals of this Session
 - Identify Existing Need for Transportation
 - Identify Existing Services
 - Identify Service Gaps and/or Duplication of Service
 - Identify Possible Alternatives for Coordination
- Brainstorming
- What is Coordination and its Perceived Benefits?
- What Are the Existing Transportation Needs for:
 - Older Adults
 - Individuals with Disabilities
 - Individuals with Limited Incomes
 - Other
- What Services Are Already Available?
 - Public Transit
 - Private Providers
 - Intercity
 - Taxi
 - Other
 - Human Services Transportation
- For each Type of Service, what are the:
 - Strengths
 - Weaknesses
 - Opportunities for Coordination
 - Obstacles to Coordination
- Coordination Alternatives: Innovative Ideas & Solutions
- Next Steps
- Adjourn

Appendix A

Region 1.1

A-5: MEETING SIGN IN SHEETS

Region 1.2: Croydon, Indiana June 21, 2007			
Attendees			
NAME & AGENCY	AGENCY ADDRESS	TELEPHONE	E-MAIL
Jim Newlin Voc. Rehab	1452 Vaxter Ave Clarksville, IN 47131	Phone: 812-288-8261 Fax:	james.newlin@fssa.in.gov
Cheryl Longest First Chance Center/Orange Co	986 W. Hospital Rd P.O. Box 267 Paol, IN 47453	Phone: 812-723-4043 Fax:	clongest@firstchancecenter.com
Bonnie Fallin Indian Creek Health & Rehab	240 Beechmont Drive Corydon, IN 47412	Phone: 812-738-8127 Fax: 812-738-3161	bonnie_fallin@kindredhealthcare.com
Dan Lowe Blue River Svcs	P.O. Box 547 Corydon, IN 47112	Phone: 812-738-2408 Fax: 812-738-6121	daniellowe@brsinc.org
Roland Lemus BRS/SITS	Corydon, IN 47112	Phone: 812-734-1000 Fax:	brtrdir@brsinc.org
Inez Voyles Harrison Health & Rehab	150 Beechmont Dr Corydon, IN 47112	Phone: 812-738-0550 Fax: 812-738-6273	inez_voyles@kindredhealthcare.com
James L. Ridenour SITS		Phone: 812-738-1681 Fax: 812-734-1036	brtrmg@brsinc.org
Delbert Hayden Voc. Rehab/	1452 Vaxter Ave P.O. Box 2517 Clarksville, IN 47131	Phone: 812-288-8561 Fax:	delbert.hayden@fssa.in.gov
LifeSpring, Inc.	460 Spirs St. Jeffersonville, IN 47130	Phone: 812-206-1232 Fax: 812-206-1229	curry@lifespr.com
Susan Chepa LifeSpan Resources, Inc.	317 E. Fifth St New Albany, IN 47150	Phone: 812-948-9701 Fax: 812-944-8739	Schepa@lsr14.org
Tom Hamilton INDOT	100 N. Senate Ave. Indianapolis, IN 46204	Phone: 317-232-1498 Fax: 317-232-1499	thamilton@indot.in.gov
Vickie Rayburn INDOT	100 N. Senate Ave. Indianapolis, IN 46204	Phone: 317-232-5078 Fax: 317-232-1499	vrayburn@indot.in.gov
James L. Ridensue SITS		Phone: 812-738-1681 Fax: 812-734-1036	lmg@brsinc.org

Appendix A

Region 1.1

Pat Glenn & Kelly Mitchell So. IN Resource Solutions, Inc. (SIRS)	1579 S. Folsomville Road Boenville, IN 47601	Phone: 812-897-4840 Fax: 812-897-0123	pat.glenn@sirs.org
Heather Mann Blue River Services, Inc.	1365 IN Hwy 135 NW Corydon, IN 47112	Phone: 812-738-2408 Fax:	brpdc@brsinc.org

Appendix A

Region 1.1

From: cglover2@nc.rr.com

Subject: INDOT Coordination Plan Meeting-Corydon

Date: January 22, 2008 6:43:41 PM EST

To: pccapeg@sbcglobal.net, don@oasc.us, brpdc@brsinc.org, pat.glenn@sirs.org, lmg@brsinc.org, Schepa@lsr14.org, curry@lifespr.com, Delbert.Hayden@fssa.in.gov, brtrmg@brsinc.org, inez_voyles@kindredhealthcare.com, brtrdir@brsinc.org, daniellowe@brsinc.org, bonnie_fallin@kindredhealthcare.com, clongest@firstchancecenter.com, james.newlin@fssa.in.gov

Cc: jenglish@indot.in.gov, edemeter@RLSANDASSOC.COM, Lbrownrls@verizon.net

Stakeholders,

The purpose of this message is to request your attendance at the 2nd Coordinated Human Service - Public Transportation Planning Meeting to be held **Thursday, February 7, from 10:00 AM - 12:00 PM at the Harrison County Community Foundation Building, 1523 Foundation Way in Corydon.**

The meeting will be facilitated by RLS & Associates, Inc. for the Indiana Department of Transportation (INDOT), Public Transit Section. The meeting agenda is attached to this email. Your participation in the meeting will ensure that the transportation plan: (1) accurately reflects and meets the transportation needs, goals, priorities and interests of your agency; (2) includes local plans to apply for Federal Section 5310 (Elderly and Persons with Disabilities - capital), Section 5316 (Job Access and Reverse Commute), and/or Section 5317 (New Freedom) grants from the Federal Transit Administration; and, (3) will be adopted locally for implementation (as required by the Federal Transit Administration).

The needs assessment portion of your regional transportation plan is posted on-line at:

www.in.gov/indot/7381.htm for your review. It is very important that we receive your input at this point in the preparation of the Indiana Statewide Public Transit - Human Service Coordination Plan. Please reply to this email by Feb. 4th to reserve your seat at the meeting. If you would like to invite other local transportation stakeholders not included on this email, please feel free to forward the message to them.

We understand that you have a busy and demanding schedule and thank you in

Appendix A

Region 1.1

advance for taking the time to ensure that your local community transportation plan includes strategies that are specific to your needs and goals. If you have any questions regarding the meeting or the planning process, please do not hesitate to contact me. We hope to see you on February 7th in Corydon.

Charles Glover

cglover2@nc.rr.com

(919) 233-1552 (home/office)

(919) 971-5668 (cell)

Appendix A

Region 1.1

INDOT COORDINATED PUBLIC TRANSIT - HUMAN SERVICE TRANSPORTATION PLAN

STRATEGY DEVELOPMENT MEETING AGENDA

February 7, 2008

10:00 AM to 12:00 PM

Harrison County Community Foundation Building, 1523 Foundation Way, Corydon, IN

- **Sign-in**
- **Welcome**
- **Review of the Needs Assessment Report submitted to INDOT**
Presentation of Regional Coordination Report RLS & Associates, Inc.
- **Discussion of 2008-2013 applicants for Section 5310, 5316, and 5317 grants**
Discussion of existing plans to apply for Section 5310 (Specialized Vehicles), 5316 (Job Access/Reverse Commute), or 5317 (New Freedom), 2008 through 2013.
- **Appropriate Coordinated Transportation Strategies/Alternatives:**
Create strategies to meet identified goals – strategies must be associated with Federal Section 5310, Section 5316, and/or Section 5317 programs/grants.
- **Discussion of Lead Organizations for Implementation of Coordination Strategies/Alternatives**
Prioritize implementation of strategies/alternatives

Create a timeline for implementation of strategies/alternatives
- **Next Steps**
Adoption of the local plan

Designate responsible organizations for updating the plan in future years

Appendix A

Region 1.1

A-6: STAKEHOLDER SURVEY

Indiana Department of Transportation Statewide Transportation Coordination Plan

Public/Nonprofit Organization Survey

Instructions to Survey Respondent – The Safe, Accountable, Flexible, Efficient Transportation Act, a Legacy for Users (SAFETEA-LU) was enacted in August 2005 and provides guaranteed funding for Federal surface transportation programs through FY 2009. SAFETEA-LU requires the establishment of a locally-developed, coordinated public transit – human services transportation plan (HSTP) in order for an applicant to access three specific funding programs; Section 5310 Elderly and Individuals with Disabilities, Section 5316 Job Access Reverse Commute (JARC), and Section 5317 New Freedom. In response to this requirement, the Indiana Department of Transportation (INDOT) is embarking on a thorough planning process to identify strategies that encourage more efficient use of available service providers that bring enhanced mobility to the state’s older adults, persons with disabilities and individuals with lower incomes.

As part of this planning process, INDOT must develop inventories of transportation services available to the elderly, persons with disabilities, and low-income individuals. Please complete the following survey to the best of your ability. If you have any questions regarding this survey, please contact Todd Lenz via email at tlenz@rlsandassoc.com, or via telephone at (937) 299-5007.

ORGANIZATION CHARACTERISTICS AND SERVICES PROVIDED

The first set of questions has to do with the general characteristics of your organization and the general nature of the services provided.

1. Identification of Organization:

- a. Respondent’s Name: _____
Title: _____
- b. Organization: _____
- c. Street Address: _____
- d. City: _____ State: _____ Zip: _____
- e. Work Phone: _____ Fax: _____
- f. Respondent’s E-mail: _____
- g. Respondent’s Website Address: _____

Appendix A

Region 1.1

2. Please check the box that best describes your organization. (Choose only one of the following options)

- | | |
|---|--|
| <input type="checkbox"/> a. Publicly Sponsored Transit Agency | <input type="checkbox"/> l. Private School |
| <input type="checkbox"/> b. Social Service Agency – Public | <input type="checkbox"/> m. Neighborhood Center |
| <input type="checkbox"/> c. Social Service Agency – Nonprofit | <input type="checkbox"/> n. Taxi/Wheelchair/Stretcher Service |
| <input type="checkbox"/> d. Medical Center/Health Clinic | <input type="checkbox"/> o. Public Housing |
| <input type="checkbox"/> e. Nursing Home | <input type="checkbox"/> p. Shelter or Transitional Housing Agency |
| <input type="checkbox"/> f. Adult Day Care | <input type="checkbox"/> q. Job Developer |
| <input type="checkbox"/> g. Municipal Office on Aging | <input type="checkbox"/> r. One-Stop Agency |
| <input type="checkbox"/> h. Nonprofit Senior Center | <input type="checkbox"/> s. Other _____ |
| <input type="checkbox"/> i. Faith Based Organization | |
| <input type="checkbox"/> j. YMCA/YWCA | |
| <input type="checkbox"/> k. Red Cross | |

3. What are the major functions/services of your organization? (Select all of the following options that apply)

- | | |
|---|--|
| <input type="checkbox"/> a. Transportation | <input type="checkbox"/> k. Job Placement |
| <input type="checkbox"/> b. Health Care | <input type="checkbox"/> l. Residential Facilities |
| <input type="checkbox"/> c. Social Services | <input type="checkbox"/> m. Income Assistance |
| <input type="checkbox"/> d. Nutrition | <input type="checkbox"/> n. Screening |
| <input type="checkbox"/> e. Counseling | <input type="checkbox"/> o. Information/Referral |
| <input type="checkbox"/> f. Day Treatment | <input type="checkbox"/> p. Recreation/Social |
| <input type="checkbox"/> g. Job Training | <input type="checkbox"/> q. Homemaker/Chore |
| <input type="checkbox"/> h. Employment | <input type="checkbox"/> r. Housing |
| <input type="checkbox"/> i. Rehabilitation Services | <input type="checkbox"/> s. Other _____ |
| <input type="checkbox"/> j. Diagnosis/Evaluation | |

4. Under what legal authority does your organization operate?

- a. Local government department or unit (city or county)
- b. Private nonprofit organization
- c. Transportation authority
- d. Private, for-profit

Appendix A

Region 1.1

e. Other (Specify) _____

5. Please list all counties in which you provide services. List all such counties, even if you serve a small portion of the county(ies).

Counties Served: _____

6. Does your organization impose eligibility requirements on those persons who are provided transportation?

Yes No

If yes, please define those basic requirements below (e.g., Medicaid only, low-income only, etc).

7. Is your organization involved in the direct operation of transit for the general public and/or transportation services for human service agency clients?

Yes No

8. Does your organization purchase transportation on behalf of clients or the general public from other service providers?

Yes No

If the answer to Question 7 is “No,” and the answer to Question 8 is “Yes,” Skip to Question 27 and continue the survey.

If the answer to both questions is “No,” Skip to Section V, Question 29 and continue the survey.

TRANSPORTATION SERVICES PROVIDED

Service Providers Only. In this section, explain the various methods by which your organization delivers public transit or human service agency transportation. Exclude meal deliveries or other non-passenger transportation services that may be provided.

9. Which mode of transit service delivery best describes your methods of service delivery? (Select all of the following options that apply))

a. Publically-operated fixed route (fixed path, fixed schedule, with designated stops)

Appendix A

Region 1.1

- b. Human service agency fixed route (fixed path, fixed schedule, with designated stops)
- c. Demand response (includes casual appointments and regular clients attending daily program activities)
- d. Route deviation
- e. Other (Specify) _____

10. In what manner does your organization directly provide, purchase, operate, or arrange transportation? (Check all that apply.)

Mode of Transportation	Services for the General Public	Client Only Services
	<i>(Check All That Apply)</i>	
a) Personal vehicles of agency staff		
b) Agency employees using agency owned fleet vehicles		
c) Pre-purchased tickets, tokens, passes for other modes of paratransit/transit		
d) Reimbursement of mileage or auto expenses paid to employees, clients, families, or friends		
e) Volunteers		
f) Information and referral about other community transportation resources		
g) Organized program with vehicles and staff designated specifically for transportation		
h) Other (Describe in space provided below)		

Please describe any other methods in which your organization delivers transportation services not previously checked in Question 10a through 10h.

Please provide the following information regarding the vehicle fleet used in the provision of transportation services provided directly by your agency. The vehicle type(s) used include the following:

Appendix A

Region 1.1

Vehicle Type	Number of Vehicles			
	Total Number	Number Owned or Leased	No. Owned or Leased: Wheelchair Accessible	Volunteer Vehicles
a) Sedans				
b) Station wagons				
c) Minivans				
d) Standard 15-passenger vans				
e) Converted 15-passenger vans (e.g., raised roof, wheelchair lift)				
f) Light-duty bus (body-on-chassis type construction seating between 16-24 passengers)				
g) Medium duty bus (body-on-chassis type construction seating over 22 passengers with dual rear wheel axle)				
h) School bus (yellow school bus seating between 25 and 60 students)				
i) Medium or heavy duty transit bus				
j) Other (Describe):				

Note: “Number Owned” and “Number Leased” should add to equal “Total Number.”

11. Do drivers carry any type of communication device (cell phone, two-way radio, etc.)?

Yes No

Appendix A

Region 1.1

If “Yes,” what type of communications device/system is used? (Select any of the following options that apply)

- Cellular phones
- Two-way mobile radios requiring FCC license
- Pagers
- Mobile data terminals
- Other (describe): _____

12. Define the level of passenger assistance provided for users of your transportation service. (Select any of the following options that apply)

- Curb-to-curb (*i.e.*, drivers will assist passengers in and out of vehicle only).
- Door-to-door (*i.e.*, drivers will assist passengers to the entrance of their origin or destination).
- Drivers are permitted to assist passengers with a limited number of packages.
- Drivers are permitted to assist passengers with an unlimited number of packages.
- We provide personal care attendants or escorts to those passengers who require such services.
- Passengers are permitted to travel with their own personal care attendants or escorts.

13. What are the daily hours and days of operation for your transportation services? Check days and list hours of operation in the space provided.

	Mon	Tues	Wed	Thu	Fri	Sat	Sun
Transportation service begins:	_____	_____	_____	_____	_____	_____	_____
Transportation service ends:	_____	_____	_____	_____	_____	_____	_____

14. How do clients/customers access your transportation services? (Choose one of the following options)

- There are no advance reservation requirements.
- Clients/customers must make an advance reservation (*e.g.*, by telephone, facsimile internet, arrangement through a third party, etc).

15. If advance reservations are required, what notice must be provided?

- Customers/clients can call on the same day as the trip (*e.g.* taxi service)
- Customers/clients must call for a reservation the day before travel.
- Customers/clients must call for a reservation 24 hours before travel.

Appendix A

Region 1.1

- Customers/clients must call for a reservation two days before travel.
- Customers/clients must call for a reservation three days before travel.
- Customers/clients must call for a reservation four days before travel.
- Customers/clients must call for a reservation five days before travel.
- Customers/clients must call for a reservation one week before travel.
- Other (Define): _____

16. Will you accommodate late reservations if space is available?

- Yes No

Explain _____

Question Number 18 was deleted.

RIDERSHIP

The following questions have to do with client/patron caseload and/or client ridership.

17. Must individuals be certified or pre-qualified in order to access your transit services?

- Yes No

If yes, what are the eligibility/qualification standards?

18. Please provide your organization’s annual passenger statistics. If possible, use data for the most recently completed 12-month period for which data is available. Complete questions (a) through (d).

Unduplicated Persons/Passenger Trips	Services for the General Public	Client Only Services	Estimate	Actual
a) Total number of persons ¹ provided transportation				
b) Total number of passenger trips ² (most recent fiscal year)				
c) Estimated number of trips ² which the riders use a				

Appendix A

Region 1.1

wheelchair				
------------	--	--	--	--

In the above table, use the following definitions:

¹ A "person" is an unduplicated count of individuals receiving service (a person riding the vehicle 200 trips per year is counted as one person).

² A "trip" equals one person getting on a vehicle one time. Most riders make two or more trips a day since they get on once to go somewhere and then get on again to return.

Answer the following questions about figures provided in the table above:

d) Time period for counts: _____

ANNUAL EXPENDITURES AND REVENUES

The following questions concern your **transportation** funding sources and annual revenues and expenditures.

19. Does your organization charge a fare or fee for providing transportation services?

Yes No

If yes, what is the fare structure? _____

20. Does the organization provide any discounts for the elderly or persons with disabilities?

Yes No

If yes, what is the discount? _____

21. Does your organization accept any donations from seniors to offset the cost of providing transportation services?

Yes No

If yes, what is the suggested donation amount? _____

22. What are the beginning and ending dates of your organization's fiscal year?

Beginning: _____ Ending: _____

23. What are your transportation operating revenues?

Category	Actual, FY 2006
Transportation Operating Revenues – List Individually	

Appendix A

Region 1.1

a) Fares Collected from Passengers Through Cash, or Tickets/Tokens Purchased by Passengers (Include Client Fees and/or General Public Fares Here)	
b) Revenues Collected From Cash or Ticket/Tokens Purchased by Third Parties on Behalf of Passengers	
c) Reimbursements for Services Obtained from Third Parties (e.g., Medicaid Reimbursements)	
d) City Government Appropriations	
e) County Government Appropriations	
f) State Government Appropriation	
g) Grants Directly Received by the Organization	
1) FTA Section 5307	
2) FTA JARC	
3) Title III (Older Americans Act)	
4) Medicaid	
5) Other (List)	
6) Other (List)	
h) United Way:	
i) Passenger Donations	
j) Fundraising	
k) Contributions from Charitable Foundations, etc.	
l) Other, not listed above (Explain)	
Total Transportation Revenues – Total	

Other comments on organization revenues?

24. Did you receive any capital revenues during FY 2006 for transportation (e.g., facilities, vehicles, technology, etc.)?

Appendix A

Region 1.1

Category	Actual, FY 2006
Transportation Capital Revenues – List Individually	
a) FTA	
1) FTA Section 5307	
2) FTA Section 5309	
3) FTA Section 5310	
4) FTA Section 5311	
b) Governmental Revenues	
c) Passenger Donations	
1) State	
2) County (list county)	
3) City (list city)	
d) Fundraising	
e) Contributions from Charitable Foundations, etc.	
f) Other, not listed above (Explain)	
Total Transportation Capital Revenues – Total	

Other comments on organization capital revenues?

25. What are your transportation operating and capital expenses?

Category	Actual, FY 2006

Appendix A

Region 1.1

Transportation Operating Expenses – List Individually	
a) Transit Operation Expenses	
1) Transportation administration	
2) Transportation operations	
3) Transportation maintenance (facilities and equipment)	
Total Operating Expenses	
b) Transportation Capital Expenses	
Total Transportation Operating and Capital Expenses	

Other comments on organization expenses?

26. Does your agency make any payments to third parties to pay for transportation of the general public or for clients of your agency?

Yes No

If No, skip to Question 29.

27. If your agency purchases client transportation services from third parties, please complete the following table. If the third party or parties are private individuals, do not list individual names; sum all such entries in one line labeled as “private individuals.”

Appendix A

Region 1.1

<i>Transportation Payments Made to Third Parties for the Purchase of Transportation Services</i>			
<i>Name of Third Party</i>	Total Number of Trips Purchased	Rate and Basis of Payment (e.g., Per Mile, Per Trip, etc.)	Total Amounts Paid Last Fiscal Year

Note: If different rates apply to different types of trips (e.g., ambulatory trips vs. non-ambulatory trips), please specify each rate and ridership separately). Also, if rate structure incorporates more than one structure (e.g., a base rate plus a mileage-based rate), please specify accordingly.

ASSESSMENT OF NEEDS/COORDINATION

Questions 30 and 31 were deleted, and a reworded version of Question 31 appears below as Question 30.

28. What elements of the existing transportation network provide the most useful personal mobility options in your service area (select one)?

- Public transit.
- ADA complementary paratransit services.
- Taxis and other private providers.
- Human service transportation programs.
- Families, friends, and neighbors.
- Volunteers.
- Other (Define): _____

29. In your assessment, what enhancements are most needed to improve personal mobility in your service area (select one)?

- Greater coordination among providers.
- More funding.

Appendix A

Region 1.1

- Longer hours and/or more days of service.
- Loosening of eligibility restrictions.
- Lower fares on existing services.
- Other (Define): _____

30. In what type of transportation coordination activities do you currently participate?

- Information and referral.
- Joint procurement.
- Joint training.
- Joint dispatch.
- Shared backup vehicles.
- Shared maintenance.
- Joint use of vehicles.
- Trip sharing.
- Service consolidation.
- Service brokerage.
- Joint grant applications funding.
- Driver sharing.
- Other (Define): _____

Please provide additional explanation of your coordination activities indicating the names of the other organizations that participate with you.

31. What issues, if any, have your coordination efforts encountered (check all that apply)?

- Statutory barriers to pooling funds
- Restrictions placed on the use of vehicles

Appendix A

Region 1.1

- Liability/insurance concerns
- Turf issues among providers
- Billing/accounting issues
- Unique characteristics of client populations
- Other (Define): _____

32. In your opinion, what do you see as the greatest obstacle(s) to coordination and personal mobility in your service area (check only one)?

- Statutory barriers to pooling funds
- Restrictions placed on the use of vehicles
- Liability/insurance concerns
- Turf issues among providers
- Funding
- Unique client characteristics/inability to mix clients on-board vehicles
- Other (Define): _____

33. In your opinion, what enhancements are most needed to improve the coordination of public transit and human service transportation in your service area?

34. In your community, has some organization or committee been established that has assigned responsibility to coordinate transportation among transit providers, human service agencies, and consumers?

- Yes No

35. In your community, has some organization or committee been established that has assigned responsibility to coordinate transportation among transit providers, human service agencies, and consumers?

- Yes No

If yes to Question 35, please indicate below, using a scale of one through five, if your governing board actively participated in the planning, development, and implementation leading up to this arrangement?

Little participation



Strong participation

Appendix A

Region 1.1

A-7: SPREADSHEET OF PARTICIPATION BY COUNTY

Appendix A

Region 1.1

Appendix A

Region 1.1